

# ON THE MARQUE



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JUNE 2019

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Developments

# ON THE MARQUE

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FOUNDED 1987

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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**

#### **June 2019**

- ♦ ***Saturday 1st—FoSC Eastern Creek (GP)***
- ♦ ***Saturday 1st—Meet at Club rooms—9.30 am for 125th anniversary celebration of the building***
- ♦ ***Sunday 2nd—MGCC Newcastle Come Try Hillclimb Day course A2. (keep this date clear for a fun day)***
- ♦ ***Thursday 6th — Square Riggers Natter 12-2pm @ Café Inu Carrington***
- ♦ ***Friday 7th to Sunday 9th—HSRCA/ MG Racing - SMP***
- ♦ ***Tuesday 11th — Committee Meeting 6.00 at Clubroom Club Night 7.30pm at Clubroom***
- ♦ ***Wednesday 12th — Midweek Gathering 12.00 Valentine Bowling Club, 17A Valentine Crs, Valentine***
- ♦ ***Sunday 16th — Clubman Run— Euro Motorfest***
- ♦ ***Wednesday 26th—Gear at Wakefield Park Goulburn***
- ♦ ***Thursday 27th—Tuning Run—Meet at Maccas Hexham 10.00***

#### **July 2019**

- ♦ ***Thursday 4th—Square Riggers Natter 12-2pm @ Café Inu Carrington***
- ♦ ***Thursday 4th to Sunday 7th—Goodwood Festival of Speed UK***
- ♦ ***Tuesday 9th—Committee Meeting 6.00 at Clubroom Club Night 7.30pm at Clubroom***
- ♦ ***Wednesday 10th—Midweek Gathering 12.00 Lochinvar Hotel***
- ♦ ***Sunday 21st—Clubman Run***
- ♦ ***Thursday 25th—Tuning Run—Meet at Maccas Hexham 10.00***





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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

### **Club Regalia is available at Club Nights**

**See Wendy Croker for all your regalia needs**

Cash only as no credit card facility yet but will be soon  
Shirts, Hats, Jackets, Umbrellas, Badges, Cooler Bags,  
not to mention our

MGCC Hunter Region wine from Tamburlaine!

## **Reminder of Midweek Gathering**

**Meet at the venue for a 12 noon lunch  
Wednesday 12th June at Valentine Bowling Club**

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

This month there is the word report on the recently finished National Meeting in Queensland (see page 18) that I inadvertently omitted from last months magazine.

Our North Arm correspondent has an interesting report on member's past experiences of rallying with T types both in Australia and in New Zealand starting on page 12.

The club financial year finishes on June 30th and a membership form has been included for the benefit of existing members. The Committee has agreed to participate in the national initiative of car records and the new form includes chassis / VIN numbers and engine numbers.

I have received some suggestions from members and one is for a regular quiz feature which I hope I can include as of July magazine. So your memories may be tested or you will have some information provided about MG's that you may not have known before. Well it is worth the effort to try anyway.

If members have any "What If" thoughts or indeed any subjects that may be of interest to our members to share then please contact me so that I can include them in the magazine and maybe if required add some additional research.

Progress with my MGB

*I had refilled my MGB's gearbox with fresh oil to monitor the gearbox to see if there is any further deterioration before making major repair efforts. However she has foiled me again as I noticed the brake reservoir was losing fluid but there did not seem to be any external leaks? On removing the vacuum hose from my brake servo it was obvious where the fluid was going. As I have already installed 2 rubber kits and had 1 re-hone it is time to replace or resleeve the master cylinder. Consequently whilst saving for the repair the car has had no use so no news on the gearbox either.*

*Nonetheless whilst the car has been off the road I have been checking a few things in the front suspension and found the shock absorber mounting bolts were not tensioned correctly so perhaps that is the cause of the sound in the front when I hit bumps?*

Graham Haywood





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## ***President's Report***

***Stephen Jones***

November this year will make 25 years since Wakefield Park opened.



The MGCC Hunter region was there with Team Hunter. Five competitors took on this new track with Jeff Redman (TC) Austin Blanch (A), Tony Merrick (Magnetite), Richard Merrick (B) and me in Monty.

The 'Pit Crew' was Merryl and Evan Redman, Kevin Cornford, Bev, Ollie Muller, Sue and Matt Blanch, Luke Kirkguard.

We looked resplendent in our BRG 'Team Hunter' shirts.

If you check the visitors book from that day you'll see it opens with Sir Jack Brabham, John Fahey (the Premier) followed by Sue Blanch and Merryl Redman.

We're a classy mob that keep good company.

Move on 25 years and Evan has now taken the driving duties for the TC, I've moved to a Midget (is Monty truly retired?) Austin's A has a bit more poke and now Matt has a very fast B of his own. There is talk of having a club run down to Wakie for the November 16<sup>th</sup> & 17<sup>th</sup> event to support those that are putting their hand up to compete (and pit crew). Be there and have some



fun. If we know early enough, we might even look at getting some more Team Hunter shirts commissioned. We'd love to see lots of you there.

I must be getting old. I have for the first time, raised a car. Yes, the Monty project (that's my B) has come to an end. The MkII overdrive gearbox is in and working beautifully, and the tunnel carpet has been replaced thanks to "**MG Trim**" in Hoppers Crossing Melbourne (David Brett happened to be visiting the Morton's and spoke at our last club night).

It will take a keen eye and some insider knowledge to pick the modification now... amongst all the others.

That left the problem of always scraping going in and out our driveway (I was always nervous driving him up Dungog way too) so to make sure he was truly semi-retired from the track (he'll never be fully retired) I removed the 30mm lowering blocks from the rear and put standard height coils in the front (they were 30mm lower too).

The tuning run weekend away was his first big run. The diff has a slight whine in it though that has been there for a long time. You just couldn't hear it over the high revving engine. That can be a job for the future. After a long touring run, I can't understand why people go to a 5 speed gearbox when the factory provided a 6 speed version.

It's onto the Myf rebuild now. I have all the engine parts and the brains trust is just doing calculations on the machining needed from the block and head to give me over 13:1 compression. The cam I've picked has a rev range of 4000 – 9000 rpm with a max of 9500 rpm. Now that's a screamer. I'll need a new tacho to cover the extra revs now and some higher chips for the rev limiter.

Bella (Bev's Midget) is patiently waiting in the wings for her turn in the workshop for an oil leak fix.

Reading Facebook (sad) I noticed a post about having a 'social' Nat Meet in 2021. The suggestion was for the Dubbo area in a move away from Easter to October. It will be very handy for us over the next few years with the Nat Meets being in our state.

Albury (and a quick slip over the border to Wodonga) in 2020, Dubbo? 2021 and Newcastle 2022. Let's pull the collective finger out and do something.

Your MGs aren't designed to sit in the garage and be looked at. They're for driving. I've just done 1000km in Monty on the Tuning Run weekend, all without a hiccup and with the roof down the whole way.

Whether cruising or racing, it's all about enjoying it. So drive the thing.

For 2022 Newcastle, I can see all my MGs being entered with 2 drivers in each car. Yes 3 MGs and 6 drivers. Our family will be doing our part, how about you?

When our fleet is ready, Bev and I might end up driving separate MGs on runs just so they both get regular exercise. At least there won't be argument during the drive, sounds like an ideal relationship.

Peter Dever has the right idea, he's aiming for 6 cars on historic plates. He then won't need a modern car because he'll have enough to drive 360 days a year. I suppose the 5 days off is to do maintenance on them.

An addendum to last month article, I'm not against green powered cars, it's just the Government and the Greens want an ideal without taking into account the realities. It's fine to move this way, and in reality a must, but the government needs to spend a massive amount of money upgrading a huge amount of infrastructure across the whole country and build several new power stations to power the system. It just won't work otherwise. They seem to be ignoring this. It's a fact, not an option.

Steve

Living in the North Arm Wheels District is an MG enthusiast owner Don Phillips, he has a number of MG models parked in his garage. Don's MG's are all of a high quality in presentation. Don has a passion for participating in various show and rally type of events. Cars are meant to be driven not locked away in a garage is his philosophy, so he is a regular attender of rally events. At last years Canberra T – Rally, for all T type MG's. Don drove his MG TC along with another fellow local Neville Oates also in a MG TC. Both cars performed well at Canberra, Neville returned home safely to Taree. Don decided to take an excursion through the Alps to Jindabyne and suffered a mechanical failure, a broken axle. Arrangements were made to have an axle despatched from Sydney. It arrived but it didn't fit, so the alternative was to have the broken axle welded. The welding completed, a job well done, as Don and his car returned safely to Taree.

In New Zealand there is a biennial rally Called T – TYme for all T and TY MG's (pre 1956) the rally that is held over a week. Don has competed in several of these events, this year he rallied in a borrowed New Zealand MG. A number of MG's are made available to trusted international entrants. Don was issued with a MG TA model, all went well for a few days, then it happened, a broken axle. Don being experienced in dealing with broken axles had a spare, so he was back on the road within two hours. The good news is that Don made a safe return to Ozz. On hearing of his misfortune, he was accorded the usual Aussie Mateship Sympathy. Don is now known as the Axle Man or Mr Axle.

Last month I took the "B" out for a spin in the Taree Historic Motor Club Long Run, its an annual event, distance covered was about 2,000 kilometres. Competitors were not advised of the travel schedule, run sheets were given out at each morning by the organiser. There were six North Arm MG owners participating,

only four drove their MG's. Rusty who owns a beautiful red MGB, advised he polished it with Meguiar's restoring car polish, it was so good when finished the car looked like a Porsche Boxster S convertible. Peter Eaton claimed the Mazda 929 had a larger boot than his MGB GT which was required for packing warm clothing for the eight day adventure.

The ports of call were Gunnedah, then to Lightning Ridge for three nights, then to St George one night, Moree for two nights our final night was at Uralla. Up until the Uralla overnight stop there were few problems starting our cars first thing in the morning, however the final morning cars were covered with ice, first signs of winter. Cranking a few of the cars into life in some cases, was a bit of a grind, all the MG's roared into life with no hesitation.

Mechanical issues were few, three flat tyres, a broken accelerator cable and a universal joint replacement, not a bad result for aging cars. Two Triumph cars were crewed by all ladies teams, our delegated mechanics kept a check on their cars mechanical performance. Only one issue, for morning starts mechanical advice on the need to use full choke and stay off the accelerator, once learnt there were no more problems.

The organisers did a wonderful job in arranging places to visit, special places where mother nature did her majestic work on landscape features. There was a good mix of motoring presentations and other places of interest for the ladies, while their male counterparts inspected some very interesting classic and vintage cars. The western countryside was a bit of a mixture, some areas have had rain, but in the main drought was still in full swing. One of our social nights our group raised just under \$1,700 dollars which was given to the St George Lions Club to support the farmers that are still experiencing a tough time.

My articles on Electric Cars have been a regular point of discussion when socialising, and with our recent federal election, it became a political talking point. My view at this stage is, Australia doesn't need government regulation to force change. This

has already been done by over seas governments and the car makers are located over seas and are responding, so the winds of change are already in motion. What is required is some leadership by State and Federal Governments rather than forcing John and Jill Citizen to rush out and spend fifty or so grand to buy an electric car. A sizable sum out of a family budget for a car that may not suit their needs or may have a trip in time to the scrap heap, because of technology development.

Government Departments change cars every two years or at 40,000 Kms. With combined levels of Government, car replacements would be in large numbers, cars required would be in various modes and sizes with varied power plants. Any gremlins that arise during government ownership, the details can be relayed back to the car manufacturer with some authority, on the issue that needs to be addressed. Government participation and experience in ownership will help set car model standards and improve development strategy for Australian needs. Reported experiences will help John and Jill Citizen, in making a future car purchase decision with some peace of mind.

Question: Why do Cockroaches turn on their backs to die? Answer next month.

Have Wheels Will Travel

## ***Tuning Runs***

**Austin Blanch**

**Meet at "McDonalds Hexham" rear car park for departure  
10.00 am Sharp**

**Destination provided on the day before departure so be  
early.**

**Check the WHATS ON in the magazine each month just in  
case a special run has been planned**



## 2019 weekend of winding roads & waterfalls

Autumn has to be the best time for touring in Australia. The 'Tuning Run' weekend away has proved it yet again. Just on 1000 kilometres over 3 days from the Hunter to the New England and across to the coast. We ended up with 10 couples taking up the challenge in their MGs and personally I would have to rate day 2 as one of the best touring days I've ever had in an MG... but more on that later.

Monty (my B) was fresh (and untested) from a transmission upgrade and suspension revision. It would be 20 years or more since Bev and I have done a tour in him. Too many modifications, other MG priorities and the addition of kids etc curtailed the opportunities. So, on Thursday 23<sup>rd</sup> May a happy line up of MGs gathered at Hexham Maccas for the inaugural weekend (that isn't) Tuning Run tour, or the **'2019 Weekend of Winding Roads and Waterfalls'**.

This was where the only failure of the weekend occurred when the Andoni's F's brake lights intermittent fault showed up... again. They did a runner for home to swap the MG for the Lexus while the rest of us hit the road.

The aim was to be as relaxed as possible with no convoy driving and minimal management. I gave locations for breaks and how to get there. It was up to each couple as to how they travelled. It worked a treat. A quick stop at the Branxton rest stop to pick up the Collins (RV8) and the Devers (RV8GT) and on toward Currabubula Pub for lunch.



It was great to catch up with some of our 'Tamworth' club clan, Ian and Marilyn Carter in their B, John Colville in his TF and Ian Lambert in his A. Even the Andonis made it in time. After a feed and farewells it was on to Armidale for happy hour (or 2) at the Cotswold Gardens

Motel. Day 1 covered 400km without a problem.

Dawn of another perfect day and it was time to take on the Waterfall Way across to the coast. It was only 200 kms to our days finish so it was up to people to detour as they wished, with lunch set at the Bellingen 'Old Butter Factory' as the regroup. Advice was that there were plenty of rock formations but very few waterfalls due to the drought. The start at Armidale was very dry and such was the landscape until we passed through Ebor and the country side started getting progressively greener. Ebor Falls was still running and most of us stopped in for a gander.

The Lauffs decided to stop at every 'waterfall' they could and their F showed the results of numerous dirt roads. Alas, there weren't many flowing.

After a cuppa at Ebor, we headed for Dorriggo. A couple of us dropped the ladies in town and ducked back to dribble through the fence at the 'not open to the public' (and much hated by the local green council) Dorriggo Steam Railway Museum. They aren't open due to council and government red tape. Rick



Nevile and I were standing at the fence when an old bloke wandered over. "Would you like to get a closer look?" "Yes please if that's OK", "if you're with me it's OK". There was the biggest steam train in the Southern Hemisphere (the 60 class Garrett 4, 8, 4 + 4, 8, 4 No 6039) sitting waiting for us with



dozens of other locomotives. At the front of the line were two locos that saw time in France with the Allies in

WWI. Wow!

Their boilers may have been cold but it was as if they were just sleeping, waiting for someone to give them a nudge to reawaken them. They are as close to a living thing that man has ever created. A real shame that they aren't on display and even in steam. The Garrett arrived under its own steam and has been carefully preserved since. Now that's a fantasy to see it under steam again.

Austin turned up and joined Rick and me having a close look at what is a wonderful historic collection. After an hour or so the girls (still wandering around Dorrigo...(not a huge shopping precinct) were getting restless and several texts tugged us from our reverie and we left with many hours of dreams as yet unfulfilled. Fortunately we have an invite to come back with a group if we wish. We do indeed wish.

More wonderful roads through to Bellingen and regroup/ lunch. Road works towards the coast kept the average speed down and the ladies happy but it was still enough to keep a smile on the boy's faces. We arrive at our evening digs in time for another couple of hours of 'happy hour' before off to the Risle (RSL) for dinner and dancing. Nev and Carol (CGTS) were the only ones to dare attempt the old time dance that was on. Boy oh boy were the locals serious about their foxtrots and tangos.

Day 3 saw a variety of distances to be covered. The Devers (RV8GT) had done their K's before the run and slipped back in to Port Mac. The Fletchers (B) peeled off at Forster and the Andonis and Dickasons (B) took a coastal drive to Forster. Bev and I hit the freeway and enjoyed our new 'overdrive'. We passed the Neviles (B) along the drive and caught the Blanches (BGT) at Coolongolook for morning tea. In the end for us it was another easy 320k's.

Home without a hiccup from a 50+ year old machine wasn't bad at all. The roads and weather were brilliant, the cars and company were great.

There are a few ideas for next year burning in the back of my brain. How about we start at Thirlmere rail museum, on to Werris Creek rail museum and finish at Dorrigo... yes, rail museum.

Weird, the ladies are looking at me as if I have two heads and lost the brains from both. Whatever, it will be this time next year.

Numbers were good to handle at around the 20 mark so I might set a limit.

Steve Jones

Once again it was a small contingent of MGCC Hunter Region members that represented our club at the 50<sup>th</sup> MG National Meeting. We all walked away with a medal around our necks after a good showing. Ross and Sue Adams drove their beautiful MkII B, Austin and Sue Blanch drove their BGT and Bev and I towed John Colville's TF north for Easter.

The weather, much like the traffic deteriorated as we headed north. It was a traffic jam from Coffs Harbour to Ballina then from the border on. The rain started on the north coast and got heavier the further we drove.

Registration and scrutineering was Friday and we managed to get that done between showers. Bev struck up a conversation with a couple from WA whilst waiting for me to finish paper work and now we have more MG friends to keep in contact with. That's Nat Meets.

It was back to our accommodation to start concours preparations. With the weather forecast not so great, I didn't get too serious but considering I'd done most of the work before leaving home there was just another wash and polish to finish things off. Ross and Austin were a bit more serious.

Saturday dawned with solid cloud and torrential showers. Not a problem if you have a roof. The TF doesn't. Fortunately it does have a tourneau. With constant chamois work, I kept the rain at bay. The rain did improve the TF's paintwork, but all the cars looked good. The judges still got on their knees to check the condition of the underside of the cars and in the end, when the winners were announced, both Ross's B and Austin's BGT got the call up for outright judging. Medals were presented at that evening's social event.

While many hit the roads around Redlands for the Touring/Navigation run, Austin and I headed for Mount Cotton Hill Climb and the first of the hot radiator events. On the track walk it quickly became obvious that the TF was in trouble. It is very steep! On the sighting lap I was behind a slow MGF and it caused me to come to a halt and have to go back to first and do a hill start, twice!

I wasn't happy when I pulled up to the start line and the timers put away the stop watch and pulled out a calendar. What were they trying to say? I soon found out. The first speed run and she ran out of revs in second and surprisingly a clean double clutch to first got me going before coming to a complete halt, twice. The second run was better and with each run the car improved and seemed to free up more. At the end of the 3<sup>rd</sup> run I was just a 10<sup>th</sup> second behind 2<sup>nd</sup> place. He felt so confident, he went home leaving me to give it all we had (the timers even got the stop watch back out). I cleaned a second off my time and secured 2<sup>nd</sup> place in my class.

Austin was using every inch of track and a bit more. He refrained from cutting the grass like several others did but did several brake checks on the hairpin corner. Again the GT showed it was a goer and as well as a shower





with another first place in class.

Monday was the motorkhana. I spent a heap of time walking the patterns with Austin. When I stopped, he kept going. I was in the first group to run and only a couple from the front. This was good and bad. You don't get distracted by others that might do it wrong but you don't get much mind mapping time.

The TF was on the ragged edge and I couldn't ask for or got any more from her. I pegged all 3 patterns twice. The TF was starting to say she'd had enough and started whinging on the second runs with a cough and fart at regular spots.

Austin had the same trouble as about 90% of the field and was plagued with a couple of 'Well Done' marks on his timing sheet. That's what we told him. The WD actually means 'wrong direction'. After two runs he managed to get one clean time on each pattern. His chief rival only achieved two clean patterns.

Home for a quick tub and scrub up and it was off to the presentation dinner. This was where we got the results of the hot radiator events. Austin took 1<sup>st</sup> in everything he went in and I got 2<sup>nd</sup> in the sprint and motorkhana.

Not a bad haul by all of us. 3 MGs, 4 firsts and 2 second. It would have been nice to see a few more Hunter members there to share the competition and camaraderie and maybe a few more medals.

After a slap up farewell breakfast (that doubled as lunch) the Adams' hit the road home whilst Austin and I enjoyed the post event delegates' conference. The wash up of that was some deferred rule changes and clarifications but the important stuff was who was putting their hand up for future meetings.

We know next year is Victoria running the meeting at Albury/ Wodonga, 2021, Gold coast was hoping to run the meeting at Alice Springs but alas, it isn't to be. No one has put their hand up at this point. Newcastle have said they'll do 2022.

How about some enthusiasm and a decent roll up from Hunter? It already looks like I'll have to prep 3 or 4 MG's for the event as all my kids and their partners are lining up to do their part. The Blanch family may even manage 3 generations competing. What about you?

## **Reminder of Midweek Gathering**

***Meet at the venue for a 12 noon lunch***

**12th June — Valentine Bowling Club**

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





## **Public Relations Officer Report...Ian Ashton**

The weather for Tilligerry Motorfest was perfect and for the 16 MG's and teams attending (some for the first time) everyone had a good time wandering around inspecting the 350 or so cars on show.

Congratulations to our own Peter Buckley who took out the gong for "Best Modern Ford Falcon" with his fairly new beautiful red Falcon...well done Peter!

Members attending the 125 year Anniversary Celebration of our beautiful Headquarters in conjunction with Newcastle Family History Society enjoyed morning tea and birthday cake with fellow members and interested members of the public. As most of you know Hunter M.G. has been housed in the grand old Mechanics Institute Building since 1987.

The organisation of our first Euro Motorfest at Newcastle Foreshore Park on Sunday 16<sup>th</sup> June is well on track.

Euro Motorfest is our Clubman run for June so we look forward to seeing as many members with their MG's as possible.

David Sayers from NEW 2UW will be broadcasting live from the Park.

Denny is arranging for some European Bash cars to be present and Variety, The Children's Charity will be supported by a donation from our MG Club.

I would appreciate any assistance on the day to help set up our gazebo, collect entry fees, and direct cars on the park. Please meet me at 7.30am on Sunday 16<sup>th</sup> June at the main vehicle entrance gate in Wharf Road.

Please spread the word and help make this Event a success so we can lock it in at the beautifully located Newcastle Foreshore Park for future Euro Motorfests.

Your Pro with the mo....Asho

## ***SPORTING DIRECTOR REPORT***

***Gary Piper***

I am looking for expressions of interest in a trip to Goulburn for the 25th anniversary of Wakefield Park Circuit which a few Team Hunter members including myself will be competing in.

We would leave on Friday travelling back roads to Goulburn, staying in Goulburn Friday , Saturday, & Sunday nights travelling back on Monday. The event will be an historic meeting run over Saturday & Sunday 16 & 17 November by HSRCA & GEAR clubs as a joint event.

There will be a wide range of cars competing including classic sports cars, open wheelers of all types, touring cars, specials, sports sedans & more.

Just a walk through the pits will be worth the trip, all the owners are proud of their cars & just love to talk about them.

Some of the cars have a long & interesting history.

The event is still in the planning stages at the moment & I will let you know the programme as soon as I have it.

Please let me know if you are interested as we will need to start to organise it soon so we can arrange accomodation & so on.

### **Coming events**

Wednesday 26 June GEAR meeting Wakefield Park

Sunday 7 July MGCC Newcastle Hillclimb Ringwood Park

Remember drive them don't hide them

Cheers Gary

## ***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

The clubman Run for May was to Tilligerry for the annual Motorfest. It was an early start from the club house at 8 o'clock, well actually 8.15.

We had a very leisurely motor to our meeting spot at the BP garage on the corner of Nelson Bay Rd and Richardson Rd Salt Ash.

Some of our Northern members joined our convoy to continue on to our final destination, however, we left too early and a couple of members from Dungog had to catch us up at the venue.

Sorry, better communications next time.

The weather was a glorious 25c and sunny, perfect for a Sunday run with the top down.

Our club displayed 15 diverse vehicles, including a couple of interesting non MGs, but we are an inclusive bunch. Once again it was a very successful and rewarding day with all proceeds going to charity.

Our club member Peter Buckley has enjoyed success at this Motorfest with a trophy win for his non MG, instead for his excellently presented Red Falcon FPV-F6. Congratulations Peter!



We encourage all members to support these outings if possible, so that other clubs will support us with our activities.

Another great day out enjoying our passion for MGs and motoring.

The next Clubman Run is June 16th and will be for our Euro Motorfest held this year for the first time in Newcastle Foreshore Park, from 8.30am till 1.30pm.

The Morpeth cruise has now been re-scheduled for Saturday 16th November. Only 20 seats are available. If you are interested please contact Alan to get your name down.

See you on the road,  
Jeff Lauff

## **ANNUAL MEMBERSHIP REMINDER**

The financial membership of our MG CC Hunter Region is from 1st July to 30 June each year.

This is a reminder that club membership fees are due before 1st July to retain financial membership.

If you have the trial Historic Registration of your classic / Historic car then you should be aware that you must have financial membership in a car club registered to conduct Historic concessional registration as is the case with our club.

If you are not financial on and after 1st of July then your car will not be Registered for use on NSW roads nor have the Third Party Injury insurance that comes with the Historic Registration so you will not be legally allowed to drive it on the road until you have financial membership.

Attached to this months magazine is a new/renewal membership form for your use which would need to be sent to the Secretary advising that the registration fee has been sent to our bank and also information on your MG.

Mail the form to: PO BOX 503, WALLSEND NSW 2287, attention Secretary and Treasurer.

Or E-mail to: [henskens@idl.net.au](mailto:henskens@idl.net.au)

and to the treasurer :[gregjenkins204@gmail.com](mailto:gregjenkins204@gmail.com)

The preferred method of paying membership renewal is by direct electronic funds transfer (EFT). Account details are: BSB: 062-817

Account: 0090 3262

A/C Name: Hunter MG Car Club.

A/C description: your name

Mail payment details to the Treasurer

You may notice that there is an additional column in the form as your committee decided to support the national initiative re-keeping a register of chassis and engine numbers. The registering of this detail will enable a national register of MG's and also will provide some prominence re your vehicle that could be an advantage if and when you decide to sell.

Please, as a one-off provide this extra information for each of your Club cars. We can take blank fields to indicate there are no changes to the other information.

As an example of the information we would like,

An MGA ID plate says Type: YGHN3 and Car No. 107395 598 so we would need in the form to report YGHN3 107395/598 where YGHN3 says "made in Australia (Y), MG (G), 1400-1999cc (H), 2 seater roadster (N), and 3 (1600MkII)", 107395 is the MG factory chassis number, and 598 is the Australian build number.

A later MGB has a Vin No. such as GHN5UG397084G where (G) is for MG, (H) is "B" series engine, (N) is 2 seater tourer, (5) is 3rd series MGB, (U) is U.S.A. market, (G) is 1976 year, (397084) is chassis build number.

# FOR SALE

## **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, amp meter & speedometer. Any condition or location considered.

Contact Elliot Burns 0478 415405 or 02 49574921

## **Wanted: MGBGTV8 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 BGTV8

Robert Cronin 0424142629

Ads submitted will appear for 3 editions of On the Marque

If you want your ad to run longer or the item is sold, please notify the Editor

NOTE to place an advertisement for the sale of a vehicle it is a legal requirement that Price and Registration number, or Vin number or Engine number must be included.



# 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.

**Price reduction now \$2,000**

**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. Reduced price is now **\$12,000**

**Phone Alan on 0408608397.**



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

# FOR SALE

## **Rover MGF Abingdon Roadster 1998 N.S.W Registration BI 15 BE**

Immaculate condition with full service history.  
Currently serviced by TRIGG Motors Toronto  
Mileage 117,236

New Spring Kit (English kit) Shock Absorbers  
Immaculate Hard top included

Asking Price \$8,500  
Irene Freeman 49592279



# FOR SALE

## MGTF



MG TF Finished in Almond Green offset by a light tan interior.

C.1954 an immaculately presented original vehicle, older exterior restoration, with new interior, trim and floor coverings.

New Heritage soft top roof, side and door covers,



Original Engine and drive train was rebuilt under 2,500 km ago as was the suspension.

Magnificent dulcet MG tones will thrill you through the new exhaust system.

Vehicle is currently fitted with a Nissan 5 speed synchro-mesh gearbox and MGA Banjo Differential that makes highway touring at freeway speeds far less arduous on the driver and the vehicle.

The original Gearbox and Differential are of course with the vehicle for the new custodian.

4 off brand-new wire wheels and tyres have also been fitted.

Vehicle would have travelled less than 5000 km in total, the last 20+ years.

Suited for the purchaser wanting a fantastic road / touring car that would also hold its own on any concourse (3<sup>rd</sup> Place MG TF 2014, 1<sup>st</sup> Place 2016 @ Annual Concourse)

Complete photo essay of the vehicle is available online to the enquirer.

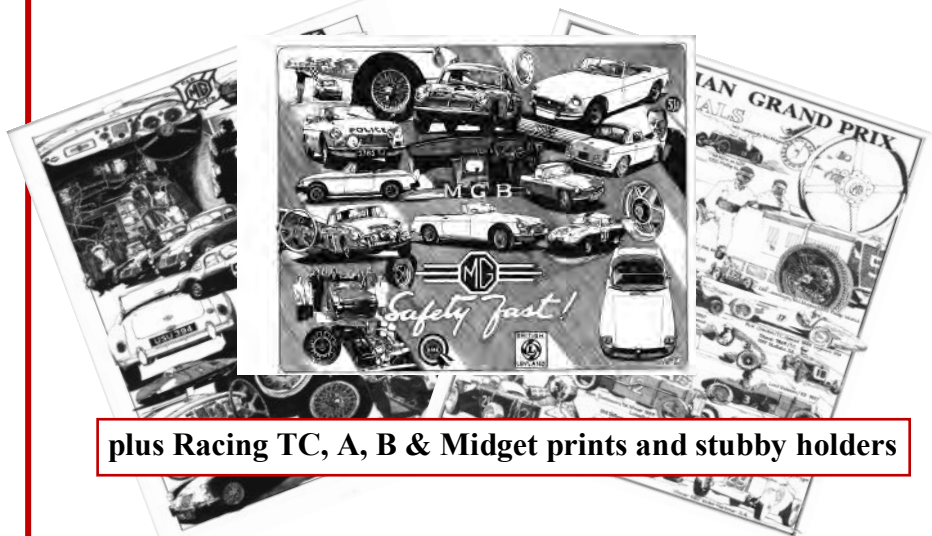
Offered to the new owner @ \$35,000. ONO

Mark Hickey 0407 237 576 – for and on behalf of Mary.

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contact Stephen Jones on 0412495234 or [sbmbjones@optusnet.com.au](mailto:sbmbjones@optusnet.com.au)

Thank you to those who have contributed to this edition of "On the Marque"

Please submit your contributions via email to [ghaywood6@bigpond.com](mailto:ghaywood6@bigpond.com)

It is great to have input from members as well as committee members!

**Deadline for the June edition will be  
Thursday 20th June 2019**

## **MG Car Club Hunter Region**

**Minutes of Committee Meeting held 14<sup>th</sup> May 2019**

**Meeting Opened 6:12 pm**

**Present:** Denny Bowden, Frans Henskens, Jeff Lauff, Greg Jenkins, Ian Ashton, Wendy Croker, Gary Piper, Graham Haywood

**Apologies:** Stephen Jones, Brian Madden

**In attendance:**

**Minutes:** Approved moved Graham Haywood seconded Frans Henskens.

**Business Arising:**

Nil.

**Reports:**

President:

Has an invite from the Mechanics Institute about their anniversary celebrations on the 1st June. We're invited and would be nice to have a dozen or two cars on display.

Has received a disk with scans of all the National Meeting posters if anyone would like a copy.

The National Meeting for 2021 is currently open for bids as Gold Coast have decided that their planned event at Alice Springs is not feasible.

The National Meeting 2022 has been taken by Newcastle.

There are suggestions that it may be possible to move the National Meeting from Easter with 2 years notice.

Vice President:

Nat Meet winners were

Ross Adams - 1st Concours - B MkII

Austin Blanch - 1st Concours/ Motorkhana/ Hillclimb - MGBGT MkI & II

Stephen Jones - 2nd Motorkhana & Hillclimb - MGTF.

Treasurer:

-

Secretary

Membership fees come due soon. Members with cars covered by historic registration must renew before June 30 otherwise their registration (and CTP if on Logbook Trial registration) will be invalidated.

Discussion of fees payable for 2019/20

Meeting decided to leave fees at 2018/19 level.

Club Captain:

This coming Sunday 19<sup>th</sup> May is the Tilligerry Run. We leave clubhouse at 8 a.m. with rendezvous at Richardson Rd / Nelson Bay Rd service station departing there at 9:30 a.m.

Next month club run is the Euro Motorfest 16<sup>th</sup> June at Newcastle Foreshore Park. Please plan to get there about 8:30 a.m. – or join the

convoy which plans to leave the clubhouse at 8 a.m.  
Proposal for July Club run to leave clubhouse at 10 a.m. 21<sup>st</sup> July with morning tea at Toronto Foreshore at 11 a.m. and travelling to Neath Hotel for lunch.

**Public Relations:**

Seeking member assistance at Euro Motorfest Sunday 16<sup>th</sup> June.  
David Sayers from New 2UW has contacted about broadcasting from the event – Ian Ashton to meet with him later this week.  
The 125<sup>th</sup> anniversary of the Lambton Mechanic's Institute (in which the clubhouse is housed) is being held on Saturday 1<sup>st</sup> June. We have been invited to display MG cars on the day. Please arrive with your cars at 9:30 a.m.

**Sporting Director:**

Apologies for work interference with recent attendance.  
Congratulations to members who attended the Nationals, in particular noting Ross Adams who has now won three Nationals in a row.  
Ian Ashton had a run at Wakefield. Also, Gary Piper had a run there in April.  
Mark Jones is going well in his MX5 at the hillclimbs.  
25<sup>th</sup> anniversary of Wakefield in early November. Any members interested in coming for the celebration let Gary Piper know.

**Committee Member:**

N/A.

**Regalia**

Has the Square Reader for taking credit card payments. It is nearly set up. Will be ready for membership payments and future regalia purchases.

**Magazine Editor**

Magazines were (finally) posted this morning.  
Will send out bulk email reminder about Club fees.  
\*\*\* *Would members please immediately advise if you change your email address? Otherwise you will not (cannot) receive On The Marque* \*\*\*  
Please email changed address to Club Secretary [hens-kens@idl.net.au](mailto:hens-kens@idl.net.au) and Magazine Editor [ghaywood6@bigpond.com](mailto:ghaywood6@bigpond.com)

**General Business:**

Discussion held about publishing of magazine on the Club website. Ian Ashton to discuss with Webmaster Andrew Gowan.

**Meeting Closed 7:13 p.m.**

**Next Meeting**

6 p.m. Tuesday 11<sup>th</sup> June 2019.



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**Deadline of Reports & Articles for the May  
edition will be  
Thursday 20th June 2019**



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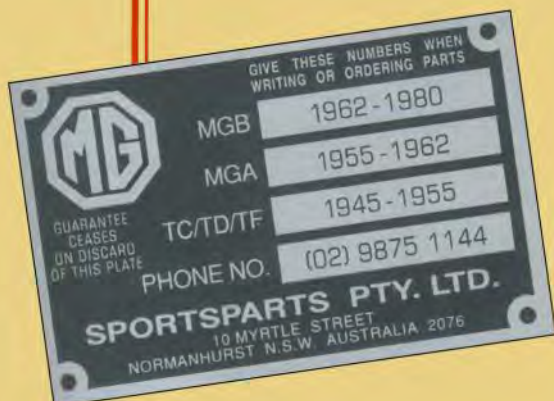
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