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MG CAR CLUB HUNTER REGION INC. FOUNDED 1987

AFFILIATED WITH MG CAR CLUB UK
AFFILIATED WITH CAMS



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www.huntermg.com

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

February 2020

- ♦ ***Saturday 1st to Sunday 2nd—Bathurst 12 hr***
- ♦ ***Thursday 6th—Square Riggers Natter—12pm to 2pm Inu Café***
If Inu-Cafe is closed alternative location will be advised.
- ♦ ***Saturday 8th—FOSC at Wakefield Park Goulburn***
- ♦ ***Sunday 9th—Hill Climb at Ringwood***
- ♦ ***Tuesday 11th—Committee Meeting 6.00 at Clubroom***
Club Night 7.30pm at Clubroom
- ♦ ***Wednesday 12th—Midweek Gathering— 12 noon at Edgeworth Tavern***
- ♦ ***Thursday 13th—North Arm Group Run—see page 13 for more information.***
- ♦ ***Sunday 16th—Clubman Run—Editor's Run—meet at Club Rooms to depart 10 am.***
- ♦ ***Wednesday 19th—GEAR meeting Wakefield Park***
- ♦ ***Saturday 22nd to Sunday 24th - MG Racing Sandown***
- ♦ ***Thursday 27th—Tuning Run—evening run leaving at 5.30pm from the club rooms. We will begin by having an evening meal some where in Lambton followed by a mystery twilight run.***

March 2020

- ♦ ***Sunday 1st—Hill Climb at Ringwood***
- ♦ ***Thursday 5th —Square Riggers Natter—12pm to 2pm Inu Café***
- ♦ ***Tuesday 10th—Committee Meeting 6.00 at Clubroom***
Club Night 7.30pm at Clubroom
- ♦ ***Wednesday 11th—Midweek Gathering—12 noon at Wangi Workers Club***
- ♦ ***Thursday 12th—North Arm Group Run.***
- ♦ ***Saturday 14th to Sunday 15th — FOSC Sydney Motor Sport Park***
- ♦ ***Saturday 14th—Tea Gardens HawkNest Motorfest***
- ♦ ***Sunday 15th —Clubman Run***
- ♦ ***Saturday 21st to Sunday 22nd—HSRCA Wakefield Park***
- ♦ ***Thursday 26th—Tuning Run***

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!

Reminder of Midweek Gathering

Wednesday 12th February

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

NORTH ARM CLUBMAN RUN IS SECOND THURSDAY EACH MONTH

Have you ever thought about joining our North Arm Club Members on their Thursday Run on the second Thursday of each Month?

Are you looking for a chance to remove the cobwebs from your MG or Classic Car and find new Like minded contacts. Then consider meeting our North Arm members by contacting Peter Eaton and motoring up to meet them. See page 12 for details and Peter's contact phone Number

There is a dramatic change to Tuning Runs for this month with meeting at the club rooms at 5.30 pm and a Twilight Run after an evening meal in Lambton.

The PRO with a MO has got in early this year with a Promo for the Euro Motorfest and it can be found on page 15.

The first Club activity for 2020 was the Breakfast Clubman Run and photographic evidence of a successful run can be found on pages 18 and 19.

You can find an entertaining and interesting article from member Maurie Prior starting on page 20.

After reading Maurie's description of how he felt when seeing, testing and confirming to himself that the MGB he was about to purchase was for him it reminded me of my first sit behind the wheel of my car. (I bought my car on the internet from an Adelaide dealer.)

Nobody but a fellow enthusiast could understand how my heart raced and I was so elated at the knowledge she was my car and it was an MG sports car!

Even though she has already demanded a lot of care and attention and there is still a lot of work required she is mine and my heart still races a little when ever I first sit down in her and start her engine. Thank you Maurie for letting me know of your excitement and to realise I am not the only one to feel that way.

Some may consider Rust Bucket is a fitting description of my Rubber Bumper (Play on RB) but I have rose coloured glasses when I lay eyes upon her.

Progress with my MGB

Although I have yet to install the head lining into my hardtop it is installed onto my MGB and I have been able to test out the sealing. It would seem that a change in the rubber seal on the wind-screen to hardtop will need to be done and I believe that I can use the same seal as is used with the soft top header.

Graham Haywood



The first magazine of 2020 and so far this year has already been a doozy... at least from my work point of view. I hope it quietens and cools down a bit. I'm definitely looking forward to more MG friendly weather.

I've just enjoyed another year at the Bathurst 12 hour race. Matt Blanch was competing in his B in the Group Sb support category. Hopefully there will be a report next month. If there is you'll know everything went well.

I finally have 'Myf', my race Midget going again. There has been a very frustrating problem with an aftermarket rear crankshaft oil seal failing over and over again. I've had a successful test at Ringwood Hillclimb (to a conservative 7500 rpm) and by now I've been down to a private practice day at Eastern Creek. Hopefully everything is good as I'm planning to take Myf to the National Meeting at Easter. She'll be entered in the Concours and Bev and I will be co driving her in the sprint and mo-torkhana.

The numbers are slowly building up for the Nat Meet with another 5 or so lining up. Early bird entry discounts have finished but it isn't too late to enter if you decide to do the run south.

Austin and I have been out on our bikes looking for winding roads and good stops for the monthly tuning runs. We are going to be starting at 9am this year. This will give us a little more time to explore those hidden roads that are rarely travelled.

I'll have to pull my finger out and get organising for the Mid Winter Mid Week end of Winding Woads Tuning Wun. I have 13 couples that have expressed an interest so in theory there are two spots left. It will be extremely cold and may even see snow. The route will be adaptable to take into account the conditions. If you have an MG with a roof and a heater you have no excuse.

I was thinking about doing some artwork on 'Team Hunter' Competitors when I remembered that I had a list of every 'Team' member and what events they'd competed in. I started

it 25 years back and had been keeping track up until a few years back when it slipped through the holes that are my memory. I opened the file and started trying to fill the spaces. Race meetings I can find easy. I just type in each person's name into a Natsoft race meeting results search and up everyone pops. The harder events are the ones that aren't timed through Natsoft. Ringwood hill climbs and GEAR meetings are the hardest.

Newcastle MGCC have an archive of all their results so like Natsoft archive, it will just be time researching. GEAR meetings will mean trawling through their magazines to find entrant lists.

As close as I can currently work out, 30 members have competed under our Car Club banner at local, state and national motor-sport events with possibly hundreds as support crew.

I was hoping that MG Racing would be coming back to NSW this year after a very successful event at Eastern Creek last year. They have however gone with the tradition of alternate years between NSW and SA. That being the case, they will be running an event at 'The Bend' in South Oz on the 17th & 18th of October. I don't think I'll get there. There is always the events at Sandown, Winton and Phillip Island if I feel moved.

I'd love to do some local events but that will depend on whether clubs like the HSRCA will accept Myf at Historic Meetings. She has the wrong log book and they don't have to, but another club interstate has, so I'll try and see.

Speaking of calendars, there will be at least 44 sporting events on our 'Club Championship' calendar for 2020. Of course only half of those will count towards the 2019/20 championship as it works around the financial year. There will be plenty of opportunities to gather points towards the club's premier award. Contact Gary Piper or me if you'd like to have a go but aren't sure. You enjoy pleasure out of life only if you put in.



Steve

Welcome back North Arm Wheelers, now that the festive season is over, time to knuckle down and get back to having the wind in your face with the MG roadster. If your MG has a tin lid, sit back and enjoy the octave sounds of MG engine performance. To start, I would like to thank Peter Eaton who came on board last year in organising a monthly run for our North Arm Group. The December Christmas run was well supported and it was good to see Peter and Lois Dever from Port Macquarie join us. Well done Peter and Lois. The North Arm Group meets for lunch on the first Thursday of each month at the Sporties Club 65 Beach Street Tuncurry. The second Thursday of each month Peter Eaton arranges a morning tea and lunch outing, which is advertised in the Clubs Magazine. Visitors from our Southern Club members are welcome to join us on either of these events.

I found a couple of books in my Christmas stocking, "MG Made in Abingdon" (Echoes from the shop floor) author Bob Framp-ton and "MG Magnette" author Paul Batho this book is well researched and written with well sorted details. The name Magnette has been attached to a number of MG cars prior to 1953 which are covered within the book. However the book is mainly structured on the ZA, ZB and ZB Varitone cars. John Thornley was the Managing Director of MG Abingdon during the time of the "Z" Magnette's introduction and manufacture. Originally it came onto the market as a sports sedan and generated a following of MG enthusiasts who enjoyed the MG roadster. A family is a tight fit in a roadster, so the Magnette gave family seating and the driver maintains the sporty enthusiasm, that was not available in other manufacturers standard sedans, being produced within the reach of general family budget limits.

After the launch of the ZA a number of performance enhancements were prototyped. Gearbox changes and overdrive installed, a 2.6 litre six cylinder engine (BMC C-series), also the twin cam BMC B-series engine, this was the preferred choice. The twin cam motor would have increased the power from 79 BHP to 108 BHP. A pillar less door body design was also pro-

totyped, however none made it to the production stage. The MG Car Company may have been managed by John Thornley but the BMC executive management (the Boffins) restricted improvement changes. The ZB production consisted of modifications that were cosmetic such as, paint colour changes, hockey stick side mouldings became straight moulds and flashing turn signals replaced trafficators. Mechanical changes were a modified manifold and carburettors increased from 1-1/4 to 1-1/2 inch. These were the only major mechanical performance improvements. MG Midget marked time, while other car makes moved ahead.

There was a short run of cars that were fitted with "*Manumatic*" transmission which involved a hydraulic clutch operating linkage system. This required some new skills in driver operation to master its operation. Most of the Midgets sold with this transmission were reconverted to standard manual boxes, due to operational issues and its unreliable performance. During 1958 there was a short run of the ZB Vantage with two distinctive features. Two tone colours, colour "A" along the sides to the waist level then a complementary colour "B" change above the waist level, that ran from the bonnet, turret and boot. The colour co ordinations were complementary and very distinctive. The second distinction was the large wrap around rear window. "Pressed Steel" the body builders only supplied the body with the small rear window opening. The Abingdon factory workers had to hand cut out each body window opening to fit the larger window glass. The final insult to MG enthusiasts was the introduction and advertised "Dynamic Sports Car Performance of the 1959 Midget Mk111", a rebadged *what's a ma call it!* The Boffin's at BMC (British Motor Corporation) had no idea of maintaining the heritage of MG performance requirements. Rebadging cars was their go. It was like a Tailor making suits, one size to fit all?

Paul Batho also deals with the issues that have to be encountered in restoring a Midget. Cancer locations (Rust) and simple mechanical modifications, like fitting MGA front hubs, so disc brakes can be installed, wider rim wire spoke wheels, some

suspension changes along with an overdrive being added to the standard gearbox to improve the cars performance, to suit today's highway speeds.

My choice of installed modifications are, install the overdrive and MGA hubs for the disc brakes. I would fit the Magnette wheel centres to steel rims to ensure continued use of hub caps. The wider wheels would have to be sized to fit the standard wheel wells. Improved road performance and maintaining the cars standard appearance, not as a hot rod look, that would be my go.

Have Wheels Will Travel

February's North Arm MG Run

February's North Arm MG Run is on Thursday 13th and we will meet at the Taree Visitors Information Centre at 9.00am for a 9.15am departure to Miss Nellies Cafe, 33 River Road Kendall for Morning Tea and then to the Bonny Hills Garden Cafe for Lunch.

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

Contact ph 0417022233.

Regards, Peter Eaton.

Public Relations Officer Report...Ian Ashton

Thanks to President Steve and Bev, many members enjoyed a lovely Sat. evening Natter Night at the Presidential Palace on Sat. 11th Jan.

The Natter Night rekindled the Natter Nights of old atmosphere. So I'm fairly confident members will see an invitation to future Sat. night Natters during 2020.

In planning future natter nights would any members who would like to host a natter night at their home please contact me with an expression of interest.

2020 Club activities kicked off on Sun. 19th Jan. with VP Denny's now traditional Blackall's Park breakfast run. Eighteen members in a dozen cars enjoyed a rain free cooked breakfast with MG friends as a start to the new decade's MG activity calendar.

In anticipation of members travelling to Wagga for the 25th Anniversary of GOF (gathering of the faithful) on Fri / Sat 11th / 12th September I have reserved 12 rooms at the Central Park motel at Wagga. However, the 12 rooms can only be reserved until the end of February. So if you plan to go to Wagga in Sept. to celebrate the 25th Anniversary of GOF please let me know NOW !

Members who are planning to represent MGCCHR in the MG Nationals at Albury Wodonga at Easter this year please contact President Steve of your intention.

We are a great MG Club with a wonderful family of member friends and a huge range of activities planned for 2020.

So let's all make a special effort in 2020 to attend as many MG gatherings as possible!

Keep your MG on the go!
Enjoy your car with fellow minded MG enthusiasts
Your PRO with the mo.....Asho





Daimler



Euro Motorfest 2020

Sunday 14th June

From 8.30am to 1.30pm

Display Vehicle entry fee \$10.00

Newcastle Foreshore Park

Wharf Road, Newcastle East

Food & Drinks available

For more info call Ian Ashton 0429 592 823

All European Marques Welcome!

*Please register your car club 's attendance by
emailing iashton7@bigpond.com*

In the event of wet weather, alternative date is Sunday 28th June

Presented by MGCC Hunter Region

Donating to

**Variety the Children's Charity &
John Hunter Children's Hospital**



Proudly supported by Shannons

Hello to all I hope you've had an enjoyable Christmas New Year period with family & friends.

First event for "Team Hunter" will be the Bathurst 12hr in which Matt Blanch will be competing in the Group S sports car support category in his 67 MGB. Matt has recently given the Car a run in a Test & Try day at Wakefield Park & I believe he was doing some 1min 10sec laps, even with the taller Bathurst diff in it. so it looks like it's running pretty well.

But I guess Mt Panorama will test it out as it is a Circuit that is the ultimate test on drivers & machinery.

By the time our mag comes out the 12 hr weekend will have been run & won & hopefully Matt comes away with a smile on his face.

The weekend starts with a street parade of the 12 hr cars from Mount Panorama pit area into Bathurst where drivers will Park the cars in the city centre. The drivers will be there to talk to fans & sign autographs. At the end they will then drive back to Mount Panorama. I believe to allow them to do this the cars have to be registered for the day (pretty wild street cars I reckon). After that competition starts on Friday with events for all categories, then again on Saturday with the top ten shootout late Saturday arvo.

At 5.45 am Sunday the 12hr event starts.

This year they are having two demonstration runs on Friday & Saturday with Group C Sports Cars which are 80's Le Mans Sports cars. That alone will make the trip to Mount Panorama worthwhile.

I Can't wait, it's a week out & my gear is packed ready to go & set up camp up the mountain at Reid Park. Our treasurer Greg Jenkins will also be in Bathurst for the weekend as well as Matt's support crew of Austin, Steve, & Robert. Hopefully I'll catch up with all of them sometime over the W/E.

There will be a new event at Bathurst on November 13 to 15 called the Mount Panorama Speed Festival incorporating The

Bathurst 500 which will be run with TCR Cars which are front wheel drive 2 litre turbocharged cars & is a world wide category. Support categories include S5000 open wheelers, Le Mans style LMP3 sports car prototypes, American style Trans Am 2 sedans, & Muscle Cars which is expected to include New Zealand & Australian Touring Car Masters Cars.

There is a feeling that the Bathurst TCR event could eventually slot into a world wide TCR series.

Coming Events.

Sunday 9 February — MGCCN Hillclimb Ringwood course A3

Sat & Sun 8 & 9 February — FOSC Racing Wakefield Park.

Wednesday 19 February — GEAR Wakefield Park.

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

Cheers Gary



First Clubman Run for 2020 was the VP's Breakfast Run



Gathering at the club rooms prior to departure.



Covered shelter with tables and table cloths for civilised participants on the first Clubman Run for 2020



Happy cooks on the job



Asho's Dual registered car



A line of participants cars



An AUXR8 220 was on the run



A view of the excellent facilities



More participants cars

All of the above photographs
obtained from the club Face
Book Pages.

A REFLECTION ON MOTORING MOMENTS by Maurie Prior

It is 1960, in Newcastle NSW, fate is pressing my MG buttons and I can remember vividly, when going to the old Palais Royale dances one Friday night, I walked past the MG showrooms of P and R Williams, which was on the corner of Hunter St and a short street whose name escapes me now, and I was smitten with what I saw – an MGA Coupe, which I now know as being Ash Green.

I think it may have been a Twin Cam, but I can't be positive about that. Someone in the club might know?

Anyway, it was absolutely stunning and if memory serves, it had a price tag of over two thousand pounds. That sort of money could buy two brand new Holdens with some left over!

It was superb and I pressed my face to the window, in shoulder sagging awe, and envy.

This was the catalyst for my proper sports car yearnings and I desperately wanted something to at least compare favourably, heritage wise so to speak. There was no way that I could afford anything like that MGA, however, an MG TD was within reach.

Going back a few months, and I saw a red one for sale in a dealers yard in Swansea one day in December 1959. After enquiring, I discovered that it belonged to an old school mate from Belmont called Barry Jones, (who eventually went to the Gold Coast and made and lost several millions in real estate in later years, but that's another story).

The TD was on consignment and the dealer (and Barry) wanted 450 pounds for it. I took it for a test drive, loved it and arranged with the dealer to accept my car on consignment as well, so that we could do a deal on the TD.

My car sold quickly, but I was still short of having enough for a deposit. Due to the buying and trading in losing deals I had engaged in with three cars, I still did not have enough equity in the Vauxhall, so I had to let the TD go. I simply could not get enough money together to pay the third deposit, of 150 pounds.

That was the closest I ever came, to owning an MG in those days. So, I had no car and couldn't buy the one I wanted. It was a sad day, and with my life changed again not long after that, due to affairs of the heart, I needed another set of wheels to get me around.

I saw an ad in the Sydney Morning Herald for a privately owned 1939

Ford V8 sedan, in smick condition.

My brother drove me down, but this time I had enough cash to pay for it outright at 120 pounds. It had the original paint and lovely dark green leather seats, and I was happy with it for quite a few months, but I started to get tired of it's heavy fuel consumption. So later that year in 1960 I traded it in.

It's replacement was a nice little 1954 Ford Prefect 100E, and again Stan Cotton grinned even more delightedly, as I drove off. I was a good earner for those used car dealers in those days, and it wasn't until many years later that I came to the obvious conclusion, that used car dealers were there to make money out of fools like me, who kept coming back with a trade in!

My flirtation with MG's was over by late 1960, and it wasn't until October 1970, now with a young family, along with a successful business to run, when I felt the need for a sporting type car. While I could then afford any or most, of my previous desirables, I settled for a brand new, Ford Capri V6 coupe. That collection of parts from the Ford parts bin, had sufficient room for the kiddies in the rear seat and a rocket ship motor planted into a lightweight body that could almost fly! It had the grunt that I needed to satisfy my sporting car urge.



At about that same time, I was unaware of anything else in the motor-ing world, and upon reflection, I could have bought an MGBGT V8

instead, as they were on the market about the same time. Had I gone the MGBGT V8 route, I would have struggled to accommodate the children so the Capri V6 was the best decision at that time.

I loved that car also, but the attraction waned, and like all the others that went before, it was sold off and replaced with a Holden Premier, V8 family station wagon.

In late 1974, when there was the Middle East oil crisis, creating a world wide fuel shortage, a V8 was not a good car to own, so it went and a new Mini Clubman was purchased to perform shopping trolley duties and sharing until the oil shortages stopped.

In 1975, a new Ford VE Cortina XLS, was acquired, and while it was more of a family car, it was a reasonably well performed, manual six cylinder. It was not unlike the Capri in styling but lacked the, slammed-back-into-your-seat acceleration of the sporty Capri.

For the next twenty years, my MG yearnings were put on hold, and around December 1995, when I was going through what might be called, a very late, mid-life crisis, I recognized that I needed a sports car. I needed a distraction, from my business and personal life.

One morning in early December 1995, I happened to be reading the Newcastle Herald's, Cars For Sale page, when I spotted an MGB for sale. It was listed at Oddmobiles in Tudor St Hamilton. It was fate, I know it was, because I said to my secretary that I was going into town, to buy an MG.

She asked me in surprise, "do you know much about them?".....and I replied, "oh yes.... heaps!"

I drove straight into Hamilton as fast as the speed limit would allow, and as soon as I saw it, I knew that I would be its new owner. A test drive ensued, my heart was racing, a price negotiated, with several upholstery items needing rectification, and the deal was done. Never mind, that the engine was a bit iffy, and some paint blisters showed on each dogleg, and it would have been obvious to a purist, that it was an ex USA leftie converted, but - I had just bought my very first MG. That was my 1977, Tahiti Blue, Rubber Bumper roadster, an MGB that gave me a complete change in my life, and another automotive love affair to remember.



I joined the MG Car Club Hunter Region almost immediately, and my life changed enormously, due to meeting with new, but like minded people, and the involvement of participating in a successful club, made me a much happier person.

I enjoyed owning that car, and the first few weeks of ownership, which was around

the Christmas period, had me just sitting in it, in the garage, and feeling so smitten, and desperately wanting to know all I could about it. I had applied to join the club, but due to the Christmas break, nothing much was going on, and it wasn't until the afternoon, in late January, 1996, that nervously, I got to meet some members at the clubrooms at Elder St who had gathered to participate in a late afternoon Clubman run, up to the vineyards of Pokolbin, for afternoon tea.

If any one could possibly have remembered me that day, it would be a miracle, because I couldn't wipe the smile from my face, I was so chuffed, to be driving my beaut MGB along with other like minded folk in an outing of pure pleasure. Later in the afternoon and after we had arrived at Pokolbin, naturally the bonnets were raised, and all the men had their heads inside engine bays. That was another sparkle moment for me, when I got to see a really beautiful, concourse quality MGBGT, belonging to Noel Armstrong, and I promised myself that I would restore mine to that same condition some day.

Well, that day spun out for almost five years, until late 2001, when I started the restoration of my ex USA, ex lhd, rubber bumper roadster.

.to be continued



MGCCHR PRO Ian Ashton can give your MG a LIFT !!

Hello fellow members. After struggling with jacks, car stands and the creaks and groans of getting old, I decided to buy a domestic vehicle scissor lift and make life working on the car easier.

The lift I purchased is moveable on the flat garage floor and will lift 2.5 tonnes to a height of 1.5 metres which makes it perfect for the garage ceiling height.

When not in use I simply drive the car over it in the garage.

So if any members would like to service their MG from the comfort of garage creeper which converts into a seat you are welcome to hire my home workshop including tools and scissor lift for \$50 per day. So please give me a call on

mobile. 0429 592 823 and make working on your MG



a pleasure again!
Cheers Asho

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LEFT BLANK**

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 tacho 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

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: 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

\$13,500.00



Contact Ross Roe 0249907780

FOR SALE MGTF 160 LE 07/2004 Build



Iridescent dark green, 46,000 klms.

Factory hard-top, dual air bags package, antilock 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 pre tensioners, 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

Phil Sherriff, Qld. 0411708234 pspalms@bigpond.net.au

The car is at Tambourine

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

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 number, or Vin number or Engine number must be included. Ads are free to members

SUNNYSIDE AUTO ELECTRICS

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Service
and repairs

*"Same friendly service for over 24 years ...
Kevin Sleishman - one of the few blokes who
understands GENERATORS and CONTROL UNITS!"*

4961 1937
5 Samdon Street, Hamilton

EFI Repairs
Battery Sales
Immobilisers Supplied & Fitted
Exchange Alternators & Starters

Tuning Runs

**There will be a change in Tuning Runs this year
with the first being a twilight run.**

**Meet at the club rooms at 5.30pm . A meal will be
sought at Lambton and a run commenced after the
meal.**

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

Please submit your contributions via email to ghaywood6@bigpond.com

**Deadline for the March edition 2020 will be
Thursday 27th February 2020**

MG Car Club Hunter Region

Minutes of Committee Meeting held 10th December 2019

Meeting Opened 6:10pm

Chair; Denny Bowden Minutes; Jeff Lauff

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

Apologies: Frans Henskens. Stephen Jones

In attendance: nil

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

Business Arising:

nil

Reports:

President:

Change to 2020 Calendar. " No mid week run in January 2020".

Vice President:

Historic plate inspection went very well on the 7th December..

Treasurer:

Secretary

Nil

Club Captain:

Morpeth trip was a success, 15 members attended. A very

long day, but socially enjoyable.

Twilight run Saturday 14th December, last run for year. Leaving clubhouse at 5pm for dinner at Swansea RSL by 6.30pm.

Excellent Car Hire company NEW-KAL. Very good trailers at good prices. Ian to contact re sponsorship and Advertising in our Magazine.

Public Relations:

I have booked 10 rooms at Wagga for 2020 GOF anniversary meeting...first in best dressed! "City Park Motel" \$114/night.

Club activity calendar for 2020 available, Albury /Wodonga National meeting Easter 2020.

Euro Motorfest 2020 14th June Newcastle Foreshore.

Advertisements for Bob Jane Newcastle will be pulled as very poor customer service and non payment for Ads.

Proposal to contact Tyrepower Gateshead for Advertisement as members have had excellent service from them.

Sporting Director:

Wakefield Park weekend a great success, 5 competitors with 40 support members for dinner on the Saturday night. Thank you to all the supporters who attended.

Gary will be sending a letter to the Goulburn Council to congratulate the Wakefield team on a well run and successful meeting with excellent facilities. A huge financial input to this community.

Committee Member:

Nil.

Regalia

Shop is open tonight for Christmas Sales. Discounts available.

Magazine Editor

Mangrove Mountain Truck and Car Show cancelled due to ongoing bushfires.

Quotation received for A4 wire bound calendars.

Calendar, 25 copies \$286.24. 50 @ \$450. 100 @ \$786. plus GST

A sub group to be formed to produce and develop the required data to be sent to print for the 2020/21 year. Nominations for this group are: Graham Haywood, Wendy Croker and Stephen Jones.

Concourse winners to be included in the calendar.

General Business:

Meeting Closed; 7:20 p.m.

Next Meeting; 6 p.m. Tuesday 11th February 2020.

Addendum 17/12/19

Index of Advertisers

Modern Classic Cars
Sunnyside Auto Electrics
Shannons
Sports Parts

Inside front cover
30
Inside back cover
Outside back cover

CLUB QUIZ for DECEMBER G Haywood

1. What year was the "P Class" MG Midget released
2. What hill climb is considered had the "first in class" win for a K3 midget?
3. At what race meeting in England was the first race win for the K3?

CLUB QUIZ ANSWERS G Haywood

Last months questions and Answers

1. What design enhancements are incorporated in the Rubber Bumper models of MGB that improve safety for the occupants.

Answer: Dual line Power braking system i.e. a separate line for the front brakes to the rear brakes and a vacuum power booster/

Collapsible steering column.

Side intrusion reinforcement in the doors.

Urethane plastic bumpers with steel reinforcement to survive 5mph collision without structural damage.



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