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FEBRUARY 2019

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MG CAR CLUB HUNTER REGION INC.

FOUNDED 1987

AFFILIATED WITH MG CAR CLUB UK

AFFILIATED WITH CAMS



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Committee members welcome your phone calls, but please call before 9.00pm

The opinions of correspondents, individuals and advertisers in this magazine are not necessarily those of the MG Car Club Hunter Region



MG Car Club Hunter Region sponsored and supported activities

What's On

February 2019

- ♦ ***Thursday 7th — Square Riggers Natter 12-2pm @ Café Inu Carrington***
- ♦ ***Tuesday 12th — Committee Meeting 6.00 at Clubroom
Club Night 7.30pm at Clubroom***
- ♦ ***Wednesday 13th — Midweek Gathering 12.00 at Bonnells Bay
Hotel 330 Fisheries Point Bonnells Bay***
- ♦ ***Wednesday 13th — GEAR meeting Wakefield Park***
- ♦ ***Sunday 17th — Clubman Run— afternoon run (twilight) leaving
clubrooms at 4 pm finishing at Stockton for a
BYO picnic dinner.***
- ♦ ***Thursday 28th — Tuning Run — Meet at McDonalds Hexham
depart 10.00 am sharp***

March 2019

- ♦ ***Friday 1st to Sunday 3rd — MG Racing Sandown Rd1***
- ♦ ***Thursday 7th — Square Riggers Natter 12-2pm @ Café Inu Carrington***
- ♦ ***Saturday 9th — Tea Gardens Hawks Nest Motorfest***
- ♦ ***Tuesday 12th — Committee Meeting 6.00 at Clubroom
Club Night 7.30pm at Clubroom***
- ♦ ***Wednesday 13th — Midweek Gathering***
- ♦ ***Sunday 17th — Clubman Run —***
- ♦ ***Thursday 28th — Tuning Run — Meet at McDonalds Hexham
depart 10.00 am sharp***
- ♦ ***Friday 29th to Sunday 31st — HSRCA Autumn Festival meeting
Wakefield Park***



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The new club website is up and running.

Search MGCC HUNTER

The site is temporarily hosted by [www. ratwhacker.com](http://www.ratwhacker.com) so
don't worry

This issue contains the usual reports as well as comment on how to obtain a copy of the annual financial and auditors report (see page 17).

This issue also includes:

Elliot Burns continued article on the trials and rewards with restoring a 1934 PA MG.

As a filler I have attempted to interest readers with my progress with my 1976 MGB Roadster see page 21.

There is a brief description on basic steps checking the engine cooling system on page 26.

Progress with my MGB

My car is now on conditional Historic registration and an enjoyable morning was spent on the January breakfast run with my friend Howard White as navigator.

Removal of the centre section of steel armature from the rear rubber bumper was successfully completed and the opportunity was taken to reduce the overhang of the bumper with a now close fit to the car.

The cross member pads installation was the next task to achieve however my initial diagnosis that the cross member was loose was incorrect removing the immediate need for changing the rubbers.

Further report on progress with my car can be found on page 21.

*Graham
Editor*

*Spa 1000k 1968 MG in
front?*





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Well, it's another year underway and it is packed to the gills with MG stuff.

I've been putting in plenty of shed time (much to Bev's disdain). I'll put finger to keyboard some time for an article on the recommissioning of TF 4968. The light is very bright at the end of the tunnel now and it isn't a train coming the other way. By the time this magazine hits the stands, 4968 should be registered again. I have a great sense of pride and achievement that I've managed to get an old MG that was slowly dying with a bleak future, back to a living and usable car (and a member of our club). I'll have to try and get to a square riggers lunch in her before I drive it back to Tamworth to deliver her back to her custodian.

Whilst shuffling cars around my garage and workshop (several projects on the go at a time) I now have the engine gearbox out of Monty. Something didn't feel quite right in the box, and whilst returning from the November tuning run the clutch failed. Since Bev and I are taking her to the National Meeting up north of the border this year I thought I'd do the remedial work early. The clutch plates seem fine. I'd done the master cylinder up a few months back and have deducted that the slave cylinder must have packed it in. It was still pushing but when the thrust bearing hit the pressure plate it failed to proceed. I hope. I'll put a kit through it and see. The selection problem has been fixed and I just have to work out how to spin (internals not externals) the box to check the overdrive operation. Hmmm.

Whilst on Monty, the Friday of the Australia Day weekend was Monty's and my 40th anniversary. Yep 40 years ago I bought my first MG. Bev and I raised a cider to celebrate the relationship. It's all Bev's fault anyway as she was the one that suggested I look at an MG. Little did she know what she'd done.

Just had a call that Myf's engine block is ready for pick up from the engineer. I'm aiming at a race meeting in June to have her back on the track. Bigger bore, wilder cam, older driver.

Club calendar

The calendar for this year is done. The trouble is that it's an ever evolving document. Events appear, move and disappear constantly. For those with email, I'll send out a copy for you to file away for reference in the future. Just remember that it may change. I'll send out revised versions from time to time and keep an eye on the clubs web site and Facebook.

Nat Meet

As previously mentioned, Bev and I are planning on attending the National

Meeting in Redlands (QLD). Joining us at this point are Ross and Sue Adams and Austin and Sue Blanch. Is anyone else planning on making the journey north? Entries hoping for the early bird special finished at the end of January so the entry is now \$460 (competitor) and \$420 (social).

Club night

The March club night I'm thinking that we should have a number of guest speakers. YOU. Bring your best 'sacrifice to the god of speed' (if you don't understand then you haven't seen 'The Fastest Indian'). When I say 'show and tell' I'm after MG or car related broken bits. I have a beam in the garage coved in them. Bring something along and tell us how it got busted. The truth is not necessarily required, just a good yarn. You have a month to make it up. This month will be a quiet chat with mates.

Weekend away

Pencil in for Thursday 23rd – Sat 25th May a tuning run weekend away. We'll be heading up through the Liverpool planes to Armidale. Friday will be across to the Bellingen/ Dorrigo area then home on Saturday. I'll need numbers please to see if it's viable.

GEAR

The December GEAR meeting that I alluded to in the December magazine was a great day. Austin B (in his A) and Gary Piper (in his B) were both competing. Austin was accompanied by Matt (son), Tim (grandson), Robert Devereux and me. Gary's support crew was his son Ty. Robert manned a flag point and I did the start/ finish line. Good weather, good mates, good racing. I'll have Gary's in-car video at the club night with luck.

I could waffle for days but I'll leave something to talk about later.

Steve

Tuning Runs

Austin Blanch

**Meet at "Macca's Hexham" rear car park for departure 10.00 am
Destination provided on the day before departure so be early.**

The festive season now over and so your recovery should be in full swing, to get back to the norm. Time to remove the dust covers off the garaged MG with the Chrome and Paint dazzling ready for the Tea Gardens Show and Shine.

In my past literary works presented, I have made mention of technology and the future direction of the motor car. The following point of technology has nothing to do with the motor car. On Christmas Day Brenda and I experienced the magic of computer communication technology. We were able to witness our six year old grand daughter, who lives in London UK, open her Christmas presents. The marvels of Skype allowed us to see her excitement when a push bike, the starring item that Santa left beside the Christmas tree. To see the joy on her face when she opened the requested gift from Grand Ma and Grand Dad who were on the other side of the world back in Oz, Skype allowed us to share those moments.

I self indulged in the Christmas spirit by taking delivery of a new car, a Mazda 3 GT on 21st December. Had to pay for it as Santa said his budget for Christmas would not cover the cost. After taking delivery and reading the owners manual, I feel I should have obtained an education or at least a degree in technology. So many electronic features that control the car, I felt intimidated as the car made driving technique decisions on my behalf before I have time to think. My understanding of all the cars self drive features was a challenge to my intellect. I have had to re-jig my manual driving habits, as some of my short cuts on highway curves gives the car cause to think that ME, the driver has driver fatigue setting in, so it produces a screen message "Time for a Coffee Break". This message is supposed to happen after two hours of constant driving, I can bring it up in just forty minutes. Seems that shaving the painted white lines on road curves is a No No, so I now have to change my driving technique or stop for regular Coffee Breaks. Come to think of it, the car has all the electronic driver assist bells and whistles and advice on Coffee Breaks. So why didn't Mr Mazda have a coffee making dispenser incorporated in its features?

Next months article, there will be more note worthy lines on technical innovation in the motor manufacturing industry. There will be riveting

information on the future cars that we will be driving. This months literary exercise has been a light hearted one, just a warm up for the first article of this year and to warm up the electronic ink on my quill.

Answer to Decembers question on WD40.

WD40: WD stands for Water Displacement, 40 is the number of experiments it took to arrive at the successful formula for the invention of WD 40. The product was invented by Norman Larsen a chemist from Chicago in 1953. In the early 1950's the Americans had issues in trying to stop parts corrosion on the then Atlas missiles. Norman Larsen sold the rights to his invention for a fortune, \$20,000. He had no idea on how popular the product was to become world wide, so he has never received any royalties which would have resulted in millions in lost income.

Question for the ladies, Name of the person or persons who were responsible for the invention of Pantyhose? Answer next month.

Have Wheels Will Travel

Tuning Runs

Departure is 10am sharp from McDonalds Hexham, but check the WHATS ON in the magazine each month just in case a special run has been planned
For more information call
Austin Blanch

Reminder of Midweek Gathering

Meet at the venue for a 12 noon lunch

**13th February— Bonnells Bay Hotel
330 Fisheries Point Bonnells Bay**

Don't forget to phone Kay Bowden to reserve a seat!

Public Relations Officer Report **Ian Ashton (Asho)**

Welcome members to another exciting year of Hunter M.G. activities, including a weekend away, as I understand (more info later in the year)!

2019 was welcomed by a keen group of NY revellers, at the advertised invitation of President and Lady Jones, keen to watch the Newcastle fireworks from the panoramic view provided from their North Lambton residence. However, due to wet weather, we all enjoyed a spectacular electrical storm, instead of the scheduled fireworks display which was cancelled. The highlight of the evening was on the stroke of midnight, when previously planned, Jonesy activated his old Lambton station fire alarm, from its more recent home in his garage, indicating an emergency but simply waking most of the sleeping kids and older folk in North Lambton.

Our now traditional January breakfast run organised by Denny brought welcome relief from the stretch of hot and humid weather experienced during early January. Although there was a light sprinkle of rain, congratulations must go to Denny and Elliot for bringing their open touring MGTF and Y type respectively.

A welcome home to the Hunter region goes to Colin and Tess Dunne who have moved to Dungog after a couple of years respite in Cowra. Captain Alan may arrange a Clubman run to the Dunne's place later in the year. Col has added another car to his stable, this time a lovely dark green MGZT wagon purchased in Tasmania for \$ (ask Col !)

Please refer to "WHAT'S ON" in your monthly magazine or on the website calendar so you can keep up to date with your Club's activities.

Some great news already for the New Year comes from our wonderful friends Denise and Ross Jacka who introduced their new miniature pincer puppy "Cheelo" (Italian for sky) to the January breakfast run members.

How many of you know the history of WD40?...well I heard recently that it was developed in America prior to the second world war at the request of the U S Army. The army wanted a water displacement lubricant to be mandatory in all Jeeps despatched for the war effort. So after 40 submissions WD 40 was accepted. I was also told that WD40 is excellent for dissolving glue on your fingers and arthritis...believe it or not!

Cheers....Asho the pro with the mo

SPORTING DIRECTOR REPORT

Gary Piper

Hope that everyone had an enjoyable festive season with family & friends .

Austin Blanch & myself competed in the last GEAR event for 2018 on Wednesday December 5 at Wakefield Park near Goulburn. We arrived Tuesday arvo & had the cars scrutineered (This saves a big panic on Wednesday morning & makes it a more relaxed start to the day).

The day saw a total of 87 entries & near perfect weather conditions for competitors. Unfortunately a couple of oil spills on the track necessitated a lengthy clean up & the last event had to be cancelled, however we did get in a practice session & 2 events with the time for the second event (which was regularity) being extended to 15 minutes.

Austin ran in the Amaroo group which was sports cars. This group had a total of 22 starters & looked very impressive on the track.



Austin had his lovely MGA circulating nicely, looking & sounding superb as usual ,& was the fastest in the sports car group. He also finished second in the regularity , great result.

I ran in the Mount Druitt group which was newcomers & apparently I won't be there next time.



My group had a total of 8 entries with some interesting cars in there including a very nice 1970 914/6 Porsche which you don't see a lot of. They were designed as an entry level Porsche for the American market & came with either a 4 cylinder 1700 cc VW engine or a 6 cylinder 2000 cc Porsche engine .

Thanks to Austin, Matt & Jonesy for their driver coaching on the day , I've got a lot to learn but I am really enjoying the process. I had a great day & managed to finish second in the regularity event with a spin included with two laps to go. Pushing just a bit too hard trying to stay ahead of the green Porsche which I managed to do .

Our President Steve Jones was officiating on the start finish line. Robert Deveraux & my son Tai flagged on the day thanks to them & all the GEAR crew for a very enjoyable day on the track.

Also great to see our mag editor Graham Haywood come down for a look. I am sure he enjoyed walking through the pits, having a look at other competitors cars as well as ours & watching the action on the track.

By the time the mag comes out Matt Blanch would have competed in the Group S event at Bathurst 12 hr .We wish him the best of luck.



Matt & Austin have put many hours into the B rebuilding the engine & gearbox also doing a few mods & improvements on the way. We hope their efforts are rewarded.

Will have a Report on the 12hr weekend next mag as the Piper family will be doing our annual migration to Bathurst for the weekend.

Remember drive them don't hide them.

Sent from my iPad

Welcome to the start of a new year of MG motoring.

The last Thursday of the month is always the Tuning Run. Longer runs with destination decided on the day.

It's one of my favourite runs of the month.

We leave Hexham MacDonald's at 10am. Hope to see you there.

Enjoy your MG's. Hope to see you soon.
Alan Andoni, Club Captain

MG CAR CLUB HUNTER REGION Inc. 2018 year FINANCIAL REPORT ABN 51 910 880 408

The serving committee of the MG Car Club Hunter Region Inc for the year 2018 has prepared a financial report for the 2018 year ending on 30/06/2018 which has been independently audited.

An independent financial report audit for the 2018 year ended on 30/06/2018 of MG Car Club Hunter Region Inc has been prepared by A.J.Dorse Accounting 2/17 Arnott Street Edge-worth NSW 2285.

The financial and audit report is available for members upon request to Greg Jenkins Treasurer of the MG Car Club Hunter Region Inc.

sponse, no one has found the original engine for the car, but I did have contact from an enthusiast in Sydney which led to the purchase of a generator. This is a vital component as it is the drive link between the crankshaft & camshaft, as well as doing its usual electrical work! Robert Gibson also showed me that a distributor from an Austin 7 of the same vintage as the PA will do the job. He then helped locate a suitable one in Newcastle. Thanks Robert.

There are plenty of parts yet to be found, but the only other major engine parts that I am still looking for are an oil filter assembly and an oil pump. Replacements are made in England, but not always available (e.g. now) and they can be reasonably expensive too.

The hunt continues!

There are not too many instruments in a P Type, but the two small instruments (ammeter & oil pressure gauge) have been refurbished by Robert Cronin and with some help a T Type tachometer was found. The T Type is the same size and has the same chronometric mechanism as a P Type, so I have sent this to Robert Cronin, along with a new P Type dial face that I purchased from America.

Lastly the body. The P Type has a wooden frame, so I am continuing



to develop some body building (or coach building as the purists like to call them) skills along with extending my very basic self-taught

panel beating skills.

Unfortunately when the limits of my skills are tested I tend to procrastinate, so there hasn't been much change to the body tub.



I have however, finished the timber frames for the doors and I have started repairing the door skins and the edge mouldings that attach the skin to

the timber frame.

I purchased a small metal stretching / shrinking machine and I have spent hours trying to become familiar with how it works & then started shaping new edge mouldings for the bottom of each door....still a work in progress.

Finally, when I attended the December Square Riggers lunch Rob Dunsterville had provided some history of my car. Previously I had been shown factory records, indicating that it left Ab-



ington in September 1934, bound for Australia. I recently also had contact from the Australian Pre-War MG register and they confirmed

that my PA was imported through Lanes Motors in Melbourne. The first owner was another dealer "Sporting Cars". It's first registration number was 200.005 (Vic) & was issued on January 15th 1935. Subsequent registrations in Victoria were DP619 on 27th January 1942, EW506 on 2nd December 1943 and sometime later MP065.

I wonder if it's now identifiable in any old photos that people have. All responses gratefully received!

Elliot Burns
PA1499

Progress with my 1976 MGB Roadster

G Haywood editor

Progress with preparations of my MGB for registration reached a

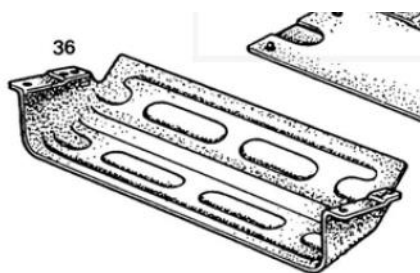


point where I was confident enough to arrange inspection for Conditional Historic Registration.

The hydraulic brakes were bled of air and operation of the rear brakes, which I thought may not have previously been operating, were tested whilst the car was on axle stands. The rear wheels were rotating in first gear power when brake application almost

caused the engine to stall, but I was quick enough to disengage the clutch. I concluded the rear brakes work!

There was also an intermittent fault with the rear lights which finally was discovered to be a poor earthing fault. After ensuring a good connection between the globe holders and the rear light frames as well as the earthing of the rear light frames to the car body consistent light operation was achieved. I have a copy of an excellent book titled "MGB Electrical Systems by Rick Astley" in which he recommends the soldering of a separate earthing wire to each globe holder and attaching the other end of each earth wire to an earthing point within the boot of the car (reference page 133 Fig 12.47). It is my intention to follow that recommendation to avoid a repeat of the fault sometime in the future.



After successful inspection and subsequent Conditional Historic registration was completed another job for the car was the removal of the remnants of an air duct between the front valence under the front rubber bumper and the radiator. This air duct directs air from the front valence openings to the lower edge of the radiator.

Although a replacement duct item 36 above (made from a cardboard like material) is listed in Moss Europe as a replacement part I decided to attempt to form my own out of a "Plymax" panel (a plywood centre section with thin aluminium adhered to both sides forming a composite panel approximately 3 mm thick).

With the help of my friend Howard, who supplied the panel, a similar shape was formed. That was then affixed with the original set screws under the rubber bumper supporting chassis rails, but behind the front valence.

I was encouraged to replace this duct to assist with the radiator cooling function especially relevant with the current higher ambient temperatures now being experienced.

There was a coolant leakage from the intake pipe connection to the top tank of the radiator that was also re-soldered by Howard. Checking for leaks during engine operation at operating temperature confirmed a successful repair further ensuring the ability to cope with the hotter summer weather.

The under bonnet insulation had loosened with it falling over the air cleaners on the carburettors possibly restricting intake air. So then I concentrated my attention to re-gluing the insulation in place.

Slowly but surely my MGB is being improved to hopefully become a reliable car once more that I can enjoy on the road touring this great state.

FOR SALE

SPECIAL LICENCE PLATES

These licence plates are for sale and asking price is \$500.00 negotiable Contact (nmorrison1@outlook.com)
(Prospective buyers are cautioned to check with Service NSW as special plates may have an annul fee) editor



1997 MGF Manual, 53000 klms, Outstanding condition, service history. Senior (75) selling due to limited use, Like this great MG to go to an MG enthusiast. Only way to appreciate is to see. Price guide \$9500 Call Lewis Hutchison 0410642970 (Daleys Point NSW)



1949 MGTC

Part finished restoration. All the hard work done (including new wooden body frame, chassis straightening and repairs and all panel work repairs). Many new and reconditioned parts. A rare opportunity to acquire one of these acclaimed milestone cars. Newcastle area
Asking \$15,000 Contact Robert on 02 49684696.

Wanted: MG PA parts.

Wanted to keep the restoration of my 1934 MG P Type (PA1499) progressing: oil filter assembly, oil pump, generator, amp meter & tachometer / speedometer. Any condition or location considered.
Contact Elliot Burns 0478 415405 or 02 49574921

1997 MGF

1.8i, rego April 2019, 5 speed manual, air-con, SRS air bag, alarm system, runs well, \$5800 negotiable.
Ph. Phil on 0428313555



Wanted: MGBGT V8 Speedometer. The face needs to be in good condition.

Will just buy the face or the whole speedo if needed.
80mm 220kph from '75/ '76 BGT V8
Robert Cronin 0424142629

Ads submitted will appear for 3 editions of On the Marquee
If you want your ad to run longer or the item is sold, please notify the Editor

FOR SALE

1967 MGB Roadster

UBR-167 Reg'd with full registration until Jan 2020

22800ish miles on the clock. Good condition overall with the usual expected marks for an old lady. A couple of paint chips, chrome that is not perfect and some worn paint under the roof bar at the back.

Some minor rust a few years ago in the floor pan was treated. A Celica 5spd Gearbox installed, as are inertia reel seat belts and an after-market steering wheel but the originals are held and will go with the car. Roof and tonneau cover both in good condition. Wheels are original wire spoke splines. She runs well and is a joy to drive.

Priced on other sites at \$13800 but would be happy to let her go for \$12200 to a local enthusiast who will look after her— contact Jason Drane <sabrelord40@gmail.com>



Ads submitted will appear for 3 editions of On the Marquee
If you want your ad to run longer or the item is sold, please notify the Editor

FOR SALE

MG Clubman

Incomplete project.

(as featured in ON the MARQUE Nov.2009 & Feb. 2010.). Chassis complete , steering & suspension ready for assembly. Nose cone only, no bodywork. Morris Major Elite mechanicals.

Who's after a project? For sale @ less than material costs. **\$3,000.**

Phone Alan on. 0408608397.



1974 MGB,

Red with black hardtop, soft top, tonneau, & half tonneau. Mechanically good. Body good. Paint good. Interior carpet & trims look a bit sad.

Same owner, 15years. Currently on Historic rego.

14/6 super-lite mag. Wheels,+ original Rostyle wheels + 14/6 steel wheels. + Spares. **\$13,000**

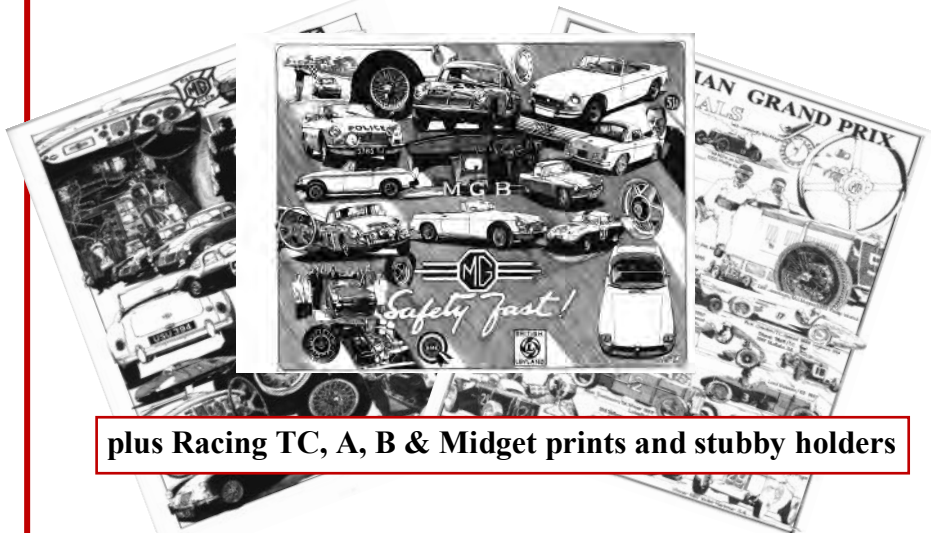
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COOLING SYSTEM INSPECTION

The first step is a physical inspection. Look at the fan belt for cracks or glazing on the part that runs between the pulleys. If it is cracked it will break. If it is glazed, it will slip. Also check the tension. You should be able to move the fan belt about $\frac{1}{2}$ " (13 mm) when you push on it between the alternator and crankshaft pulley. Tighten or replace the belt as necessary.

Then, inspect all the hoses for cracking. If the hoses look good, look at the ends where they attach to the radiator, water pump and the thermostat housing. If you see a build up of crud or an actual leak, tighten the hose clamp. Look for signs of water leakage around the water pump pulley. This indicates a bad seal. Then, try to shake the pulley or fan back and forth. If it moves, the water pump bearings are beginning to go and you should replace the pump or the fan mounting bolts are loose.

Lastly, check the pressure cap to see that the rubber is not cracked and is still flexible. If it is cracked or not flexible, replace it.

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Free 54 Page Catalogue

MG Car Club Hunter Region

Minutes of Committee Meeting held 11th December 2018

Meeting Opened 6:00 pm

Present: Greg Jenkins, Ian Ashton (Acting Chair), Frans Henskens, Gary Piper, Wendy Croker, Graham Haywood

Apologies: Stephen Jones, Denny Bowden, Alan Andoni, Jeff Lauff,

In attendance: Brian Madden.

Minutes: Accepted, Moved Gary Piper seconded Graham Haywood

Business Arising:

Photo copier arrived and working.

Reports:

President:

2019 Calendar (as a fluid document) has been prepared after Committee meeting at the Jones' house. Euro Motorfest & Shannon's Hunter Classic dates TBA after Knight's playing schedule is released.

Club participated in 100-year anniversary of Lambton Park Gates and were acknowledged in report to State Parliament.

Proposed weekend away (and tuning run) 23-25 May to Armidale thence Dorriggo and Bellingen. Looking for expressions of interest from Club members. Can visit Maurie Pryor and the group in NW Chapter.

New Years' Eve function to be held at the Presidential Palace (Chez Jones).

Vice President:

N/A.

Treasurer:

Secretary:

We have 167 paid up members at present.

Re Concours: need to book Park with NCC; 21 September 2019 with 19 October as reserve date.

Club Captain:

N/A.

Sporting Director:

Wakefield was a great day; 88 starters. Austin Blanch recorded a very good time in his MGA. Saw some very interesting historic cars in the

pits. Recommends members go next year, at least for a look.

Public relations:

N/A.

Committee Member:

N/A.

Regalia:

Had a very good sale last month. Needs to order more shirts soon.

Magazine Editor:

38 copies were posted out this month.

5 members do not have their *Marque* yet because their email addresses are now incorrect. Would these members please advise their new email addresses: Matt & Vanessa Blanch; Raymond Bond; Tony & Mary Kirk; Peter Smyth; Brad & Julie Tipper.

*** *Would members please immediately advise if you change your email address? Otherwise you will not (cannot) receive On The Marque* ***

General Business:

Merry Christmas and best wishes for the New Year.

The framed poster *MG Through The Ages* was donated by a friend of Ian Ashton. Will be hung up in the Clubroom. The friend will be formally thanked when we have contact details.

Meeting Closed 7:15 p.m.

Next Meeting

6 p.m. Tuesday 12th February 2019.

Thank you to those who have contributed to this edition of "On the Marque"
Please submit your contributions via email to ghaywood6@bigpond.com
It is great to have input from members as well as committee members!

**Deadline for the March edition will be
Thursday 21st February 2019**

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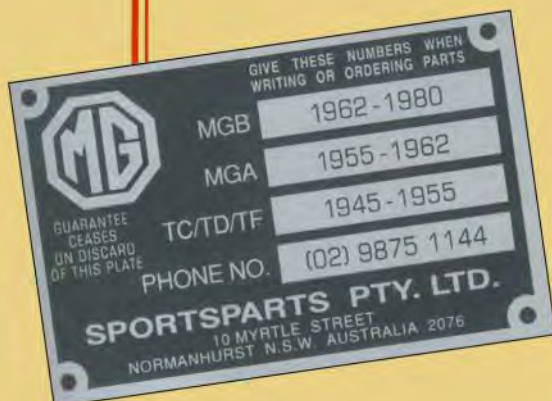
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