

# ON THE MARQUE



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**FRONTLINE**  
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# MG CAR CLUB HUNTER REGION INC. FOUNDED 1987

AFFILIATED WITH MG CAR CLUB UK  
AFFILIATED WITH MOTORSPORT AUSTRALIA



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WALLSEND NSW 2287

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LAMBTON NSW 2299

[www.huntermg.com](http://www.huntermg.com)

Face Book ; HUNTER REGION MG CAR CLUB

CLUB MEETINGS SECOND TUESDAY OF EACH MONTH  
HELD AT 7.30 PM IN CLUB ROOMS  
VISITORS OR THOSE INTERESTED IN JOINING ARE  
WELCOME

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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.**

### APRIL 2020

- ♦ Thursday 2nd—Square Riggers Natter—12pm to 2pm Inu Café
- ♦ Wednesday 8th—Mid week Gathering—12 Noon at Swansea Workers Club
- ♦ Friday 10th to Tuesday 14th—National Meeting at Albury Wodonga
- ♦ Tuesday 14th—Committee 6.00 at Clubroom Club Night

### Clubroom

- ♦ Wednesday 15th—
- ♦ Saturday 18th to Maitland Steam—
- ♦ Sunday 19th—
- ♦ Thursday Meet at Mac-depar—
- ♦ Sunday

### MAY 2020

fé

- ♦ Thursday 7th—Square Riggers Natter—12pm to 2pm Inu Café
- ♦ Tuesday 12th—Committee Meeting 6.00 at Clubroom Club Night 7.30pm at Clubroom
- ♦ Friday 8th to Sunday 10th—FOSC GP at SMP
- ♦ Wednesday 13th—Mid Week Gathering
- ♦ Sunday 17th—Clubman Run
- ♦ Thursday 28th—Tuning Run
- ♦ Friday 29th to Sunday 31st—Historic Winton by Austin 7 club Victoria

**CORONAVIRUS RESTRICTIONS HAVE CAUSED THE  
DECISION TO CANCEL ALL CLUB ACTIVITIES FOR  
APRIL & MAY**

MG

Meeting

7.30pm at

GEAR meeting—

Sunday 19th—  
fest.

Clubman Run

23rd—Tuning Run—  
cas Hexham for 9am  
ture

26th—Ringwood Hill Climb



## **NEW or LONG TIME MEMBERS**

To continue with sharing it would be great if other recent new or some long time 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 or some experiences that they would like to share.

### **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!

## **CORONAVIRUS NEWS**

### **Ladies & Gentlemen.**

In line with the new restrictions from both the Federal and State Governments on public and social gatherings your committee agree that we must cancel meetings in our club rooms for a minimum of two months (April & May).

We have also been asked to cancel none essential travel. Personal runs in the MG maybe ok but, your committee think an organised group run may be frowned upon by the community. As such these also should be put on hold for a minimum of two months.

If there is any committee work that needs doing I'm sure emails will get it done. A bit slower but still effective (and there's a written trail) .

The magazine needs to continue to be published (sorry Graham). This means all of us need to dig up and write stories but a reduced number of pages is fine.

Steve Jones President

## **COVID—19**

This pandemic invasion to our way of life is having a profound effect on all of us and now especially to our club activities.

Nonetheless every effort will be made to at least have communication to you our members via the club magazine.

We will not have any group run nor social activities to report on but with the help of our usual contributors I hope we can find enough topics to retain your interest until the light of relief from the oppressive restrictions can shine through.

Personally I have commenced saving for the next National Meeting of MG's in my home state of South Australia at Easter 2021.

Especially as it is planned to be held in Mt Gambier in the beautiful South East of the State. This goal I have set for myself will help me to remain positive during these trying times as well as to set about the tasks required to improve the visual and mechanical standard of my MGB before the event.

Perhaps you the reader can find a positive goal to concentrate upon that will help you to remain optimistic about the future.

We do have a great club and I am proud to be a member!

### **Progress with my MGB**

So now that I have a complete set of "Super Pro" polyurethane bushes for the rear suspension as well as the front cross member they will get installed while we are restricted from club runs.

The body of the car needs some panel beating on the driver's door and some rust in the usual places to be attended to with hopefully a paint respray. That should freshen her up a lot!



I am not expecting a high class finish just an improvement.

These tasks should provide me some meaty reporting matter for future magazines.

***Graham Haywood***



I'll start with the serious stuff first. In light of the Australian Governments rulings and measures to try and control the Covid19 virus, your MG Car Club Hunter Region will be in hibernation indefinitely. Our club rooms are closed by order of the government (we're licenced) and all meetings are banned, non-essential travel should be cancelled so our runs are off too (and there is nowhere to go anyway). I don't think it would reflect well on your club if we had groups driving around.

We will keep producing your magazine. There should be plenty of stories about what forced maintenance you are doing on your MG. We will keep the web site going and Facebook too. Hopefully that will get you through a few dark nights.

Stay totally isolated if you can and keep safe and well. With God's help we'll come through the other end of this virus. Look forward to 2021 and dream of all the fun things we will be able to do again. We will start with 2 months off and revisit the decision towards the end of May.

Your committee has tried to be proactive on this issue and hopefully you received an email from me regarding the immediate future of our club and meetings. I know that we have several members that aren't well and members caring for sick relatives. Do the right thing and think of others first and yourself second. You will receive updates as we learn what's happening.

Now, back to my usual dribble, I was thinking further on my comments from last month. Go back to the 60s and 70s and you could take the badges off almost any car on the road and they were still distinctly identifiable as a particular make. Kids on a road trip (before the necessity for DVDs and iPads for entertainment) could play 'name that car'. Holden, Ford (Australian and British), Jag's, MG's, Zephyr's, Alfa's etc. They were recognisable from a distance and reinforced brand identity and loyalty.

De-badge the current cars on the road, I know there are still a few that are unique designs, but for the massive majority you

can't tell them apart. An MG from a Kia from a Hyundai from a Mazda, from any number of photocopied designs. No brand identity or loyalty. People aren't proud of their individuality as they used to be.

How did we get here!

It is always nice to see another MG getting back on the road. Leo Pinczewski's beautiful MGA was a sight at our 2019 Concours. Matt Blanch's MGB has her plates on now and is taking her first few steps in 30 years. Matt bought the car back around 1990 so it's been a while. Austin has been putting in a lot of time to get it finished while Matt's been distracted.

I spent a Saturday several weeks back (pre-Covid) helping member Alan Wiley mark a milestone in his B's restoration. We dropped the engine and gearbox back in after maaany years. Alan bought the B in about 1983, spent 10 years enjoying driving it before it went off the road for a restoration. The body and engine were done in the 90's and then it sat until 12 months ago when work restarted in earnest. It's almost ready for the defibrillator and resurrection.

The MG National Meeting for 2020 was to be held in Albury/Wodonga over Easter. With the Covid 19 pandemic the MGCC Victoria made the decision to regrettably cancel the event. Hopefully the world will be back to normal by next year so we can enjoy the South Australian MGCC's Mt Gambier National Meeting.

I was on Supercheap's web site the other day looking for parts. You can check whether they will fit your car by putting in the state and rego number. Up pops your car make, model etc. What data base is my information available from? What isn't big brother watching now? I tried my B but they don't have access to Historic plates... yet.

I was lucky enough to run at what may well be the last historic race meeting for quite a while. The HSRCA Autumn Festival was held over the 21<sup>st</sup> and 22<sup>nd</sup> of March. The official parts of the meeting like briefings and scrutineering were basically non-existent (except Myf needed a scrutineering Audit... then I was

by myself getting checked). Myf finally kept her oil in her engine after a number of attempts. I even drove to Goulburn the weekend before for 20 minutes of testing then drove home. The meeting was very small and everyone kept to themselves. Entries were down to start with and then there were quite a few that weren't willing to risk their health and last minute cancelled.

The weather was great and I sat by myself (with all my friends) in the pits. It was strange going to the pub to pick up my take-away dinner and it being almost empty. Normally it is flat out so a sign of the times.

This was the first time that the HSRCA has been willing to allow me to run with Historic Group S as an invited car. I ran with Group S at Mallala a few years back but I've been trying for years to get a toe in the door locally. It is a great bunch of people that I've known for the 25 years I've been running around the track in an MG. Hopefully they were happy with me and will let me come and play again in the future... whenever that is.

I'm happy that I got my times down with every run and ended up with a best of 1':12": 84, just over a second off my personal best. I did that PB back in 2010 when the tyres that I'm still running were new. The engine must be good. There are 5 videos of my races on "YouTube". Look up "GriffinRacingMG" if you are really bored.

So, be good to one another, totally isolate yourselves and keep trips outside to only the essentials. If you can, spend time in the shed playing with the MG's It should be better than ever after this.

Steve



There was a good roll up for the March morning coffee and lunch run, down to the Plough Inn at Bulahdelah. Lunches were very large and most of us had sizable left over's, if we had doggy bags, dinner would have been included. Ten cars in all made a good showing in the hotel's car park and the drive home via the Wootton Way was an MG driver's dream come true. Good job Peter I'm looking forward to what's in store on next month's run.

I gained a half top hat last month in the Taree Historic Motor Club, promoted to Vice President. My name is still John, no titled greetings are required from my friends at Hunter Region MG Car Club.

Last month's article dealt with the initial modification of Morris cars that were re-badged as MG cars. Also, the issues of the MG factory operations up until its demise in 1979 were discussed.

After the factory move to Abingdon in 1929 William Morris registered the MG Car Company as an independent company, no longer under the control of Morris Motors Ltd. Cecil Kimber, as General manager, had full control of the production and William Morris remained as the sole owner. MG now a fledgling company was short of capital funds to remain solvent, while developing new models, even though most of the components were supplied from the Morris Factory. Cecil Kimber had to approach William Morris (Now Lord Nuffield) to invest additional funds to keep the MG Car Company afloat. Cecil and William were close friends, so the money was no problem at first. By 1935 for financial reasons Lord Nuffield sold the MG Car Company to Morris Motors Ltd, so it became a division of Morris Motors. Cecil Kimber, who remained in charge of MG, now had to battle and confront the parent company managed by Sir Leonard Lord. It was a testing relationship after Sir Leonard retired from Morris Motors to take up managing Austin Motors, as Lord Nuffield was back in charge. His relationship with Kimber was now strained. Lord Nuffield both resented Kimber's ego, and disap-

proved of his private life marriage break up. The Nuffield and Kimber relationship was at a low point. In 1941 Kimber was sacked by Lord Nuffield on the grounds of taking up a government supply contract without first seeking approval from the parent company.

The MG Car Company, under the management of Cecil Kimber, lost sight of the financial side of running a company. The company may have produced too many models and car variants up until WW11. Development costs spread over so many models made financial security impossible. The one man manager did not consider this side of the business, maybe the MG Car Company would have been better off in just specialising in small sports cars and not entered into the limousine market which had minimum sales. Racing cars was a necessary venture that sold the MG sports car, it would have had a drain on finances, more the reason to build only sports cars. This situation would have been the basis of Lord Nuffield selling MG to Morris Motors to stop the drain on his personal wealth.

In 1946 John Thornley returned to MG after service with the Army, he was called up in October of 1939 and reached the rank of Lt. Colonel. He took over managing MG and guided MG through its most successful years until his retirement in 1969. After the war MG returned to car manufacturing using the tooling of pre-war models, the "T" series of cars, the first was the "TC" model. The UK was financially broke after the war, so manufacturers were required to export their products. Steel allowances were based, that ninety percent used had to be for producing exported goods, with the balance of ten percent for use in the home market. The main export market was to America, because the returning soldiers from the war swamped the "TC" as it was a novel small sports car unlike any American built vehicle.

To build public interest in MG sports cars, there were several of special built "EX" record speed cars attempts on the Bonneville Salt Flats. The "EX" cars set various speed records from 1948 to 1959 with various sized engines. The most famous one was the "EX181". In 1957 Stirling Moss set a record of 245.9 MPH

with a 1489 cc engine. MG wanted to break the 250 MPH mark, so the engine was bored out to 1508 cc, and in 1959 Phil Hill reached a speed of 254.91 MPH.

The "TD" followed "TC", still in similar body style with a major change in suspension and front mud guards. Nearing the end of the "TD" run the body style was becoming dated, so MG design department came up with a new concept body and built a prototype. The prototype (EX 182) "MGA" was submitted to BMC management for approval. Sir Leonard Lord was the managing director, after the amalgamation of Morris Motors and Austin to form BMC. Sir Leonard still had his issues with Morris Motors so Austin, whom he managed before becoming BMC, was the stronger supported make. John Thornley received a rejection notice on the model "A" design as BMC were building the Austin Healey 100, to be despatched to the USA and Sir Leonard didn't want a similar styled MG in competition with the Healey. Consequently, an extension of the "T" series MG continued with the "TF". Changes were mainly the head lights located as part of the mudguards and a sloping grill. A pretty car but mechanically the same engined "TD", until a 1500 cc enlargement was installed.

Following falling sales with the MG "TF" the "MGA" was approved for production.

There were three prototype cars (EX182 MG's) which were the prototype of the "MGA" model, entered into the 1955 24 hour Le Man's race. The race was marred by an unfortunate multi car crash. A Jaguar slowed to pit, the following Austin Healey driver pulled out to go around the Jaguar, straight into the path of a Mercedes travelling at 150 MPH driven by Pierre Levegh, who tried to swerve but still clipped the back of the Healey and became airborne. The airborne Mercedes flew into the crowd of spectators killing 83 people and injuring 180. Pierre Levegh was the only race driver killed as a result of the accident. The race continued with a win to Jaguar and Aston Martin second. In the 1498 cc class, Porsche 550 finished fourth, fifth and sixth, MG's EX182 (MGA) were 12<sup>th</sup> and 17<sup>th</sup> with the third car DNF, due to an accident. In all only 18 cars finished the race, there were 40 cars that DNF mainly due to accident damage.



Three other cars completed the race but were disqualified due to their slow completion time. The officials investigated the race and did not lay any blame on any driver, it was considered an unfortunate action of circumstances. However, the other race drivers took a dim view of the Austin Healey driver Lance Mackin's action. BMC immediately withdrew MG and BMC competition works cars from any future racing competition. International rallying replaced sports car racing, however private car entries that were serviced by MG and BMC continued in racing. Next month the introduction of the MGB and MGB – GT. Have Wheels Will Travel

## GLOSSARY OF TERMS USED BY MGCC HUNTER REGION

**GEAR Meeting**—Golden Era Auto Racing by the GEAR Club Inc.

From the GEAR constitution –

**A2.4 GEAR Club Inc welcomes all racing cars, sports racing cars, sports cars, saloon cars, formula cars and clubmans of and truly representative of, Australian Motor Sport from its formative years.**

GEAR is all about having fun with like minded people who wish to run their historic, and other vehicles, in a safe and entertaining environment.

**HILL CLIMB**— This is a form of motor sport where a single car is driven as quickly as feasible by the driver up a hill with several curves. The time to ascend the hill is generally recorded to accuracy of 100th of a second and compared to other driver's and various types of car. The fastest time is the winner of the days racing.

**SQUARE RIGGERS** — Although this was probably originally a description for a certain type of sailing ship due to it's rigging or sail design it is used by the MG fraternity as a description of the early MG cars design, up till and including the MGTF, with a square radiator and narrow body inside mudguards.



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

MGCCHR numbers were down for the annual March Hawks Nest Motorama. Our lowest number for this event ever! So only 8 MG's and members enjoyed a good day followed by afternoon tea at Ross and Denise Jacka's rural ranch.

Our thanks go to our wonderful MG; BMW and Maserati! friends for their kind hospitality once again.

The threat of the virus together with a forecast southerly with rain saw overall numbers lower than normal. The Jag Club had only 5 cars!

In line with most car clubs and events your committee will advise you with as much notice as possible of social run and event cancellations. Please refer to email advices as well as our Club website and facebook. We simply need to act responsibly and contain the spread of the global virus in Australia.

Disappointing yes!...but we will come through this if we all plan and work together. President Steve has already advised us that the MG Nationals Event in Albury over Easter has been cancelled.

Thank you to Glen Innes member Maurie Prior for his valuable contribution to our magazine. On the Marque is particularly important now as our main form of communication. So please assist editor Graham and send him some information and photos about you, your MG and your life in general.

Finally, I have managed to get our Club honour board updated (with our Life Member Denny Bowden's name in gold !) together with the MG emblems on the windows facing Elder Street which had started looking a bit tired after 23 years since Jeff Redman had done all our Clubroom emblems, murals and signs by hand!

The Club sign in front of the building is currently undergoing a facelift at MG Signs! at Cardiff.

Support all your MG Club friends through some unusual times ahead as we collectively starve the virus.

Stay healthy and safe.  
Regards your PRO  
with the mo...Asho



Ross Jacka's MG RV8



Colin Dunne's MG F

AT THE JACKA'S RESIDENCE

Brian Maddern's MGB L

Graham Haywood's MGB RB



March has seen Team Hunter members competing in Motor-sport events

Our President Steve Jones competed in the HSRCA Autumn Festival at Wakefield Park as a invited entry (Steve's Midget is a Marque Sports Spec car ) in a very competitive Group S category with 22 cars competing.

Steve's best result was in race 4 where he started from grid position P 12 & crossed the line in 7th position a great effort. He also managed to take 1.2 seconds off his previous PB even though he was running on spent 10 year old semi slicks.

Probably the most pleasing thing about the W/E was that the oil leak that has plagued him since he carried out a major engine rebuild was finally gone & the oil stayed where its meant to be in the sump. He was also pleased with the way the engine performed.

I competed in a MGCCN Hillclimb at Ringwood Park which saw 70 entries, apparently everyone was keen to do a Hillclimb after the first event for the year was cancelled due to torrential rain. Conditions were perfect for hillclimbing with the track offering plenty of grip in the middle of the day.

I finished up in 3rd in the 1.4 to 2.0 litre classic production sports & finished up just .002 slower than my PB.

Thanks to Newy club for putting on an enjoyable day. Great to see our editor Graham Haywood up on the spectator mound enjoying the day as well.

Considering the way our world is today I think it may be a while before I have any sporting events to report on. Pretty much all sporting events have been cancelled.

Newcastle Club has cancelled all sporting events for April &, as we have, they have cancelled their club night. Also this years MG Nationals have been cancelled.

Stay healthy, look after yourself & stay in touch with each other, the social part of the club for a while may be having a drink while you're on the phone to another member.

Cheers take care

Gary



The Clubman Run for March was to Tea Gardens /Hawks Nest annual Motorfest. It was an early start from the club house at 8 o'clock. However, due to the public announcement of the Coronavirus only our Magazine editor and myself left from the club rooms. Even though we had a small number attending (10 club members), we had a very good gathering. But were very sensible with our personnel contact with others. My morning didn't start very well. I had to travel solo due to babysitting commitments of our granddaughter. As usual I thought I would fill up on the way. My local garage normally opens at 6am. I pulled into the garage, jumped out to fill up, but no one was there. They slept in. I jumped back into the MGF to meet members at the club house. But, with newer MG technology, with immobilizers engaged, my car would not start. The battery in the key fob had died. Stranded at the garage. Luckily for Mobile phones I called my wife to bring down a spare battery I had on the office shelf. Ten minutes later she arrived with delight of our granddaughter riding in the back to see Pa. It was a very vigorous trip into the club house only to find Graham waiting. It was 8 o'clock, time to go. The weather was a glorious 20 deg. C but sunny, perfect for a run with the top down. Thank heaven for heaters! Our club displayed 8 vehicles- two RV8s, three MGFs, a Mk1 MGB, MGBL and a rubber nose. We are an interesting bunch. Once again it was a very successful and rewarding day with all proceeds going to charity. 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 motor-ing.

The next Clubman Run may not be for several months now due to this dreadful Coronavirus outbreak. The Euro Day has been cancelled and all other outings and meetings have also been cancelled for the next two months, when further decisions will be made depending on the situation of the Virus. Our magazine will still be produced to keep you entertained and up to date with future club activities.





Most of the members relaxing on the hill Left to right Denny Bowden, Ian & Trish Ashton, Ross & Denise Jacka, Colin Dunne. Missing are Jeff Lauff (Photographer), Paul Smith, Brian Madden & Graham Haywood walking about the oval.



Cars on display: RV8, Mk1 MGB, RV8, MGBL, MGB RB, MGF, MGF 3rd MGF out of picture to the right



Another view of our car display with RV8, Mk1 MGB, RV8, MGB L, MGB RB, MGF, MGF, MGF out of view to the right. The Mk1 MGB was a visitor from Sydney whom was warmly accepted in our display



A general view of the oval display. We were advised that there were 486 cars on display.

Stay safe and well,  
Hope to see you on the road soon  
Jeff Lauff

A sneak peak of my project, soon to go on its first club outing, when ever!!!



**Following photographs of members cars at Jacka's retreat.**



# 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..**

## **For Sale MGB V8 Engine & Painted Wire Wheels**

MGB V8 engine Complete except for front timing cover.

**\$2,200 ONO**

4 MGB Painted wire wheels with tyres. (4.5 inch X 14 inch)  
Good splines, came off my car. **\$60.00 Each**

**Contact Rudi Scevak—0413841272**

## **For Sale Smiths tachometer to suit MGB**

**\$250**

**ph Ian 0429 592 823**



**WANTED : MGB 3 Bearing engine**  
**Call Ray 0425245100**

**WANTED : MGB Bonnet Preferably original in good condition. Call Larry 02 49772112**

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 : it is a legal requirement that Price and Registration No., or VIN No. or Engine No. must be included in the advertisement



# FOR SALE

## FOR SALE

I have a number of MG items I would like to sell which consist of the following;

1. An almost complete MGTF timber kit in quality seasoned Australian coachwood (including most of the original timber) and a few TC bibs and bobs.
2. A set of sheet metal patterns for re-skinning the body tub and doors (less the firewall)
3. A complete but very rusty 1500 MGA that needs a total-ground up restoration. The body is in two halves with some work started and some extra panels.
4. I have the complete original motor plus a 1622 and a number of complete Austin 1800 heads

I am open to (sensible) offers for these items and if there is genuine interest will send photographs on request.

Contact **Tony Bayliss 0417 062 352** [bayrest2@bigpond.com](mailto:bayrest2@bigpond.com)

## FOR SALE.

New wiper arms for MGB GT. These were recently bought from MG Car Club UK and suit Right Hand Drive cars. (Mine is originally LHD so I can't use them). \$50 for pair.

Hazard switch 6 terminal with round connections. Also new from UK (mine has flat connections). \$15

Contact **John Stuart. 0408622674.**  
[johnstart65@bigpond.com](mailto:johnstart65@bigpond.com)

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# FOR SALE

## 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:

After 32 years of midlife crisis I have decided to sell my beloved TD. It is a 1951 build, I am only the third owner, it is fully registered until 21 st Feb 2021. NSW TD015

Engine rebuilt 2006 with XPEG crank, leadfree head, Jerry Austin axle shafts, stainless steel lined brake cylinders etc.

A more comprehensive history and copies of receipts are available on request. Many spares.

I'm asking around **\$18K.**

**Sjef Vleeskens 0499 439 939**



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Note : it is a legal requirement that Price and Registration No., or VIN No. or Engine No. must be included in the advertisement



# 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

**\$13,500.00**

**Contact  
Ross Roe  
0249907780**



## FOR SALE MGTF 160 LE 07/2004 Build

Iridescent dark green, 46,000 klms. Factory hardtop, dual air bags



package, anti-lock braking, air con, 16 inch alloy wheels, central locking remote control, fog lights, engine immobiliser, leather



steering wheel, leather upholstery, power mirrors, premium brake package, power steering, power windows, rear spoiler, seat belt pretensioners, sport seats, sports suspension and wind deflector. Yokohama AT tyres and water level sensor kit fitted.

In 2013 the car won "Gold Coast MG Club" Modern MG Concours Car of the Day.

**Asking price \$20,500** The car is at Tambourine

**Phil Sherriff, Qld. 0411708234 [pspalms@bigpond.net.au](mailto:pspalms@bigpond.net.au)**

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

Note : it is a legal requirement that Price and Registration No., or VIN No. or Engine No. must be included in the advertisement

# FOR SALE

## FOR SALE 1952 MGTD

Mileage 3,368

Four speed gearbox and two door body

Good tyres.

Everything works except clock.

No driver's side door curtain (but have material).

Currently on logbook registration (54018H) but can be sold with black and white MG plates.

**Asking \$36,000.**

Phone Brian on 65433097 or 0409609895



## FOR SALE CAMPING EQUIPMENT



18 metre HD extension cord \$8

Lead Light \$5

Battery Charger \$7

Fold up table \$7

2 off fold up chairs \$24

Single gas burner \$6

Ring 0412 645 091 or 49519672 Neville Roals

# FOR SALE



## FOR SALE MGF

Registered BC 23XD Odometer 132,990 km Manual 4cyl 1.8L petrol  
Log books with Services  
Ring 0499942986 Angelina Pavan for more details

## 1974 Mk2 MGB Roadster

4spd manual gearbox with overdrive, 1798cc engine, registration until December 2020.  
To be sold with a roadworthy / Safety Certificate

Only travelled 40226 miles. In excellent original condition. Scratch above right hand rear wheel is only damage and easily repaired or disguised. MG Hard top included in the price for rainy days - also has a couple of scratches from storage that might polish out. Will come



with a complete roadworthy certificate. It is priced to sell quickly at

**\$15,500.** Registration has been paid until December 2020.

**call:0407 224 576 Tim Allen**



# SUNNYSIDE AUTO ELECTRICS

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and repairs

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Exchange Alternators & Starters

Thank you to those who have contributed to this edition of "On the Marque".  
It is great to have input from members as well as committee members!

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

**Deadline for the May edition 2020 will be  
Thursday 23rd APRIL 2020**

## MG Car Club Hunter Region

Minutes of Committee Meeting held 10<sup>th</sup> March 2020

Meeting Opened 6:05 pm

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

**Present:** Stephen Jones, Denny Bowden, Greg Jenkins, Frans Henskens, Jeff Lauff, Ian Ashton, Graham Haywood

**Apologies:** Wendy Croker, Gary Croker, Gary Piper.

**In attendance:** Brian Madden.

**Minutes:** Of previous meeting approved moved Ian Ashton seconded Graham Haywood.

**Business Arising:**

Nil.

**Reports:**

***President*** (Stephen Jones):

"I am now a grandfather again. Megan had a little daughter yesterday".

***Vice President*** (Denny Bowden):

Need to discuss new printer for editor of *On The Marquee*.

Approved to spend up to ~\$300 including spare ink cartridges.

***Treasurer*** (Greg Jenkins):

Has submitted Motorsport Australia documentation for insurance coverage of EuroDay and Concours.

***Secretary*** (Frans Henskens):

Am working on collating our NCC application for EuroDay.

Have booked (with NCC) Lambton Park on 10 October for our Annual Concours, with 31 October as the reserve day in case of washout.

Correspondence received:

After 32 years of midlife crisis I have decided to sell my beloved TD. It is a 1951 build, I am only the third owner, it is fully registered until 21st Feb 2021. Engine rebuilt 2006 with XPEG crank, leadfree head, Jerry Austin axle shafts,

stainless steel lined brake cylinders etc. A more comprehensive history and copies of receipts are available on request. Many spares. I'm asking around \$18K. Sjeff Vleeskens 0499 439 939

I have a number of MG items I would like to sell which consist of the following: An incomplete MGTF timber kit in quality seasoned Australian coachwood (including most of the original timber). Also have some MGTC timber pieces. A set of sheet metal patterns for re-skinning an MGTC body tub (less the firewall). A complete but very rusty 1500 MGA that needs a total ground-up restoration. The body is in two halves with some work started and some extra panels. I have the complete original motor plus a 1620 and a number of complete Austin 1800 heads. I am open to (sensible) offers for these items and if there is genuine interest will send photographs on request. I am also happy to pay for non-member insertion in your for sale section. Many thanks, Tony Bayliss 0417 062 352.

From Motorsport Australia re new membership portal.  
Please see Gary Piper for more details.

**Club Captain** (Jeff Lauff):

Saturday 14<sup>th</sup> March is Tea Gardens / Hawks Nest Motorfest. Some Club members intend travelling in a group leaving Clubhouse at 8 a.m.

Also on weekend of the 14<sup>th</sup> March (both days) is the Sydney Motor Park Festival of Sporting Cars.

On the weekend of 21<sup>st</sup> March (both days) is Historic Sports and Racing Car Association meeting.

Ringwood Hill Climb is on weekend of 26<sup>th</sup> April (both days).

**Public Relations** (Ian Ashton):

Purchase some additional large cones for Euro Motorfest park layout and traffic control.

Membership award samples were distributed for considerations.

Steve Jones to prepare draft artwork.

Future Clubman runs to Pokolbin and Tea Gardens / Hawks Nest. GOF Wagga accommodation pre-booking has been cancelled for lack of interest.

Suggestion that Club sponsor end of year Presentation Day lunch at Rathmines Bowling Club.

Committee thinks this is a good idea. Members would need to pre-



advise intent to attend.

Suggestion that the Club visit Gnool Blas car display Orange in February 2021.

More work required, to be started by Ian and Jeff.

Proposed MG display at Morpeth Motorama March 2021.

More work required, to be started by Ian and Jeff.

Andrew Gowan's proposal of Terms and Conditions for Club Facebook page.

Committee thinks this is a good idea.

***Sporting Director*** (Gary Piper):

Nil.

***Committee Member*** (Gary Croker):

Nil.

***Regalia*** (Wendy Croker):

Nil.

***Magazine Editor*** (Graham Haywood):

Magazines issued yesterday. Number of printed copies has reduced to 41. Invoices went out with the printed copies – email copies continue to be free of charge.

**General Business:**

(Graham Haywood): I noted that MGCC South Australia hold monthly noggins and natter nights in their club rooms (see page 7 of their magazine) and was wondering if that had been tried with our club?

My main driver to consider this is more use of our rented club rooms so that we can have better value for our rental cost. Of course, that is based on an assumption our rental cost is not based upon number of times we actually use the rooms.

Committee likes the idea, and is looking into starting with a night at the Clubhouse with future private home invitation possibilities.

Anne Pettigrew is doing a presentation about Cuba tonight.

Meeting Closed 7:06 p.m.

Next Meeting

6 p.m. Tuesday 14<sup>th</sup> April 2020.

# ***Index of Advertisers***

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Inside front cover  
30  
Inside back cover  
Outside back cover

## **CLUB QUIZ ANSWERS**

**Peter Lloyd**

### **Last months questions and Answers.**

**Question 1:** When a car is moving forward at steady speed, what part is moving at twice that steady speed and in the same direction?

**Answer:** the top of the tyres.

**Question 2:** When a locomotive is moving forward, what part is moving backwards?

**Answer:** the lowest edge of the flange of the wheels.

**Question 3:** What is the most outstanding and paramount invention by mankind? Without it, the world as we know it would not exist.

**Answer:** steel. Without this, nothing in our created world could be manufactured.

## **We'll Meet Again**

Song by Vera Lynn (1943)

We'll meet again  
Don't know where  
Don't know when  
But I know we'll meet again some sunny day  
Keep smiling through  
Just like you always do  
Till the blue skies drive the dark clouds far away

(song is a light relief from the anxiety of the social restrictions)



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