

ON THE MARQUE



OCTOBER 2019

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

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



What's On **MG Car Club Hunter Region sponsored and supported activities.**

October 2019

- ♦ **Thursday 3rd—Square Riggers Natter 12-2pm @ Café Inu Carrington**
- ♦ **Saturday 5th—FOSC at Sydney Motorsport Park Nth end**
- ♦ **Tuesday 8th—Committee Meeting 6.00 at Clubroom
Club Night 7.30pm at Clubroom**
- ♦ **Wednesday 9th—Mid week gathering Bank Hotel ,East Maitland**
- ♦ **Thursday 10th—North Arm Run, Notify Peter Eaton if you are attending see page 19 for details**
- ♦ **Friday 11th to Sunday 13th—Bathurst 1000**
- ♦ **Saturday 19th—Club Concours**
- ♦ **Sunday 20th—Clubman Run Breakfast.**
- ♦ **Sunday 20th—Ringwood Hill Climb—Newcastle MG Club**
- ♦ **Thursday 24th—Tuning Run**
- ♦ **Friday 25th to Sunday 27th—MG Racing Sandown**
- ♦ **Saturday 26th to Sunday 27th—MG Muster Week end with North Arm at Taree see page 6**
- ♦ **Sunday 27th—MG Muster Day at Raymond Terrace with North Arm see page 6**

November 2019

- ♦ **Friday 1st to Sunday 3rd—MG Racing Sandown**
- ♦ **Thursday 7th - Square Riggers Natter 12-2pm @ Café Inu Carrington**
- ♦ **Sunday 10th—Clubman Run—Toy Run And Presentation see page 18 for more guidance**
- ♦ **Tuesday 12th—Committee Meeting 6.00 at Clubroom
Club Night 7.30pm at Clubroom**
- ♦ **Wednesday 13th—Mid Week Gathering Lake Macquarie Yacht Club, Belmont**
- ♦ **Friday 15th to Sunday 17th—GEAR /Historic Wakefield Park**
- ♦ **Friday 22nd to Sunday 24th—Supercars Newcastle**
- ♦ **Thursday 28th—Tuning Run**
- ♦ **Saturday 30th—HSRCA Summer Festival at SMP**

Fifth Annual MG Muster 2019

This year club members have a choice of celebrating the MG Muster in one of two formats.

Option One, make it a weekend event, Saturday 26th October involves lunch, visit the Nabiac Motor Bike & Car Museum, then to the Island Palms Motel at Forster. Dinner at the Sporties Club Tuncurry, with the Sydney and local MG owners. Sunday morning 27th breakfast will be at Forster, Main Beach, then onto John Wright Park Tuncurry for a car display and a provided morning tea. Mix with more MG and classic car owners from the Great Lakes and Taree Car Clubs. Lunch at the Junction Inn Hotel at Raymond Terrace. Team leaders are John and Brenda Fletcher.

Option Two, Sunday 27th October. Team Leader Brian Madden will arrange a meeting point for the one day trippers to drive to a morning tea location then onto Raymond Terrace, Junction Hotel for lunch.

Option One contact John Fletcher email jandbfletcher@bigpond.com or phone mb. 040 770 4853 to obtain the weekend program. John will respond with the full itinerary details and costs.

Option Two contact Brian Madden email rbmadden27@gmail.com Phone mb. 049 032 8310 to advise your choice is the Day Tripper. Brian will respond with full itinerary and the cost for the day.

NEW MEMBERS

This month we are able to learn about another new member's life long desire to own an MG and also his first impressions of membership to our club.

To continue with sharing it would be great if other recent new members could put pen to paper and discuss their car, to supply a photo of their car and to discuss their reasons for selecting our club.

Also perhaps a little about themselves which could enable a quicker and smoother integration into club activities and social contact..

NEW MEMBER BRENDAN JONES

As I recall the MGB was released in Australia in late 1962 or early 1963. I first saw one as a 13 year old boy at the Canberra motor show in the winter of 1963.

The motor show in those days was such a small event that it was held in the grounds of the civic swimming pool - the water in the pool having been drained out for the winter. The car was a roadster in BRG. I WAS HOOKED.

I remember sitting in the car for most of the day (and being most reluctant to allow anyone else into the car) and imagining myself driving such a car when I obtained my licence 4 years later.

My allegiance to the B model shifted when a friend bought an accident damaged 1954 TF from an insurance company in our final year at high school. He repaired it and would lend it to me so that I could try to impress the girls at school.

Needless to say I had zero luck in that department.

I also recall that I found the TF very difficult to drive with my huge feet and very cramped pedal space.

Some years later I had another try of a TF again with the same feet problem. (I found out recently that there is a kit available to offset the pedals to the left to get more room!).

Over the next 55 years I had an intermittent desire to have a B. I borrowed Brian Laban's book from the Charlestown library dozens of times. I recently found a pile of copious notes that I had made on choosing the most desirable model.

I decided that the car to have was a late Mk II chrome bumper Australian assembled car. Wire wheels and overdrive were considered essential.

Over the years I went to lots of shows and took lots of photos and talked to many owners.

I almost bought a rubber bumper car from Canberra- I rang the seller just as I was leaving Newcastle to be told that he had sold it the day before.

I even tried several generations of MX5 and again did not fit.

Earlier this year I decided that it was time to give up motorcycling - my neck had become stiff and it was increasingly difficult to hold up the weight of a helmet whilst leaning forward. The bike sold quickly (a 2 year old BMW R1200RT) and I looked at the space left in the garage and my MGB itch returned. After looking at car sales.com.au, gumtree, and mgbuyswapsell I was surprised to find over 100 MGBs for sale. I narrowed down



the field with my criteria and decided on a car after about 6 weeks of looking.

Having finally embarked on the joys of motoring in a car nearly 50 years old it is proving to be a lot of fun. I have enjoyed joining the club and regret that I cannot attend more midweek events as I have a number of other commitments. (I volunteer 2 days per week at Lake Macquarie Light Railway and I play in a brass band)

I look forward to more involvement with the club and thanks to those members who have given me advice.

Brendon Jones.



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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 and credit card facility available

Shirts, Hats, Jackets, Umbrellas, Badges, Cooler Bags,
not to mention our

MGCC Hunter Region wine from Tamburlaine!

Reminder of Midweek Gathering

Wednesday 9th October

**Meet at the venue Bank Hotel East Maitland
for a 12 noon lunch**

We have the privilege of reading about another new member Brendan Jones this month see page 7.

Our Committee has started discussion on the increasing cost of providing printed magazines and the potential of asking for an additional membership fee to provide this service see page 11.

The Canberra MG Car Club have sent correspondence informing that MG TYtime will be shifted to 2021 to combine with Pre-War MG Register of Australia's biennial rally in 2021 see page 15.

Our Concours is rescheduled for 19th October see page 15.

Asho the PRO with a Mo has negotiated to have REPCO provide discounted parts cost to our club see page 18.

Important communication from insurer SHANNONS on page 21.

The Sporting Director has news about Team Hunter exploits on circuit and hill climb on page 22. He also has provided some interesting specification information on a Team Hunter car with promise for more in future magazines see page 25

Drove my MGB on the Clubman Run Sunday 15th September and the Tuning Run on Thursday 26th. Thoroughly enjoyed myself and I encourage more members to get out on the road with your cherished MG to enjoy motoring whilst we can.

Progress with my MGB

My MGB is running better than ever with more use of the car. Or is it the fact my confidence grows with more use of the car. No problems were experienced during both the Clubman Run and the Tuning Run. Although I was relatively slower than the rest of the cars when negotiating corners, due in part to the tyres fitted to my car. I guess I have also slowed down as I have aged.

Graham Haywood



Concours news...

Here I am sitting at the keyboard a few days out from our Concours. The forecast for the day is warm and sunny, a beautiful spring day. Currently there is an East Coast low lashing the window next to me with a fury not seen since the Queensland National Meeting Concours (or last year's Concours... or the year before). This year the rain (and snow) is spreading inland with paddocks around Dubbo even having minor flooding and the big Marino at Goulburn covered in a pretty layer of white. I really can't believe our clubs ability to attract rain. Then again, maybe it's only been occurring since I was elected President. Hmmm.

As we all know now, the Concours was cancelled by the Council as they deemed that the park was too wet for vehicles.

I checked on the day and did a 'Tony Greg' test of the pitch with a key, and yes it was still fairly soft.

We did however have this eventuality in mind and we've planned that Saturday the 19th October is our backup date. This is when the next East Coast Low will hit but we'll go for it anyway.

I did allude to it at the last committee meeting and club night, that maybe we should look at moving the Concours well inland. Somewhere that if we did bring rain they would love us and where we could do some good using local services. We could make a weekend of it. We are the MGCC Hunter Region after all.

DON'T FORGET THE 19TH!

Magazines

There has been discussion at the committee level about the cost of doing business. We aren't trying to make a large profit, we are trying to make sure we have a viable club into the future.

We have moved to electronic magazines and this has reduced our running costs nicely. The trouble is, an ever increasing

number of members wish to revert to the old paper version. We've done the sums and the cost of printing and posting the magazine for the year is actually more than your membership fee. In short, if you get a printed magazine, the club is forced to subsidise you. This isn't seen as a problem if you don't have a computer or the internet to receive E-mail (yes there are a few).

With this in mind we have a couple of options.

Raise the membership fees for everybody to cover the printing cost.

The main one is to charge those that want a printed magazine and have a computer, or internet to receive an E-mail, an extra fee for the service.

It's easy, if you have an email and the ability to get your magazine electronically, do it and save money. I keep a copy of the email from Graham on my phone so I can produce it if asked by the constabulary when going or returning from club nominated events. It's also handy when I'm out and about to be able to look up the magazine whenever I want.

If we get more members asking for printed, their membership fees will have to rise to cover their costs. User pays.

Wakefield Park Anniversary Historic Race Meeting...

As you have heard, Wakefield Park is turning 25 in November. We had 5 competitors at the first meeting, we'll have 5 at the anniversary. A "TC", an "A", a "Midget", a "B" and a "rubber nose B". A wonderful array of MG's. We are hoping that we'll have carports next to one another so if you want to come and watch, we'll have the "Team Hunter" base ready to entertain. Come and smell the funny fuel and hot oil. We'd love to see lots of supporters.

More Jonesy dribble

As I mentioned last month, I'd had a blow up in Monty (my B). The clutch had failed after only a short period of time. Although the parts were well out of warranty time, the k's were very low. Moss UK refunded me the cost of the fancy roller thrust bearing and local firm 'Carters Clutch & Brake' have come to the party

with the pressure plate. It seems that the centre clip had failed on my old one that they had refurbished, so they have replaced the old pressure plate with a brand spanker. There aren't many clutch and brake places left so it's nice to get old fashioned service from a local company. Give Steve a call if you need anything. He's gone out of his way to help.

I attended the August GEAR meeting with Austin Blanch (A) and Gary Piper (r/n B) competing. I was working as Clerk of the Course, a fancy name for the boss. Bev came with me and volunteered to be a flag marshal for the day along with Austin's mate Robert Devereux and Tye Piper. To say it was cold is like saying it's dark at night. Bev was rugged up like an Eskimo. I had a dozen layers on and over the day took most off then put them back on.

Gary made it through the race meeting but Austin had clutch pressure plate problems similar to mine and had a very rare DNF. Thanks to all the Team Hunter support crew that came and helped.

It's now been over two years since I blew the motor on Myf (race Midget). It has been a very long process to rebuild the motor. I even had the gearbox fully refurbished by Mr Needham in Melbourne. Matt has been doing the hard yards of the assembly. The studs that Austin machined up did the job. That hasn't taken away the sour taste of the shocking work done by a "pro" (or his work experience kid) but at least I was able to move forward.

With everything back together (Myf looks like a car again), I did a wind over and got oil pressure. 40psi. Saturday 7th Sept was start up day. There were several members keen to be present. Evan Redman and Gary Piper were there as well as Austin Blanch. I've posted a video on the clubs Facebook page if you're interested/ bored. Now for the run in and get her ready for full noise at the Wakefield Park anniversary meeting.

For a minute it looked like Bev's Midget was going to be the only MG I had going for the cancelled Concours, but in the end I had a choice of three with a rolling chassis as well if needed. I

was going to choose two... that's enough work prepping. Shame I didn't have anywhere to go.

It was great to see an old friend John Colville bring his green TF down from Tamworth.

I had spent a year recommissioning her and really enjoyed the experience so it was nice to see them both again. It's a shame he was half way down when I told him that we were postponed. He kept coming and I'm now babysitting the TF ('Sterling', because it's the colour of Moss) until our next attempt to get on the park on the 19th. That makes 5 Midgets in my garage.

You're never too old to learn something new. This is very pertinent in all areas of our lives including all things MG.

As mentioned, I had the engine out of my B. I've always taken the gearbox out too and always used a chain block. A few years back I bought an engine load leveller and this made removal and instillation a lot easier. Due to low cars I've never use an engine crane/ hoist. This time I listened to the knowledgeable and only took the engine leaving the big MkII o/d box in place, and I borrowed Gary Pipers engine hoist/lifter to put the engine back in.

This saved me from having to push the car back and forth as the engine dropped into place, made harder when you have to unbolt the steering rack as both wheels go different directions at will. There is always the drama of getting the engine and gearbox to mate cleanly but a little turning and holding the tongue to the left and we were successful. I'll keep the hoist for a few more weeks as Bev's Midget is next in line with the engine to come out to find an oil leak (more than what's acceptable for a British car). Can I get that done before the next Concours date? Then I must make room to do some servicing on the J Van.

Steve



MG TYme and Pre-War MG Register Gathering

Commencing in 2010, MG Car Club Canberra has hosted a biennial social event to celebrate the T and Y Types. Known as MG TYme, it has been a successful gathering enjoyed by many MG enthusiasts. An MG TYme event would normally have been planned for 2020, but a decision has recently been made to postpone the next MG TYme until 2021. The reason is that MG Car Club Canberra has agreed to a request to also host the Pre-War MG Register of Australia's biennial rally in 2021. The two events will be run concurrently in 2021.

Both events have similar social-oriented formats, and the Canberra Club hopes that they will have great appeal to all owners of Pre-War, T and Y Type MGs. Canberra is accessible, has ideal venues, and will offer a warm welcome to all visitors. Tentative planning indicates that the events will be run over a long-weekend in early to mid-October 2021. This timing will coincide with Canberra's Floriade festival and the spring weather. So, the message to all pre-56 MG owners is watch this space, and make sure that you have October 2021 pencilled in your diary.



Brenda and I are touring Tasmania, almost out of the country, so no current reporting but a reflection of our past adventures with three car clubs.

During the month of May and over the June long weekend Brenda and I clocked up a few “K’s” in our MGB roadster and the TF modern. In the “B” an eight day long run with the Taree Historic Motor Club and a three day adventure with the MG Car Club Hunter Region on both runs the top stayed up. The June long weekend due to mechanical issues with the “B” it was the turn of the “TF”. TIN LID on, made it a very cosy drive to Oberon, after the snow, with the Sydney MG Car Club. Three outings with three clubs, made it an interesting experience in organisation and management by the leaders. There was one common factor with all three clubs, it was the camaraderie of all the participants with a common agenda to socialise and enjoy the drive and company.

There were differences in the method of travel and navigation. The Taree Club travelled at a slower pace, in convoy and with two appointed mechanics tailing the cars, to be on hand for possible break downs. The cars were a mixed lot in age and makes which required the consideration of a set lower car speed and the need for mechanical support. Both MG Clubs did not use the convoy method, navigation notes were issued so drivers navigated the travel at a personal pace and there was no mechanical back up. The pace in general was quicker because the cars were of sports mode, although there were a few cases of older slower cars. Pace wasn’t an issue as there were check points and stops along the way for regrouping purposes.

All three groups generated public interest whenever there was a halt in proceedings and town folk were inquisitive at the various overnight stops. There was a common proud spirit and some banter between the male car owners. Car presentation and performance a male thing, but in the mixed classic cars there were

lady drivers, who accepted the challenge to just drive their lovely cars. So in all three events a good time was had by all.

PS. Don't Forget to advise if you are coming on the October MG Muster. Advise Brian Madden phone 049 032 8310 for the day only outing Sunday 27th October and John Fletcher if you choose to attend the weekend adventure. Brenda and I are in Tasmania and can be reached by email jandbfletcher@bigpond.com.

You will need to contact me by email so I can reply with the weekends schedule of events.

Question Answer:

The notable wild west sheriff and film director was Wyatt Earp. The gunfight was at the O.K. Corral Tombstone Arizona Territory and the film star to be was John Wayne.

Have Wheels Will Travel

CLUBMAN RUN REMINDER

Sunday 13th October

Meet at clubrooms for 10.00 departure unless otherwise advised

Check details with Club Captain

Tuning Runs

Austin Blanch 0434 143 242

Meet at "McDonalds Hexham" rear car park for departure 10.00 am Sharp Check the WHATS ON in the magazine each month just in case a special run has been planned

Public Relations Officer Report...Ian Ashton

Welcome members to another exciting year of car club activity or as exciting as your newly elected (or re elected) crew can make it!

BUT to experience it YOU our members have to participate. OK NEW members we would love to see you in your M.G.'s on a Clubman or tuning run!

September sees the start of the new point score year. Members will be awarded points for each monthly run they go on whether it's the Sunday Clubman run the Thursday Tuning run or the Wednesday social pub or club run.

The first Clubman run for the new pointscore year saw 6 cars and crews enjoy a morning tea at Mt Sugarloaf lookout and then travel to Stockton Park for lunch. A great day sunny day was enjoyed by all.

In an effort to get more members to come along on the Sunday monthly Clubman run commencing in October we will be inviting members to register their interest online to attend the Clubman run. This trial will give the Club Captain (and me) a good idea of anticipated numbers. Once you are registered we can send you a text of any changes to the day.

Our September members Club meeting was highlighted with a \$1,500 presentation to Variety the Children's Charity via three Variety Bash members (including Darren Bowden!) who had only returned from a Newcastle Bash before our Euro Motorfest in June. Remember the 3 Mercedes Bash cars parked near the BIG Variety inflatable banner! If you don't then make sure you're there in 2020!

Thanks to those members who brought supper along to the meeting. Members had a great selection of cakes to select from...much appreciated gents!

Our final BIG social event for the year occurs on Sunday 10th November which this year will be our combined Salvation Army Toy Run and Presentation day at Rathmines Bowling Club. This event will require members to please register.

Please endeavour to purchase from or use the services of our loyal suppliers who advertise in our magazine. Our newest supplier is REPCO. I will confirm what you have to do when you visit a Repco store to get the best deal.

Enjoy your M.G. more!.... travel with like minded fellow members!!

N.B. ALL Sunday Clubman runs leave the Club at 10am unless an advice to the contrary!

Cheers from

your pro with the mo!..

....Asho



NORTH ARM GROUP RUN

October's North Arm Group Run is on Thursday 10th
We will meet at 9.30am at the Point Bakery 3/52 High Street
Hallidays Point for Morning Tea.

Lunch will be at the Plough Inn Hotel, Stroud Street Bula-
lahdelah.

If you intend meeting us at the Hotel please let me know before
9.00am on the Day.

Peter Eaton. 0417022233.

25th ANNIVERSARY WAKEFIELD PARK CELEBRATIONS

Team Hunter, which is a group of our members whom participate in motor sporting activities, was represented at the inaugural race meeting at Wakefield Park outside of Goulburn NSW.

The Team will again be represented at the 25th Anniversary Race Meeting on Saturday 16th to Sunday 17th November.

Scrutineering (Technical inspection for safety) of cars will commence on Friday 15th November.

It is anticipated that adjacent carports can be leased for the event so that spectating members can go see the cars and meet with team members. Having such a facility will enhance the experience by being up close with our team cars and also encourage discussion with other competitors as well as their support teams.



Important Information – Shannons Motor Insurance

EXCLUSIONS APPLICABLE TO VEHICLES ON A RACE TRACK OR USED IN MOTOR SPORT

You are not covered under Shannons Motor Insurance for loss, damage, or liability caused by, arising from or involving your vehicle:

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2. being present at or upon a race track or testing ground, or land immediately adjacent to it, unless your vehicle is there solely for a purpose other than driving or riding or use in a motor sport event to be conducted at the race track or testing ground

However, you may have limited cover if the racing cover option applies to your policy. This option applies for vehicles over 60 years old or when recorded on your Certificate

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- an event which has been approved by us in writing or by way of endorsement to your policy.

RACING COVER OPTION – LIMITS AND WHAT IS NOT COVERED

We only pay up to the lesser of the cost to repair / replace your vehicle, the agreed value of your vehicle, or \$20,000.

We do not cover any legal liability connected with the use of your vehicle for any motor sport event.

WHAT IS A MOTOR SPORT?

Motor sport means participating in, preparing, practicing or familiarisation for any form of motor vehicle or motorcycle racing or sport, whether formally or informally arranged or impromptu, including, but not limited to: racing, circuit racing, rallying, karting, demonstration, pacemaking, hill climbing, drifting, drag racing, speedway racing, reliability or regularity trial, speed time test, motorkhana, khanacross, touring assemblies, observed section trials, power cruises and off road events such as rock crawling or mud racing.

WHAT IS A RACE TRACK OR TESTING GROUND?

Race track or testing ground means:

- a road or other surface which is used as a race track or testing ground, or
- a public road (whether made or unmade) that, for the purpose of a motor sport event, has temporarily been closed for use by the public generally.

Refer to the Shannons Motor Insurance PDS for further information. If you have any questions, please speak to one of our Motor Enthusiast Underwriters at the Shannons stand or call us on 13 46 46

During the last month Austin Blanch & I competed in a GEAR DAY at Wakefield Park.

We travelled to Goulburn on Tuesday, unloaded the cars at the racetrack & had them scrutineered. This saves time on Wednesday morning.

Wednesday dawned with a thick blanket of fog over the race track & a super cool breeze blowing. The start had to be postponed for half an hour until the fog lifted.

Austin was running in "Amaroo Park" group which was faster sports cars & tin tops.

In practice & the first event Austin was doing the fastest times in the group. After a few laps in the second event, just after turn one Austin's "MGA" died going up the hill, & I must admit this is the first time I've seen this machine stop.



Austin in his MGA

After a tow back to the pits chief Pitt crew Matt discovered a fuel blockage had caused the problem but also a clutch problem had presented itself at the same time so unfortunately that was the end of Austin's day.

I was moved out of the "Beginners" group into the "Oran Park" group which was slower tin tops & sports cars. There were a total of nine cars in the group including two ladies in two very nice Cortina GTs.



Gary's engine bay

Recent mods & a Matt Blanch Dyno tune on my "MGB" paid off & gave me 5km quicker down the straight & a bit more boot out of the turns. Each time we do a change or a mod I get

a little bit quicker which is pleasing. Still need to work on the handling & my driving ability but I'm moving in the right direction.

I finished up equal third for the Regularity event on the day



which was a bonus.

I think it took Bev, Robert & Tai a long hot shower to recover from the cold after a day's flagging at the track. Steve Jones did course control for the day so Lisa could have a drive for a change.

Steve did a great job & gets my vote for the fashion

award for the day looking like he had just returned from Alaska.

Thanks to the GEAR crew for another enjoyable day at Wakefield Park, also thanks to Matt Blanch for his help on the day. He knows how to support us old guys, also thanks to my logistics manager, my son Tai, for towing the car for me.

I recently competed in a Hillclimb at Ringwood, wasn't one of my better days.

First run I decided to do a bit of landscaping, second run I didn't realise I had left the handbrake on a few clicks & consequently achieved two slow runs, only thing that made me feel a bit better was I was talking to one of the "Newy" guys who had done the handbrake trick on an MX5 and like me he couldn't believe it either. Only redeeming thing for the day was the last 3 runs were reasonable for me & I did achieve a P/B for the A4 course. Yet another Hunter Region concours had to be called off due to Lambton Park being too wet, now is scheduled for Saturday October 19 the day before the MG /Sportscar Hillclimb.

What an opportunity for a great MG weekend shine the car up put it on the Park Saturday, drive the wheels off it on Ringwood hill, or at least drive out to Ringwood on Sunday & enjoy the car & watch fellow members compete.

Looks like at least 5 Team Hunter members will be competing in the Wakefield Park 25th Anniversary weekend on 16 & 17 November. This will be a great spectator event & I'm sure there will

some interesting historic cars running, the weekend will consist of serious races, super sprints & Regularity events. I would suggest if you are competing or coming down for a look book your accommodation ASAP as it will get booked out quickly.

I watched the first race for the new S5000 open wheelers at Sandown racetrack on TV.

What impressive machines these things are they broke the outright track record three times in their first race & nothing sounds as good as a V8 in full song . These things are powered by Ford Coyote 5 litre V8's pushing out 560hp and the cars weigh about 950kg each. Not as much aero on them as a Formula 1 hence less Dirty air coming off the cars so the racing will be close which is great for spectators. It brings back memories of watching the first Formula 5000 race held in Australia at Warwick Farm circuit in September 1969, at that time I couldn't believe how good they sounded. I remember going down in the mates Cortina GT, oh well I thought it was pretty cool at the time.

Coming events.

Friday October 11 to Sunday October 13 Bathurst 1000

Saturday October 19 Hunter Region concours

Sunday. October 20 MGCC Newcastle MG/ Sportscar Hillclimb Ringwood Park

Saturday November 16, Sunday 17 November Wakefield Park 25 Anniversary

Remember drive them don't hide them & Motorsport is driving them as the maker intended.

Cheers Gary

Reminder of Midweek Gathering

Wednesday 9th October

Meet at the venue Bank Hotel East Maitland for a 12 noon lunch

TEAM HUNTER

Member Ian Ashton (Asho)

1968 British Racing Green & Silver MGB Roadster .
Ian purchased the car as a race prepared machine some 21years ago when he was 50 hence his race no 50.



Ian has competed in Regularity during that time with HSRCA, FOSC & GEAR Clubs at Oran Park, Sydney Motorsport Park , & Wakefield Park, he prefers competing at Wakefield Park, but says the highlight so far has been when he competed at Bathurst with FOSC for two consecutive

Easter meetings.

In his words what a great experience.

Ian has also had numerous runs at MGCCN Ringwood Park Hillclimb & numerous motorkhanas , but admits he enjoys the track events the best.



Vehicle specifications.



1860 cc capacity,
Crane cam followers,
Crane pushrods,
3/4 race cam,
Rollmaster cam gear set,
Lightened flywheel,
modified cylinder head,
enlarged baffled sump,
engine fully balanced,
competition clutch,
extractors & free flow exhaust, modi-
fied water pump,
Electronic ignition,
alloy oil catch tank.

On the fuel side of things the engine is fed by a 45 DCOE Side draft Webber carburettor.

The suspension has been lowered 2 inches with upgraded front coils & rear springs, heavy duty front & rear sway bars, tramp rods, gas rear shock absorbers.

There is air intake for the oil cooler and air ducting to the front brakes.

Brakes have competition front disc & pads, & competition rear shoes .

The cockpit is fitted with a "Cams" approved roll bar.

The car sits on widened Rostyle steel wheels fitted with 185 / 60 road legal semi slick tyres.



Thanks to Ian for supplying info & photos of his car & I wish him all the best with future Motorsport events .

Gary

2020 MG Nat Meet

Albury - Wodonga



When and Where

The event will be held in the twin cities of Albury – Wodonga over the Easter Weekend, 10th to 14th of April 2020.

Registrations

We are intending to open Registrations at the beginning of November 2019. Early bird entries will be accepted until the end of January 2020 with full price entries available to the end of March 2020.

Registrations will be online only.

Next Bulletin

The next Bulletin will be published during October.

Theme Night

Our Theme for next year's event will be Australian Movies. This will give you all plenty of scope to emulate the characters from Mad Max to Priscilla Queen of the Desert or anything else that takes your fancy.

Accommodation

As previously advised accommodation options include Resorts along the Murray River, Caravan Parks and Hotels / Motels in Albury and Wodonga, some within easy walking distance to the social events. However, please book early, as the area is very busy over Easter with a number of exhibitions and sporting tournaments. We have heard that many Motels are already fully booked. Talk to your state coordinator about your Club's preferred location.

Registration of Interest

To ensure you receive the latest information directly to your inbox, email the Secretary - John Lane (see below) with your contact details.

Contacts for more Information

Website - www.mgcc.com.au/natmeet2020
 Ian Prior - natmeetdirector@mgcc.com.au
 Doug Morrissey - natmeetdeputydirector@mgcc.com.au
 John Lane - natmeetsecretary@mgcc.com.au
 Allan Fabry - president@mgcc.com.au



Progress at last

This year I have been trying to keep things moving on the restoration of my 1934 P Type, but it seems that a couple of jobs have been ongoing all year. In the last couple of weeks I've finally been able to say those famous words that George Peppard liked to utter, "I love it when a plan comes together!"

On last October's Tuning run I took a diversion to Gloucester & dropped off the collection of bits that I liked to refer to as the motor of my P Type. Since then there has been crack testing, line boring, honing, miscellaneous other machining & final assembly. During this work I made a couple of day visits, mainly to get in the way of Col & his crew at HB Sales. I spent time making gaskets, cutting head studs to length & a whole heap of other miscellaneous jobs. Col finished work on the motor a week or two ago & I was able to make the trip up there & pick up the finished motor.

The P Type motor is quite light, and so the easiest method of transport was to use the Y Type. I removed the passenger's seat, put plenty of packing & padding on the floor and used the seat belt mountings to strap the motor in.



The PA's motor enjoying the view from the passenger's side of the YT on the way back from Gloucester

The Y Type became a mid-engined 2 liter (if you add 850cc of MMM to 1250cc of XPAG) special and the P Type motor moved faster than it had in years!

The motor is finished internally and now it's up to me to start working through all of the bolt on bits (carbies, manifolds, oil pump & filter etc.) and get it ready for a start.

One of my first jobs was to get the clutch assembly ready to go on the fly-wheel. The previous owner had left this (& a few other engine components) lying outside in the grass, so corrosion had taken over & the whole assembly was seized. While pulling it apart a couple of the small stepped bolts (or pins) were damaged & as you can't buy anything like them, I had to make 4 new bolts. I was quite proud of my machining skills which even included milling the flats on the side of the heads of the bolts. They looked great, but even more importantly they fitted as they were supposed to!



Pins of pride. The 4 remanufactured clutch assembly stepped bolts look better than the damaged original. Even better, the new ones fit!

I tidied up the face of the pressure plate with a light skim in the lathe, fitted some new springs & sent the whole now unfrozen assembly off to Carters at East Maitland for some final surface grinding & set up work.

The other long-term task that finally moved forward was the repair of the passenger's door. I had made a new timber frame a few months ago & replaced the bottom 100mm of metal on the door skin, but reassembly had left me with a distorted & twisted door that wouldn't fit where it was meant to go. I had been given some assistance in trying to shrink the distorted metal skin back into shape, but I still had a door that was a mess.

Finally, applying some logic & two major steps has given me some measure of success. I pulled the whole door apart again & trial fitted the frame in the door opening. Problem number 1 was identified. I had cut an angle joint on one of the bottom joints in the timber frame slightly incorrectly, so the twisting of the door was beginning with the frame. A few other wounds to the frame elsewhere meant I decided to make another frame.

A couple of days later I had a frame that fitted the door opening. I then got some expert assistance from Robert Gibson who beat the living daylights out of the metal skin & applied heat to several areas to shrink the metal back into shape. When I took the skin home, it actually fitted the frame! Thanks Robert.

A couple of days later I had the door reassembled, on its' hinges & fitting in the opening on the body. I still have plenty to do to the body, but two swinging doors feels like a major milestone.



A new opportunity opening up! Plenty of bodywork still to be done, but two swinging doors is good progress

Small packages have continued to arrive in the mail from all different parts of the world, and hopefully in the near future I'll start to use some of the components that have arrived to rebuild the chassis & parts of the suspension.

In the meantime, there is still plenty to do refurbishing & bolting bits back on the motor as well as the ongoing work on the body.

Watch this space for future progress!

Elliot Burns & PA1499

FOR SALE

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



FOR SALE PARTS FOR MGTD and 1954MGTF.

One complete set of brake drums, hubs and wire wheels for TF.
Also suit wire wheel conversion for MGTD.

9-41 (4.55-1) ratio ultra rare factory Crown Wheel & Pinion set suit
MGTD and TF.

Ph Robert 0249684696..

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.

Ads are free to members

Tuning Runs

Departure is 10am sharp from McDonalds Hexham, but check the
WHATS ON in the magazine just in case a special run has been
planned For more information call Austin Blanch 0434 143 242

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.



1968 MG Midget (Pale Blue)

This MG Midget is a wonderful car ready to drive and enjoy, only travelled 70,900 miles. Has little use for the past 7 years and ready to enjoy weekend drives or entry into your next MG Concourse. Supplied with a full tonneau cover in excellent condition, pristine paint work showing no

rust. Brakes and suspension recently rebuilt, quality trim, as new tyres, currently on Historic registration (not transferable). The first to see this car will buy.

Price: **\$18,000.**

Contact: Bernie 0265575946/ 0419 282133

(located in Forster, NSW)

FOR SALE

FOR SALE : 1979 MGB ROADSTER,

Colour: silver grey. Total restoration (with photos) only been driven a total of 3 times since the restoration. Car is in excellent condition and registered on historic rego, (not transferable).



Everything new, paint, interior including the dash board, new wiring, new soft top, new tonneau cover. Car is fitted with a Nissan 5 speed gear box. Nothing left for the new owner to do except

polish it and drive it.

\$18,000

Contact : Lorraine Smyth, 49557310 or Brooke, 0411689353



FOR SALE: 1965 MG1100 Sedan

Bought new in 1965 by a lady who then brought it with her to Australia in 1967. When she stopped driving, she handed it over to another family member, who sold it to a neighbour when he, too, became too old in 1984.

It basically went into storage until we purchased it in 2017, making us only the fourth owners. The mileage is 69,917 miles, which is believed to be a true reading from original.

The third owner had a rust and damage free body re-sprayed (black), fitted a new windscreen and rubbers, new head-lining and carpets, as well as fitting a later all synchro gearbox. Interior seats and door cards are original and tidy. It still has the original woven cane boot floor mat, tools and spares.

Tyres are near new and there is also a workshop manual.

Qld R/C supplied upon sale. Plates not transferable.

Price \$8,750 o.n.o.

Phone Alan or Lynne, 07-46302330



FOR SALE

2004 MG TF RARE ANNIVERSARY MODEL

Travelled only 40,500 km. Badged Number 51 of 1600 produced. Boot and seat panels embossed 1924—2004 Red hood and seat panels. Fully functional in original condition. Garaged and rarely driven by long standing elderly MG owner. Radio, CD Player, New rear tyres, good battery.



12 months registration RVR111. Opportunity to own classic last model of MG Roadsters with modern convenience and comfort

\$14,750.00

Contact Ross Roe 0249907780

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

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 November edition will be
Thursday 24th October 2019**

MG Car Club Hunter Region

Minutes of Committee Meeting held 10th September 2019

Meeting Opened 6:07 pm

Chair: Stephen Jones; **Minutes:** Frans Henskens

Present: Stephen Jones, Denny Bowden, Greg Jenkins, Frans Henskens, Ian Ashton, Graham Haywood, Gary Piper.

Apologies: Wendy Croker, Jeff Lauff.

In attendance: Brian Madden.

Minutes: Of previous meeting approved moved Gary Piper seconded Graham Haywood

Business Arising:

Nil.

Reports:

President:

Nothing to report.

Vice President:

Nothing to report.

Treasurer:

Secretary

Emails received from Michelle Silverman & Tim Berg re respective (Steven & Daniel) sons' interest in our website and their suggestions for additional car links. Forwarded to Andrew Gowans who has accordingly updated website. Email of thanks received from Tim Berg.

NOTE: Your 2019/20 membership cards are available for collection at Club meetings. They are not being sent out by post (as was done previously) as a cost-saving measure.

Club Captain:

N/A.

Public Relations:

Due to poor response at August Clubman run, discuss possibility of members registering for monthly Clubman runs.

Committee agreed to give it a go. Members should register in-

tent to participate with the Club Captain.

Next run is Sunday September 15th, registration of attendance to commence with the October run.

Emphasise that Clubman runs normally leave the Club at 10 a.m. (time reported in the current *On The Marque* is in error).

Clubman and sporting results are now complete for 2018-19.

MGCCCHR Annual Concours is at Lambton Park on 21st September commencing 8 a.m.

Update to Honour Board: has now collated all the missing data and board will be updated soon.

Sporting Director:

Austin Blanch & I competed in a GEAR event in August, Steve Jones did course control on the day & did a great job. Conditions were extremely cold, but it was still a very enjoyable day as usual. I also competed in a Hillclimb at Ringwood Park last Sunday.

Coming events

Saturday September 21 MGCC HUNTER REGION CONCOURSE

September 28/29 HSRCA Spring Festival Meeting at Wakefield Park.

Sunday October 20 M/G Sports Car Regularity Hillclimb MGCCN at Ringwood Park.

November 16/17 HSRCA/GEAR Wakefield Park 25 Anniversary event.

Committee Member:

N/A.

Regalia

New sashes have come in and are for sale at \$25 each.

Magazine Editor

Magazine went out last week.

*** *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 and Magazine Editor ghaywood6@bigpond.com

General Business:

Denny Bowden has organised for representatives from Variety to address tonight's meeting.

Meeting Closed 7:03 p.m.

Next Meeting

6 p.m. Tuesday 8th October 2019.

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Sports Parts	Outside back cover

CLUB QUIZ

G Haywood

Last months questions and Answers

1. What year was the "B" series engine first used in an MG?
October 1953 in the Air Smooth MG Z Magnette
2. Who were the two engineers reputed to have designed the "B" series engines? **Eric Bareham and Jimmy Rix**
3. What engine did the Austin engineers use as a base design when developing the engine first used in the Austin A40 ?
An OHV six cylinder Chevrolet engine that Vauxhall were building to fit in their pre-war Bedford lorry.
4. For what car was the first 5 bearing 1798 cc "B" series engine initially developed? **Front Wheel Drive Austin 1800.**

CLUB QUIZ for OCTOBER

G Haywood

1. In March of 1976 lead wiping on the MGBGT was replaced with what?
2. How was the MGB changed externally to identify the 1976 year model?
3. In the summer of 1976 two strands of the MGB story drew to a close. What were they?

**Deadline of Reports & Articles for the
November edition will be
Thursday 24th October 2019**



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