

ON THE MARQUE

PRINT POST APPROVED PUBLICATION 100003064



Written and Published by MG Car
Club Hunter region Inc.

DECEMBER 2020



MODERN *CLASSIC CARS PTY. LTD.*

Enhance

Improve

Refine



Brakes, Gearboxes, Suspension,
Alloy heads, Wheels, Electronic
ignition, Electric power steering,
Cooling, EFI Systems, Roll bars, Seats,
Exhaust, Fibreglass panels, Gauges,
Limited slip differentials, Air
conditioning, Engine conversions,
Complete car builds

2A Arab Rd Padstow NSW 2211

Email : sales@modernclassiccars.com.au

Tel : 02 9774 2169

www.modernclassiccars.com.au



The Australian home of

FRONTLINE

Developments



MG CAR CLUB HUNTER REGION INC. FOUNDED 1987

AFFILIATED WITH MG CAR CLUB UK
AFFILIATED WITH MOTORSPORT AUSTRALIA



POSTAL ADDRESS
PO BOX 503
WALLSEND NSW 2287

CLUB ROOMS
68 ELDER STREET
LAMBTON NSW 2299

www.huntermg.com

Face Book ; HUNTER REGION MG CAR CLUB

ON THE MARQUE CONTENTS

5	YOUR COMMITTEE
6	WHAT'S ON
7	NEW MEMBERS BADGES
7	HISTORIC PLATES REGO CHECK
8	FROM THE EDITOR
9	PRESIDENT'S REPORT
12	NORTH ARM WHEELS
13	CONCOURS 2019 MEMORIES
15	SOCIAL SECRETARY REPORT
16	SPORTING DIRECTOR REPORT
18	CLUBMAN RUN NEWS
19	TOY RUN & CLUB TROPHY PRESENTATION
22	IF YOU'VE NEVER RACED IN THE RAIN YOU'VE NEVER RACED
24	PART 1 ABOUT THE MG ZT
28	SQUARE RIGGER'S NATTER
29	CLASSIFIED FOR SALE
31	COMMITTEE MEETING MINUTES NOVEMBER 2020
34	DISCLAIMER
34	INDEX OF ADVERTISERS
34	MEMBERSHIP YEAR AND HISTORIC REG.
34	DEADLINE FOR FEBRUARY 2021 ISSUE



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

Your Committee

President

Stephen Jones
024952 3486
0412 495 234
sbmbjones@optusnet.com.au

Vice president

Denny Bowden
0249514125
0402 476 631
dennis.bowden@bigpond.com

Secretary

Frans Henskens
0419 561 448
henskens@henskens.com.au

Treasurer

Greg Jenkins
0439 450 606
024956 6624
gregjenkins204@gmail.com

Club Captain

Jeff Lauff
0413 971 154
jlauff55@dodo.com.au

Sporting Director

Gary Piper
0419 490 936
gspiper@internode.on.net

Public Relations

Ian Ashton (Asho)
0429 592 823
iashton7@bigpond.com

Regalia

Wendy Croker
0417 041 850
wendy.croker@yahoo.com.au

Committee Person

Gary Croker
0419 236565
garycroker47@gmail.com

Social Secretary

Anne Pettigrew
at.rose.villa@gmail.com

Editor

Graham Haywood
0424 394 807
024954 6558
ghaywood6@bigpond.com

Website

Stephen Jones
024952 3486
0412 495 234
sbmbjones@optusnet.com.au

North Arm Wheels

John Fletcher
0407 704 853

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



What's On

MG Car Club Hunter Region sponsored and supported activities.

DECEMBER 2020

- ♦ ***Wednesday 2nd—GEAR event at Wakefield Park Goulburn***
- ♦ ***Thursday 3rd_Square Riggers Natter—12pm to 2pm Inu Café
No January meeting restart in February.***
- ♦ ***Saturday 5th—Club Plate Registration See notes herein for more detail***
- ♦ ***Sunday 6th—MGCC Newcastle—teams regularity hillclimb
At Ringwood Park***
- ♦ ***Tuesday 8th—Committee Meeting 6.00pm at Club rooms
Due to social distancing regulations in force there can be NO general club meeting at the club rooms***
- ♦ ***Wednesday 9th—Midweek Run—Swansea RSL for 12 pm Lunch.
Contact Kay Bowden to register***
- ♦ ***Saturday 12th—Clubman Run—***

A proposal for Decembers Club Run due to Christmas parties etc. Instead of the Sunday Run on the 20th December, I propose to do a Twilight run on Saturday the 12th December. Leaving the Club House at 5pm. Enjoying an afternoon run and ending up at a location to be confirmed for dinner by 6.30pm.

**Members must contact me to register
jlauff55@dodo.com.au so I can validate numbers at the venue for dinner.**

A maximum number will apply so register early.
- ♦ ***NO TUNING RUN for December—Next tuning run will be in March 2021***

MEMBERS TO NOTE

Changes to arrangements published in *On the Marquee* will in future be advised on the Club's Facebook page. Members are advised to check the Facebook page for such changes as the date/time of each event approaches.

NEW MEMBERS NAME TAGS

The following NEW MEMBERS can collect their club badges when attending a club function such as “Club Run” or “Tuning Run” and hopefully in the near future “Club Meetings”.

The club badge is then to be worn during any club function so that other members can identify you, and your integration into our social membership can be smoother and quicker.

Martin / Melanie Campbell

Trevor / Janine Clifton

John / Anne Marley

Jo / James / Izzy Muddle

Vince Nicita

Warwick / Ronnie Nichols

Phil / Glenys Powell

John / Astrid Perdriau

Alan Priest

John Ray

Laurie / Kris Sullivan

Ian / Carol Tracey

Peter Thomas

Clayton Thomas

Charles Unwin

Andy Webmaier

Evan Hotchkies

HISTORIC PLATES REGO CHECKS

Saturday 5th December

9.30am until 10.30am @ Caltex Maryland

Minmi Road, Maryland

Bring your rego papers and \$10

For more information call Denny Bowden

4951 4125 or 0402 478 631

Unfortunately as we still have to have safe distance we still would not be able to conduct general member Club Meetings.

To follow on with the front page theme of “MG wheels” this months photo is of an alloy wheel on a club members MG ZT car again taken by Andrew Gowans at a morning tea stop during the pre COVID– 19 clubman run to Tea Gardens.

Gary Piper has been able to maintain a healthy “Team Hunter” sporting group this year and his son Tai has joined our club so that he can share Gary’s MGB on the track and hill climbs. See page 23 for his Sporting Report.

I have included some photographs of our successful 2019 concours to fill some pages but also to remind us what we could have in 2021.

There is a good variety in our coveted MG, and other, cars as illustrated by these photographs that we should all take pride in as members of this club.

The final Square Riggers Natter meeting for 2020 will be held on the Thursday 3rd at the “Inu Café” at Carrington from 12 noon until 2pm. There will not be a Natter until February 2021. See What’s On and page 28.

I wish all members a Merry Christmas and hopefully a New Year without the living restrictions imposed due to the COVID Pandemic.

Progress with my MGB

It is my hope that during the January break I will attend to the damaged door skins and most, if not all, of the deteriorated paintwork on my MGB ready for a new year with many runs and other MG activities



Graham Haywood

Around the bend – the ravings of your President.

You will find my scrawl and memories of the HSRCA Wakefield Park Spring Historic race meeting elsewhere in the magazine, so I won't carry on about it except to say that the pesky oil leak is still annoying me. It was certainly better than before and borderline acceptable (for a British car) for a short period of time, but the price of the Eastern Creek meeting at the end of November was pretty high and about the same price as the parts I need to hopefully fix my problem. Throw in accommodation, meals, transport etc and I'd be ahead if I worked on the Midget and aim for another event next year.

I have one more signature required for my full race licence and 12 months to get it.



I've been doing the rounds of other people's sheds again. As I reported last month, I was helping an ex and soon to be again club member John Norris with his late dad's B (I don't want to think about his Midget). The carbies went back on and with the petrol filter replaced, a new filter added between the tank and pump, and all the fuel hose replaced we

cranked her over. With liberal doses of 'SYB' she fired and eventually ran. Some carbie adjustments needed.

The next problem then arose with the water not circulating in the radiator. Thermostat, water pump or radiator? Turns out to only be two of the three... the larger ones. The photo shows what was in the water pump. A camera inspection showed that the radiator core was full of the same. Re-core and new pump ordered.



A few days later and it was then up to Matt Blanch's garage where the engine was being pulled from the Redman TC. This was the first time Evan had been in a position to get his hand really dirty working on a TC engine and to tell the truth, I've never done it before either. We were in safe hands with Austin Blanch and Wayne Routley supervising (the heckling was more like



Statler and Warldorf from the Muppet show). All fun (I'm not paying the bill).

The water pump pulley and crank-shaft pulley were both in urgent need of repairs. Fortunately Jeff had stashed a spare crankshaft in the back corner of the garage (in a beautifully sign written box) and it would

now be pressed into service. The big end bearings looked like they were well and truly in need of replacing so it is good timing to do the work now before a failure.



Looking at the bearings and it brings up an interesting point of oils. Oil does the engine lubrication but also helps with cleaning. It picks up lots of nasty things from your engine and also absorbs any petrol that slides past the rings plus with time, moisture from the atmosphere. This isn't a problem because when you drive the car, those contaminants are burnt off with the engine at temperature and any particles cleaned through the oil filter. That's why it needs to be changed regularly and when it is run, it needs to get up to a healthy temperature so that any contaminants (like absorbed petrol and moisture) are burnt off. That is why the tuning runs are aimed at a spirited drive not a slow cruise. The mechanicals in your MG need to get up to temp and be run there for a goodly period.

Ideally the oil (not water) temperature needs to get up around the 95° C+ for the oil to work at an optimal level. Even in the race car I have trouble getting up there (yes I run an oil temp gauge), and I even have a thermostat on the oil cooler. Matt has taken the oil cooler off his race B to get more oil temp and with the engine coming out of Myf again, I will be doing similar. A road car would be much worse. Modern oils may be good for a modern engine, but you need to have a good quality oil designed for our old engines. The water and oil temp do not correlate.

Since road cars don't see the temperatures that a race engine does, regular oil changes are necessary to maintain good and ongoing engine health. I know it seems like a waste if you don't drive the MG much but 'use it or lose it'. Actually, the oil in the race car gets

changed after only a couple of meetings. Probably only 2 hours of running time. It's all about maintenance.

There has been some debate recently in classic car magazines in regard to the climate change issues and their effect on our older vehicles. Will we be seen as high polluters because the engines are less efficient than modern ones and thus be taxed or outlawed in the near future? I feel that this is very short sighted but our politicians aren't known for their sensibility or foresight. It is about headlines and appeasing loud minorities without real thought.

As a professional firefighter, I work in an industry that has to deal directly with the consequences of political short sighted decisions. Can we as a club do more to try and move towards carbon neutrality to offset our old cars? Yes I suppose we can.

On this issue, I was looking at a press release for MG's latest 'eco' model. An all-electric MG ZS EV. Now the facts as per their specification sheet are: If I drive on the economy setting, I can drive from home to Bowral and have 3 kms left in the battery. As long as there isn't a line up for the charger, I get to sit and have a coffee for 45 minutes whilst it takes in a rapid charge to 80%. Since it isn't a full charge I assume I then can't go as far on the next leg.

If I'm at home it will only take 7 hours to full charge. Unfortunately that would be overnight whilst the sun isn't shining so I can't use my solar. I need a coal fired power station built in the 1970s. Is that better? I would love to see the comparison of the carbon foot print between my 1965 MGB and the MG ZS EV over their life time.

I suppose since I work shift work (and for those retired), I could just leave the charging until daylight hours.

It is something that we have to think about. Bury our heads in the sand and that's what they might be doing with older cars before long. If you look at my back yard, Bev and I are doing our bit by planting lots of trees. Good for the birds and bees as well as the planet. It doesn't take that much.

I hope that the Christmas break is good for you all. I know a few of our members have had a rough 2020, a lot rougher than the rest of us. So I have absolutely no complaints about a Covid year with social distancing and lockdowns. It could be much worse, we are so lucky here in Oz. Stay safe, be nice to one another and reflect on the positives.

God willing, I will see you next year.
Steve Jones

Last words for 2020, a year that will be long remembered, not for club action in events. Covid 19 has played havoc with our social life.

Having said that the North Arm wheels group have managed to have restricted monthly lunches, that gave our MG vehicles some short runs. So things are looking brighter for next year, for establishing runs. Runs that will blow the cobwebs out of our exhausts and put some wind in our hair, with the hood down. So now for my last article filler, called **IMMUTABLE LAWS**.

Law of Mechanical Repair: After your hands become coated with grease, your nose will begin to itch and you have to pee.

Law of Gravity: Any tool, screw, when dropped, will roll to the least accessible place in the universe.

Variation Law: If you change cues or traffic lanes, the one you were in will always move faster than the one you are in now.

Law of Bath: When the body is fully immersed in water the telephone will ring.

Law of the Result: When you try to prove to someone that a machine won't work **IT WILL**.

The Coffee Law: As soon as you sit down to a cup of hot coffee, your boss will ask you to do something which will last until the coffee is cold.

Law of Logical Argument:

Anything is possible. If you don't know what your talking about.

Well that's it for this year I hope you all have enjoyed my attempts to keep you amused, who knows what will happen for next years articles.

So, it's now time to wish you all a Merry Christmas and a Happy New Year, stay safe.

I need you readers, so I can keep my job.

Have Wheels will Travel

**WE HAD TO CANCEL OUR CLUB CONCOURS THIS YEAR SO
HERE ARE SOME PICTORIAL MEMORIES FROM 2019**





GET THE **POWER** OF AUSTRALIA'S **BIGGEST INDEPENDENT**

**TYREPOWER GATESHEAD
SPONSORING
MG CLUB HUNTER REGION**

**As summer approaches get your
MG ready with Tyrepower!**



Exclusive
Offer

Please ask for our quality
Technician Dave, and our store discount
associated with MG club members.

MG Club Members special discounts apply

- | | |
|--|---|
| <input checked="" type="checkbox"/> Blue Slips | <input checked="" type="checkbox"/> A/C Regas |
| <input checked="" type="checkbox"/> Rego | <input checked="" type="checkbox"/> Specialty diagnostic work |

TYREPOWER GATESHEAD

7/18 Oakdale Rd, Gateshead NSW 2290

Opening Hours: Mon to Fri 7.30am - 5pm, Sat 7.30am - 12pm

Email: gateshead@tyrepower.com.au

tyrepowergateshead.com.au

PH: (02) 4946 2698

December MGCCHR Newsletter – Social Secretary

Unfortunately, I still have no news to report for any forthcoming social activities due to Covid-19. But with great records of zero new cases in Victoria, and news of a vaccine in its final stages of testing, we should be able to organise some events for 2021! So keep watching this space.

Meanwhile, I wish all our club members a safe and happy Christmas & best wishes for the New Year and 2021.

Anne Pettigrew

And a bit of trivia from our Social Secretary!



**Peter Sculthorpe was famous for his shiny red MG.
Pictured here with composer Peggy Glanville-Hicks in the late 1980s.**

Peter Sculthorpe AO OBE, (1929 - 2014) was a famous Australian music composer, and when 73 bought yet another sparkling new, bright red MG sports car. He always owned red MGs, he says, though this time he wondered whether perhaps he should choose a more conservative colour on account of his age. But red it was - as if Peter Sculthorpe wanted everyone to know that he had no intention of slowing down. Indeed thanks to computerisation, he was able to compose double what he could produce by hand!

As the 2020 Motorsport season draws to a close “Team Hunter” members will be competing in two more events in the form of a “GEAR” event at Wakefield Park on December 2 (hopefully on a dry track for a change) & a teams regularity Hillclimb at “MGCCN” Ringwood Park on December 6.

“Team Hunter” members Matt Blanch , Steve Jones & Ian Ashton recently competed in the “HSRCA” Spring Historics at Wakefield Park in wet conditions yet again.

Unfortunately Asho had to abandon the event due to a medical issue after his qualifying in the regularity event.

We all wish Asho a speedy recovery & hope everything goes well for him.

Matt Blanch competed in the Group S event & drove well all weekend to be up the front end of the category. Proving that his “Blanch Engineering” developed MGB is one of the fastest 4 cylinder MGBs around.

The category was dominated by Damian & Simon Myer in their giant killing MG Midgets. Steve Jones also competed in Group S event as an invited entry (Steve’s Midget is classed as a Marque Sports Car) & I would think would have been finding the wet conditions difficult running on an ageing & hard set of semi slick tyres. Thanks to Steve for his report on this event.

I’m looking forward to the coming “GEAR” event as one of my sons Tai, who is the newest member of the “Team Hunter” motorsports Team, is having his first run in a “GEAR” meeting.

We have double entered the B & hopefully the old girl handles the pressure ok (I mean the B not my wife). Recently We have seen a few of the younger generation having a run at “GEAR” events in family vehicles & I think this is great as we need more young people to take an interest & appreciate these historic

vehicles as we do.

As always if anyone is interested in coming down to Wakefield Park & having a look at a "GEAR" event contact myself, Steve Jones , or Austin Blanch for information as I guarantee you will have a great day with a bunch of great friendly people who love these historic cars as much as we do.

If anyone is interested in having a go at grass roots Motorsport do not hesitate to contact myself or any "Team Hunter" member & we will be more than happy to talk to you & help you as much as we can.

I would like to thank Phil Sim from the "GEAR" cub for suppling some great action photos for our mag.

I would like wish everyone a great Christmas & hopefully 2021 will be a better year for all of us & hopefully gets back to a bit of normality.

Remember drive them don't hide them. Enjoy your MG I know I do.

Cheers Gary



Clubman Run News

Jeff Lauff

Dear members,

November's "Toy and Presentation Run" was another great success. I must thank Ian for his time and efforts in organizing the handover of Christmas gifts to the Salvation Army Officer. This activity was again a huge success, enabling many disadvantaged families to experience a little joy over Christmas. Also thank you Ian for once again compiling the point scores, organizing the trophies and running the Clubs annual presentation of the varied categories. Your willingness and contributions to our Club is much appreciated by each and every member.

The other person I must thank for supporting me on the day was our Vice President Denny.

After planning the run and balancing the numbers of participants who could attend the presentation at Rathmines Bowling Club due to Covid-19 restrictions, I was called away on urgent family matters and could not lead the run. Denny once again took control and led everyone safely, without losing a person to Blackalls Park for an extended morning tea.

Sunday saw an array of members "pride and joys" being driven as they should be, with some even having the top down. Not only were there an array of various historic MG models represented on the day, but the club can now boast the inclusion of Jim and Carolyn Hutton's new MG- HS, a very stylish luxury motor.

Congratulations go to those club members who won their particular category. This also shows the enjoyment, commitment and participation that members can experience from the many activities our club is providing.

Our final Monthly Run for the Year will be a **Twilight Run on Saturday night the 12th December. We are leaving from the Club House at 5pm and motoring to our destination at the Junction Inn Hotel Raymond Terrace for a 6.30pm dinner.**

NB. Please contact me ASAP to secure your position as the Hotel will only accommodate 30 per booking. Hope to see you there.

Have a Happy and Safe Christmas,

Jeff Lauff

Club Captain

TOY RUN & CLUB TROPHY PRESENTATION

Morning Tea break in the Toy Run was at Blackalls Park and the following photos are of some of the participants and their cars parked around the car park and lead in roadside.





Handing over of the toys to Cardiff Salvation Army representative with a short speech from Ian (Asho) Ashton and a thankful reply from the representative

Then into the Bowls Club for lunch with the Club



Trophy Presentation after the meals.

MGF/TF—1st Paul Smith
2nd Jim Hutton, 3rd Arthur Nichols
Photo of Denny presenting to Jim Hutton.

MGZT—Andrew Gowans

MGRV8— 1st
Denny Bowden
2nd Ross Jacka
MGB (Inc RN)
1st G Haywood
2nd S Jones,



3rd B Maddern



Octagon Award
A Gowans



MGB GT—1st
Charlie Head
Joint 2nd,
A Blanch &
J Hutton



MG Mate—
Joint 1st
K Bowden,
C Hutton
2nd
M Head





MG Mate—
2nd
M Head

Non Marque & Mate
Joint winners
R Bond & Amy (Jaguar)
I Ashton & Trish (BMW)



CLUBMAN OVERALL
1st D Bowden
2nd J Hutton
Joint 3rd C Head &
G Haywood



CLUB CHAMPION
{SPORTING}
1st Gary Piper
2nd Austin Blanch
3rd Ian Ashton

'If you've never raced in the rain, you've never raced'.

I don't know what sad individual came up with that saying, but I really prefer a dry track. I certainly drive a lot harder. Unfortunately for me, the HSRCA Spring Meeting started like many others, very 'English', pouring rain. We've been to a few wet meetings over the years and they usually start with Austin Blanch transporting his A on a trailer. This time it was Matt in his B (running in Group S with son Tim, father Austin and mate Rob Devereaux as pit crew), me with the Midget (as an invited Group S with Bev as my right hand man... person) and Asho with his B (regularity with Trish as his team manager). Team Hunter was going to put on a good show.

It wouldn't have been too bad if it was a shower or two, but there was a week and a half of heavy rain leading up to the meeting. I had initially decided to forgo permanent cover and set up my trailer in the paddock. As the forecast came in, I decided to hang the expense and see if there were any garages available. I fortunately got the one next to Matt in pit lane.

Saturday was very VERY wet. Heavy down pours between showers. Our first run on track for qualifying was to me, frightening. Even with grooved tyres (not wets) it was like ice skating in gumboots. In a few places there were rivers running across the track. When you hit these with 'Myf's' wide tyres, it felt like hitting a brick wall. Oh what fun!



Matt qualified up towards the front of the grid behind the Myer boys in their Midgets, a few Porches, and a Mustang. Me... I was at the other end. I was happy playing by myself.

Asho set a reasonable time in practice but wasn't feeling too pucker at

the end. We picked this up when he didn't wave to us as he exited the track. He ended up getting up close and personal with the track medics and then pulled the pin on his participation.

Race one from my point of view was an improvement. There were some dry patches between the rivers. On one lap I got to corner two, turned in at the usual spot and Myf just changed ends. That put the wind up me for the rest of the meeting when it came to that corner. It never got better and even on the last lap of our last race I was in a 4 wheel drift through there.

I did manage to improve my time by a few seconds and even managed to overtake Matt. He was bogged on the infield at the time but hey, I'll take it any way I can.

I then competed in the oddly named BMC challenge. Why odd? Because there were no 'Bs' or 'Triumphs' included. It was really for 'A' series cars with the Minis from group N (the tin tops) and all the Spridgets from my group. Again from the back (and pretty well staying there) I did however keep the other invited Midget from my group in sight. After a hard drive on the last lap, I got along-side on the last corner. My excuse is that I was on the inside line and in the wet. The outside line was dryer so he got the power down a fraction quicker than me. Still was fun to enjoy some company. Again a time improvement.

Sunday dawned fine after a few overnight showers to ensure more runoff. Matt was first on the track in the 'non BMC challenge'. I decided that my

races were boring so put my GoPro in Matt's B. All the videos are on YouTube under GriffinRacingMG. Anyway, Matt was amongst the usual suspects except the Myer boys weren't there (they raced with me the day before) so he was left to battle a pesky Porsche. I won't com-



ment on the quality of the Porsche driver, have a look at the video and make up your own mind.

Races 2 and 3 for the day were reruns of all the others with Matt at one end and me at the other. There were still a few scary moments on corner 2, but the rest of the track had dry lines. In the end I got the signature that I desired from the Clerk of Course on my licence. That leaves just one race meeting to go to get off my race Ps. Hopefully early next year.

At the MGCC 90th Anniversary Day in October I was talking to Austin and he remarked that he didn't know much about the MG ZT model. He suggested I write an article for the Club Magazine as other members would probably also be interested. Please note; this is all his fault.



The MG ZT range was derived from the Rover 75, introduced in 1999, which was developed using a BMW 5-series platform, with Rover owned by BMW at the time.

The 75 was designed to be a luxury model with a wood-and-leather interior and styling cues from classic 50's and 60's Rovers.

In 2000 MG Rover and BMW demerged and in spring 2001 the production of MG Rover vehicles moved from Oxford to Longbridge.

MG Rover decided to capitalise on their MG marque and in 2001 released the MG ZT saloon and the MG ZT-T estate (station wagon to you and me) as an executive stable mate to the MG F, along with the ZR and ZS.

The new MG variant of the Rover 75 remained essentially the same, but included a restyled front bumper, an integrated grille, a new bootlid with spoiler, detail changes to the exterior and interior and new alloy wheels with low-profile tyres.

The sporting characteristics of the MG marque were referenced by

way of a lower ride-height, stiffer suspension settings (Mac Strut with anti-roll bar at the front and BMW independent multi-link at the rear), uprated brakes (ventilated front and rear disks) and lower gear ratios to aid acceleration and response.

Across the range a Manual 5 speed Getrag gearbox, or 5 speed Jatco automatic transmission were used.

All models of the ZT were front-wheel drive, except for the later MG ZT 260 which, aside from having a 4.6 L V8, was re-engineered for rear-wheel drive.

This was interesting as the BMW 5-series platform which the ZT was based on was initially rear-wheel drive, modified to front-wheel drive for the ZT and then adapted again for rear-wheel drive for the ZT 260.

The models and engines available included;

- 1.8 L Rover K-series 4-cylinder – ZT 120
- 1.8 L Rover K-series 4-cylinder Turbo – ZT 160
- 2.0 L BMW M47 4-cylinder turbo diesel – ZT CDTi
- 2.5 L Rover KV6 6-cylinder – ZT 180 (Auto) ZT 190 (Man)
- 2.5 L Rover KV6 6-cylinder Supercharged – ZT 220S (Aus. only)
- 4.6 L Ford V8 – ZT 260
- 4.6 L Ford V8 Supercharged – ZT 400 (UK only)

Most cars sold in Australia were the 2.5 litre V6 model, which is the model I'll look at in my next article.

The KV6 series of engines was developed by Rover in the 1990s to replace the Honda 2.7i V6 they had been using, which was soon to become emissions non-compliant. The engine was available as a 2.0 L and 2.5 L V6 petrol engine with four overhead camshafts (two per bank) with four valves per cylinder. It was considerably advanced when developed with adaptive Siemens EMS200 engine management, auto-tensioning drive belts and variable geometry induction.

Apart from their shared use in the 75 and ZT models the K-series and KV6 are not related mechanically. The engine was used in the MG ZT, the MG ZS, various Rovers as well as the Land Rover Freelander.

After the sale of MG Rover, the engine saw use in the KIA Carnival range and the SAIC Roewe 750 and MG7.

The Aus-only supercharged 220S used the 2.5 L engine fitted with a low-boost, twin-screw supercharger developed and fitted by Sprintex. The supercharger was tuned to offer boost in an acceleration dead spot on the standard 2.5 litre car.



In all markets the standard 2.5L cars were badged as either the ZT 180 for the automatic and ZT 190 for the manuals, with the 180 and 190 referring to the output in PS (for 'pferdestärke', a metricised bhp) that the engines could theoretically produce. The output of the automatic cars was reduced slightly to accommodate the performance of the auto transmission.

The performance figures for the range in Australia tabled as follows

Model	Engine	Power (PS/ kW/hp)	Torque (N-m/lb -ft)	Top Speed (kmh/ mph)	Acceln (0 to 100 kmh)	Fuel Econo- my (l/100 km)
ZT 180	Rover KV6 2.5	177/130 /175	240/177	216/134	8.9 s	10.5
ZT-T 180	Rover KV6 2.5	177/130 /175	240/177	212/132	9.3 s	10.5
ZT 190	Rover KV6 2.5	190/140 /187	245/181	225/140	7.7 s	9.9
ZT-T 190	Rover KV6 2.5	190/140 /187	245/181	220/137	8.2 s	9.9
ZT 220S	Rover KV6 2.5	224/165 /221	288/212	227/141	7.1 s	10.8
ZT 260	Ford 4.6 V8	260/191 /256	410/302	249/155	6.2 s	12.2
ZT-T 260	Ford 4.6 V8	260/191 /256	410/302	246/153	6.3 s	12.2
ZT 260 Auto	Ford 4.6 V8	260/191 /256	410/302	243/151	6.2 s	12.8

The MG ZT featured a revised interior to the Rover 75, including leather and Alcantara seats and a carbon fibre-look dashboard (changed to leather and timber laminate in the 2004 facelift).

It also featured the 75's interior comfort and driver aids including; cruise control, remote central locking, remote boot release, alarm and immobiliser, electronic windows, dual-zone climate control, reverse obstacle alarm and one (1) retractable cup-holder (a spindly arrangement that sort of works).

Both front and rear fog lights were standard, and many included the optional electronic sunroof.

There was also a Plus Pack of additional accessories, including electronic sunroof, GPS for the 180/190 and electronically adjusted and heated front seats.

The standard safety equipment included dual front airbags, in-seat front side airbags, full-length curtain airbags, Bosch ABS, electronic brake-force distribution (EBD) and pretensioners on all seatbelts.

When tested in 2001 the 75/ZT had a EuroNCAP and ANCAP Safety Rating of 4 Stars.



The MG ZT is 4.6m in length (4.7m for the ZT-T), 1.4m in height, with a track width of 1.5m and overall width of 2.0m.

The lowered ride height lends a purposeful stance to the car, particularly from the front quarter view.

The vehicle seats 5, with the rear passengers sitting slightly higher to afford better legroom. The sedan has a boot capacity of 432 litres and the wagon has luggage capacity of 1,222 litres. The petrol tank holds 65 litres.

The cars were available in XPower Grey, Trophy Blue, Anthracite Me-

tallic, Starlight Silver, Solar Red, Pearl Black, Zircon Silver Metallic, Le Mans Green, Royal Blue, Firefrost Red, British Racing Green Pearlescent, Mica Blue (Ignition), Copperleaf Red Pearlescent, Aquamarine (Goodwood), Black, Rio Red, Trophy Yellow, Dover White, Midnight Blue, Platinum Gold, White Gold Metallic, Ski Blue, Odyssey, Damson Red, Arden Green Pearlescent and Moonstone Green Metallic.

The most common colours on Australian roads are BRG, Starlight and Zircon Silver, Black, XPower Grey and Midnight Blue.

The MG ZT was released in Australia from May 2002 at \$56,990 for the ZT saloon and \$59,990 for the ZT-T wagon. There was a model range facelift in 2004 which included revised interior, suspension dampers, bumpers, grill and headlights as well as a new bootlid treatment with a fared-in spoiler.

This final version stayed in production until April 2005 when MG Rover ceased business. In its final release year in Australia the prices were \$59,990 for the ZT 190 saloon (slightly more for the auto), \$69,990 for the supercharged ZT 220 (slightly more for the auto) and \$89,990 for the V8 MG ZT 260.

SQUARE RIGGERS NATTER



Square Riggers Natter meetings are on at the usual location “Café inu” on 43 Denison Street in Carrington for December. However there will be a break with no meetings until February 2021.

Lively conversations on our interest in MG cars, including the square riggers, are conducted over lunches and liquid refreshments.

Lovely sitting out in the sun (when it is shining) yakking away and enjoying a beer and lunch. Come and join us you will be welcome.

FOR SALE

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.**

johnstuart65@bigpond.com

FOR SALE

Horizontal and Vertical

MILLING and DRILLING MACHINE

(this machine is not a toy!)

Geared Head
including Plinth and Swarf Tray

Lots of new tools (never used)

Metrology Equipment
plus Tool Cabinet for storage

\$4,200.00 (or near offer)

Enquiries: 0416 291 753

(Not Sundays please)

FOR SALE

3.5 TONNE CAPACITY

SCISSOR LIFT HOIST

Lifting blocks included

Drive on, drive off

Minimum height: 150 mm

Maximum height: 1 metre

240 volt operation

\$3,500.00 (or near offer)

Enquiries: 0416 291 753

(Not Sundays please)

MOTORING LIBRARY ARTICLES FOR SALE

Downsizing my motoring library. MG and other books for sale.
Email Rob at robertanddenny@gmail.com for full list.

WANTED

Good Mk 2 MGB GT ph Ian Ashton 0429592823

WANTED MGB Headrests. with single centre post. Foam and liner condition not important. Contact Graham Haywood at ghaywood6@bigpond.com

FOR SALE

MGTf 135



2003 MGTf 135 in excellent condition.

Full history, genuine 70,000 klms, 11 months rego and is now little used.

Have documented head gasket modifications, cooling system and rear suspension upgrade, bluetooth radio, alarm and mobiliser.

Car is in the New England Region, but can deliver anywhere in NSW.

Asking **\$12,950 ONO**

Maurie Prior 0438668162

MG Car Club Hunter Region

Minutes of Committee Meeting held 10th November 2020

Meeting Opened 7:09 pm

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

Present: Stephen Jones, Denny Bowden, Frans Henskens, Greg Jenkins, Gary Piper, Wendy Croker, Gary Croker, Anne Pettigrew, Graham Haywood.

Apologies: Ian Ashton, Jeff Lauff.

In attendance: Nil.

Minutes: Of previous meeting approved moved Anne Pettigrew seconded Wendy Croker.

Business Arising:

Anne Pettigrew has responded to Heddon Greta with responses to all their queries but has not had any further reply.

Steve Jones to contact Trust to organise signing of lease.

Reports:

President (Stephen Jones):

Nil.

Vice President (Denny Bowden):

Would like to purchase a second stamp to be assigned to Neville Roxby as a backup for confirmation of concessional registration applications.

Secretary (Frans Henskens):

Membership renewals to date: 61 single and 70 family. Membership cards have been sent by mail/email to all renewing members

Treasurer (Greg Jenkins):

Cost of Motorsport Australia (CAMS Affiliation) has gone from
because of growing membership.

Club Captain (Jeff Lauff):

The Toy Run lunch arrangements have changed. Morning tea is bring-your-own at Blackalls Park. Lunch is at Rathmines Bowling Club. All 30 spots at the lunch are currently taken. Members can nominate for a reserves list in case of cancellations. Those with presents are welcome to leave them at the Club but only the nominated 30 can stay to eat.

Jeff Lauff is organising a Christmas Twilight Run on 12 December departing the Clubhouse at 5 to 5:30 p.m. Further details TBA.

Sporting Director (Gary Piper):

Steve Jones, Matt Blanch & Ian Ashton recently competed in the HSRCA Spring Festival, Steve will have a report in next month's magazine.

I am trying to organise 1 or 2 teams to compete in the Teams Regularity Hillclimb being run by MGCC Newcastle at Ringwood Park on Sunday December 6.

I would like to have some discussion on the possibility of our Club running a super sprint/regularity event at either Wakefield Park or Pheasant Wood Circuit next year.

Proposal is endorsed by the Committee.

Gary Piper to investigate costs and logistic issues and report back next meeting. Would appreciate assistance from Club members on the day.

The last GEAR event for the year will be on December 2 at Wakefield Park.

Public Relations (Ian Ashton):

N/A.

Regalia (Wendy Croker):

Christmas Sale will be held at Blackalls Park on 22 November.

Committee Member (Gary Croker):

Nil.

Social Secretary (Anne Pettigrew):

Concerned at the situation by which old magazines are being thrown out because no-one wants them.

Asked when we would be able to have Club Nights again.

Dependent on future NSW Government changes to regulations.

Magazine Editor (Graham Haywood):

The recent Update of the Toy Run and Club Trophy Presentation has caused concern as I received a message from Telstra Media that I had exceeded the number of E-mail messages in an hour and thus blocked for future E-mails but to try again later.

This occurred after sending out the 2nd batch of Bcc E-mails within an hour. I waited just over an hour and tried the 3rd batch again but it was rejected.

After several attempts with reduced number of Bcc each time still no acceptance to send. I then decided as it was a very late hour to give up and try again the next night.

However, the only way I was eventually successful was to add MG CC Hunter Region to the subject and having only 2 rows of Bcc.

Consequently, a total of 7 batches was required to get all members of the E-mail list a copy of the Update.

I have not yet attempted to send out the revised date and information for the December Clubman Run.

Will advise members that changes to arrangements published in *On the Marque* will in future be advised on the Club's Facebook page. Members are advised to check the Facebook page for such changes as the date/time of each event approaches.

Graham advised committee that he will be absent for the December meeting as he will be in Adelaide. However he will still prepare and release the December issue of *On The Marque*.

General Business:

Nil.

Meeting Closed 8:31 p.m.

Next Meeting

7 p.m. Tuesday 8th December 2020.

DISCLAIMER

Technical tips and methods suggested herein are the views of the person submitting them and the club cannot accept responsibility for the accuracy of these whatsoever. Persons following these tips and methods must make sure of their personal safety when applying them.

Index of Advertisers

Modern Classic Cars
Tyrepower Gateshead
Shannons
Sportsparts Pty Ltd.

Inside front cover
Page 14
Inside back cover
Outside back cover

CLUB MEMBERSHIP ENDS JUNE 30 NEW YEAR OF MEMBERSHIP STARTS 1ST JULY

HISTORIC REGISTRATION REQUIRES FINANCIAL
MEMBERSHIP OF A REGISTERED CAR CLUB SUCH AS
MG CAR CLUB HUNTER REGION

Applications for renewal or new membership can be accepted
now.

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!

**There will be a break with NO magazine for
January with the first for 2021 to be February.
Deadline for the February edition will be**

Thursday 26th January 2021



“NO ONE KNOWS YOUR
PASSION LIKE SHANNONS.”



Shannons insurance is for motoring enthusiasts just like you, with features like:

- Choice of repairer
- Agreed value
- Multi-Vehicle & Multi-Policy discounts
- Limited Use & Club Plate cover
- Laid up cover
- One excess free windscreen claim per year
- Total Loss Salvage options
- Home Contents Insurance including \$10,000 enthusiast cover for your collectables & tools
- Towing & storage costs as a result of loss or damage
- Pay by the month premiums at no extra cost

Call Shannons on **13 46 46** for a quote on your **special car, daily drive, bike or your home**, and speak with a genuine enthusiast.



SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Some benefits only apply to comprehensive vehicle cover. Shannons has not taken account of your objectives, financial situation or needs. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.



Sportsparts Pty Ltd

*Parts and Technical advice
for pre 1980 MGs*

- Specialists in original and reproduction MG parts for over 30 years.
- Buy your parts or accessories from us and get free and comprehensive advice on the best way to fit them.
- Visit our store or take advantage of our fast mail service. Our normal trading hours are 9.00am to 5pm but may vary if we have to visit customers or suppliers. Please call beforehand to ensure that we are at the shop to provide the parts you need.

PROMPT MAIL ORDER SERVICE

Detailed catalogue
available \$5.00



Sportsparts Pty Ltd
10 Myrtle Street,
Normanhurst NSW 2076

PO Box 2
Thornleigh NSW 2120

Phone 02 98751144
Fax 02 98751906

www.sportsparts.com.au