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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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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.

JULY 2020

- ♦ ***Thursday 2nd—Square Riggers Natter—12pm to 2pm Inu Café***
- ♦ ***Sunday 5th—Newcastle club Hillclimb Ringwood***
- ♦ ***Tuesday 14th—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 15th—Midweek Gathering—12 noon at Swansea
RSL Club. Registration with Kay Bowden is
ESSENTIAL as maximum number is 20 persons***
- ♦ ***Sunday 19th—Clubman Run— members to declare their
interest due to SOCIAL DISTANCING and person
numbers restrictions. The run will occur
starting at 10am at club rooms***
- ♦ ***Thursday 25th—Tuning Run— members to declare their
interest due to SOCIAL DISTANCING and person
numbers restrictions. Start time will be
9.00 am from Maccas Hexham.***

AUGUST 2020

- ♦ ***Thursday 6th—Square Riggers Natter—12pm to 2pm Inu Café***
- ♦ ***Tuesday 11th—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 12th—Midweek Gathering—12 noon at venue to be
Advised. Registration with Kay Bowden is
ESSENTIAL as maximum number is 20 Persons***
- ♦ ***Wednesday 12th—GEAR meeting at Wakefield Park***
- ♦ ***Sunday 16th—Clubman Run— members to declare their
interest due to SOCIAL DISTANCING and person
numbers restrictions. The run will occur
starting at 10am at club rooms***
- ♦ ***Thursday 27th—Tuning Run— members to declare their
interest due to SOCIAL DISTANCING and person
numbers restrictions. Start time will be
9.00 am from Maccas Hexham.***
- ♦ ***Friday 28th till Sunday 30th—HSRCA Spring Festival at
Wakefield Park***



COVID—19 Still restricting our club activities.

Unfortunately if we still have to have safe distance then only 12 people can attend a meeting in our club rooms. Consequently we would not be able to conduct general member Club Meetings.

This issue of our magazine has reports on the few activities that we have been able to conduct as a club.

Perhaps the restrictions have encouraged members to participate as attendance to the functions of Square Riggers Natter, Clubman Run and Tuning Run have been encouraging and informative reports are included for your entertainment and record retention.

The excellent reminiscent reporting by Carol Roxby in our “Hunter Region MG Car Club” face book page illustrated the very strong historical social identity of this club and the function reports in this issue continue this identity.

Progress with my MGB

I enjoyed the Clubman Run in June as it was the first opportunity for me to test my efforts with the rear suspension repairs, driveshaft replacement, front and rear lever arm dampers cleaning and filling with replacement oil etc. Both my passenger and I had the best fun for a while enjoying almost no driveline vibration, no matter the speed (Of course within the legal speed limits), less bump and thump from the suspension and experienced for the first time in a long while the excellent handling built into the MGB by the factory.

All of the above work has enabled some clunking in the differential to be heard and felt so that will need to be addressed shortly.

However being the person I am I did another under car inspection and found that the rubber boots at the ends of the steering rack were split and some oil leakage occurred. New boots were ordered from our long supporting magazine advertiser “Sportparts” for MG parts and will soon be installed.

Graham Haywood



Around the bend – your President ravings

Welcome to the new membership year, and what could be the new norm! I think social distancing is going to be with us for the foreseeable future, and knowing the club's demographic, this could be a wise choice to keep our members safe. There will be challenges for your committee regarding club nights, runs and even our bigger fundraising events. Who knows if or when we will get back to our social life pre virus.

The club's interaction with both members and the community may need to be modified permanently. If we don't change, we may cease to exist in the future. This could be an interesting ride for all of us. We just need to be adaptable. Doing what's right for the community rather than self is what is important.

Whilst I'm typing this article, Bev and I are off touring the country areas of NSW for a few weeks. The aim is twofold. Live the life less ordinary and drive the roads less travelled. We are always in a hurry when we travel anywhere and rarely stop and smell the roses. We are doing the community minded thing and stimulating the economy in a few country towns that we've never heard of let alone been to.

I've always driven straight past Gundagai and pulled in on the south side for a quick splash of petrol, maybe a Maccas coffee (low standards) then hit the road again. This time we pulled into the town for a few hours and what a beautiful place it is.

There are some wonderful drivers/ MG roads out in the country. We stayed at Batlow (very badly hit by this year's bush fires) and now we're in Coolamon. I do prefer the more exciting roads to the east of the Hume Highway, they are nice open and windy. The west side are long country miles with lengthy straight stretches of tar. At least everything is green out west. We plan to take a few days to get to Hill End with nowhere

planned as yet for how we'll get there or where we'll stay. Our kids would call us irresponsible in our planning but hey. Hopefully whilst we're still doing ok, we can help out a few little towns.

Speaking about getting back to some form of normality, we have managed to bring our babies out of hibernation. We have had our first post-isolation events with our "Square Riggers" lunch, Clubman Run to Hinton Pub and the Tuning Run to Denman.

With Austin away, the organising for the latter was up to me. We had 12 people pre booked (another new norm). I managed to surprise the majority by finding roads that many have never driven before. That's what I aim for. Who knows where Jones Reserve Road is?? We found it!!

The feeling of roof down winter driving was stimulating the senses. Invigorating is another description. I loved it but topless drivers were in the minority. It was just nice to drive the B on the open road.

Every beginning also means an end. The club point scores for the 2019/ 2020 year have been run and won. For me, the Club Championship is the premier award. It is earned through a lot of skill and hard work. I know there are several members who have put in a huge amount of time and effort (and dollars) into representing our club at many levels and forms of motorsport around the state. The club thanks you all.

The downtime has been handy for people to do maintenance or completing that project that has been on the go for a while. I'm sure many new projects have begun too!

I've been in the shed servicing the fleet. Bev's Midget was easily sorted except for needing more road time. After replacing Monty's gearbox we realise that there was a wine (oops whine)

in the diff (Bev got excited and offered to remove it for me). Austin helped out with a check over. The crown wheel and pinion were slightly worn but useable. The pinion bearings had way too much clearance and needed replacing. Everything was refitted then on the test drive, a rear wheel brake cylinder failed. Back to the shed. All fixed now and back on the road. Its test drive was the tuning Run. Lack of use is the major problem with all our MGs. Regular exercise is good for both car and driver.

The race Midget's gearbox failed at the first meeting after a full rebuild by a Melbourne gearbox company. The gearbox was returned to them where they reported that it is totally knackered and warranty was refused. Myself and some friends have had a number of their gearboxes and not been happy with any of them. I have sourced a straight cut close ratio gear set from the UK and a new box is being built by Bob Rowntree. Bob is well known for building some of the quickest MGs in Australian Historic Racing.

I have finished the current work on the J Van and she is back in her bat cave. There are a few jobs to go and she certainly needs to be driven a lot more. She is still 'interesting and challenging' to drive but I must be mad because I love her.

That's it from Coolamon, stay safe and get exercising.

Steve



RECORD OF THE BRITISH MOTORING INDUSTRY

My previous four articles were based on the struggles of the MG Car Company (David), which became a battle between (David) and Goliath the boffin headed BMC, British Leyland and BLMH. Initially Goliath won the battle, however Goliath lost the war. The final battle lead to the demise of the British Motor Industry and the rebirth of MG all be it with a Chinese company SAIC.

1923 Leonard Lord joined Morris Motors,

1925 Vauxhall was purchased by US General Motors and production remained in the UK.

1927 William Morris buys Wolseley and Leonard Lord is transferred to manage Wolseley. **1933** Leonard Lord became MD of Morris Motors.

1936 Morris Motors is renamed Nuffield Group which included Morris, MG and Wolseley.

1936 Alex Issigonis joined the Nuffield Group.

1938 Leonard Lord joins Austin.

1948 Alex Issigonis designed the Morris Minor.

1952 Austin is merged with The Nuffield group, this merger was renamed British Motor Corporation (BMC).

1952 Alex Issigonis resigned when BMC was formed.

1952 Leonard lord was Knighted.

1955 Alex Issigonis re-joined BMC

1959 Alex Issigonis designed the Morris Mini, 5.3 million were produced the most popular car made and sold by BMC. The Morris 1100 and Austin 1800 followed.

1961 Sir Leonard Lord Retires from BMC.

1961 Lord George Harriman became CEO of BMC.

Lord George promoted to Chairman and Joe Edward appointed MD.

1965 Lord George Harriman was Knighted

1966 Jaguar joined BMC

1967 Alex Issigonis was knighted and retired in 1971.

1967 Rootes Group sold to Chrysler USA.

1968 BMC buys Rover. BMC became British Leyland because of more product merging from Leyland. Lord Donald Stokes was appointed Chairman of BL.

1970 Sir Alex Issigonis had designed more front wheel drive cars,

trying to modernise and change BL range of vehicles. They were rejected. With a change on protection rules Fiat, Renault and VW stole the momentum with their new front wheel drive vehicles.

1971 Alex Issigonis retired.

1975 British Leyland closed April 1975, **WITH A DEBT** of 200 million pounds, because of inept management by Lord Stokes, out of control unions and poor production of mediocre cars. Lack of accounting checking procedures on tooling costs for developing the Triumph TR7. Cost was 7,000,000 pounds. British Leyland became British Leyland Holdings. It was Nationalised by the Government who had to inject funds. The Government held 95 percent of the company now known as British Leyland Motor Holdings.

1975 Sir Michael Edwards was appointed as the CEO of BLMH. He attacked the Unions trying to reduce their control over production and started to reduce numbers of models of cars being produced.

1975 to 1981 Triumph TR7 a sports car known as the wedge, was a disaster for the afore investment only 2,497 were produced. The last Triumph produced was a Honda re badged Ballade.

1980 Sir Michael Closes the MG plant. By 1981 Alvis, Morris, Riley, Triumph and Wolseley cars were Discontinued, 18 car factories met their fate with closure.

1982 Sir Michael Edwards retires, he was a strong no nonsense autocratic manager. He reduced car makes from manufacture, closed factories and tried to introduce positive accounting to find out real cost of operations. He fought the unions with vigour, he also was critical of the Government policies. His toughness was his nemesis, as it took toll on his health, which forced his retirement. On his retirement he said, "he did have regrets in closing down the MG factory. If other BL sections had the same ethical work attitude, British Leyland would not have had the issues I had to deal with".

1982 Harold Musgrove takes over, only a few weeks in the job, driving to Longbridge to a meeting on passing the Drew's Lane factory, he decided to make a surprise visit at 1.00pm. On entering the factory all was quiet only ten workers sitting around. A question to the Plant Manager "what's going on?" the Manager replied "the ten workers are on over time, the rest have gone home. Plant workers had reached their allocated production numbers at noon, so they have knocked off". Their work time is until 5.00pm, so an allocated person comes in to clock them off. "How long has this been going on?" "for several years". A scuffle with the union was carried out, a choice was made, work to 5.00pm or be given notice. The workers stayed until

5.00pm there-after, resulting in a moderate increase in production.

1984 Jaguar was able to be separated from BMC to continue under its own recognisances.

1984 Jaguar breaks away from British Leyland Motor Holdings to trade in its own right.

1986 British Leyland Motor Holdings became the Rover Group, Harold Musgrove retires. **1988** The Rover Group (Rover, Land Rover, MG, Morris Mini) were sold by the British Government to British Aerospace. (The Austin was part of the Rover Group and had become redundant in 1987)

1994 British Aerospace sells the Rover Group to BMW?

1998 Volkswagen buys Bentley.

1998 BMW buys Rolls Royce, however TAL Manufacturing Solutions a subsidiary of Tata India had a contract for Aero engine components for Rolls Royce.

1999 Ford buys Jaguar

2000 BMW sells Land Rover to Ford but keeps Rover Cars & MG and still called Rover Group which continues to produce Rover and MG cars. The Mini Cooper is removed from the group and is manufactured by BMW.

2004 Chinese Motor Company SAIC buys manufacturing technology from Rover.

2005 The downsized Rover Group, is 1.4 Billion pounds in debt. The British Government (Tony Blair) withdraws its 140million loan offer to the Rover Group, it suspends production.

2008 MG is sold to Chinese company Nanjing now SAIC. Rover Cars are purchased by Tata Motors India.

2008 Ford sells Jaguar and Land Rover to Tata Motors India, both these marques are produced in plants within the UK and were in production showing a profit. Tata is now reporting losses on Jaguar and Land Rover still being built in the UK.

2017 Vauxhall was sold to French company Group PSA which manufactures Peugeot, Citroen and Opel

The above record is only on car manufacture. I can't claim the above history is accurate because in my research of sources for information I found some areas of conflict. Continual changes of ownership in buy and sell of car makes over time, some records seem to overlap. Only a few of the so called "Boffins" did their job, to try and make the industry a profitable one. To remain successful the work ethic of the Plant Managers and production workers had to change. There was

no real accounting reconciliation process to know the actual cost of car manufacture. BMC supposedly lost 750 pounds on each MG sold, so who set the selling price? Sir Michael Edwards seemed to be the only CEO that questioned costings, he found many cars were only making 20 pounds profit. Harold Musgrove estimated that BLMH had to produce 4,000 vehicles per year to be in profit, he also estimated that BLMH were more than capable of producing well past that number. Production rarely made the 4,000 pa figure, Unions, inept Plant Managers made the 4,000 goal unachievable.

The head “Boffins” failed to rationalise the car models, sticking different name badges on the same cars was not accepted by the public. Dropping Front wheel drive was an error, Sir Alex Issigonis had new designs but they were rejected for a period with new models, this allowed other car makers to get the jump over British cars. The accounting process was a diabolic mess, to think that the industry could run up a debt of 1.4 billion pounds is unbelievable. It took three years of legal process from “Pricewater House” declaration of bankruptcy to determine who owned Rover. The supply creditors lost heavily along with the employed staff. The staff I have no sympathy for, their work ethic was non-existent. The true champion of automotive production executive managers was John Thornley OBE 1906 – 94, he was inducted into the British Sports Car Hall of Fame 2/06/2017.

As for me I’m prepared to admit to my bias for MG over Triumph, I am an Australian and I have that born instinct, to support the “Little Aussie Battler” and in my view, the MG meets this criteria, a Little Sports Car that was measuring up against giants.

Have Wheels Will Travel,

Thank you to those who have contributed to this edition of “On the Marque”
Please submit your contributions via email to ghaywood6@bigpond.com
It is great to have input from members as well as committee members!

Deadline for the August edition will be
Thursday 23rd July 2020

Public Relations Officer Report...Ian Ashton

I apologise for my absence of monthly reports due to Covid 19, but I'm sure you were all entertained with great on and in car articles from those members more knowledgeable and experienced than me.

Thank you to John Fletcher, our editor Graham, President Steve and Maurie Prior for their generous and well presented articles. As you well know we present our magazine electronically now but if you would prefer to receive an actual magazine you certainly can BUT at an additional annual cost of \$ 60...If that's your preference simply let editor Graham know.

I am very pleased to report that some Club activity recommenced on Sunday 21st June with our "Captain's Clubman Run" to Hinton. As Covid 19 restrictions are still with us, we decided to seek preregistration for this event and we received 21 registrations. Based on 21 registrations Captain Jeff booked lunch at the Hinton Hotel. Having received the advanced weather forecast we also stressed that the run would be on wet or fine!!

Guess what....everyone who registered turned up (plus two invited guests) despite the wet weather we had at the Clubroom start and the run to morning tea in the park adjacent to the Williams river at Raymond Terrace.

The rain eased on the run to Hinton pub where we had the upstairs dining room to ourselves. On the trip home the heavens really opened again for a short period. I am absolutely sure though everyone was pleased to get away again in their cars with MG Club friends.

A beautiful sunny but cool day saw seven cars and crew meet at 9am (the new start time for tuning runs) in Maccas Hexham carpark on Thursday 25th June in readiness for the first post Covid 19 tuning run. Led by President Steve we left a little late, due to Alan and Gina sleeping in! and made our way to Singleton park for our morning tea break.

A traffic clear and spirited run followed the backroads from Camberwall to Denman where we settled in for a lovely pub lunch at Denman Hotel.

Preregistration to future Clubman and Tuning runs will continue so please continue do as you did and always preregister online by phone or text

Make sure that you continue to practice Covid safe social distancing particularly when you are away from home!

Stay safe...Asho your pro with the mo



Review of our Awakening Run

As Andrew stated on Face book, "Only fools and horses go out in the rain". However, after months couped up in the garage, due to Covid19, everyone was eager to get out on the road.

In fact, 23 members braved the known inclement weather and we were ready to leave on time at 10am.

Out of the fourteen cars that went on the run in the rain, seven of us took our 'pride and joys'.

Although, will have to wash, dry, and polish, before putting them to bed.

We set off from the Club House in drizzle, heading over Kooragang towards Raymond Terrace Riverside Park for morning tea.



As we arrived the rain stopped, and we had an enjoyable coffee and chat.

Anne in her MGF with wonderful new suspension and Colin and Tess in their MGZTT joined us at the Park, setting up for us in the Rotunda.

As we set off again to do our next leg of the event, you guessed it, down came the rain!

We had a great road trip following the river, enjoying the open spaces and green country side.



After many twist and turns we made it to our destination, The "Victoria Hotel Hinton" (0249305260). I must thank "Laney" the manager of the "Victoria Hotel" for catering to our needs on such short notice. The meals and venue were extremely good. We had our own dining area

and bar upstairs in the Hotel.

We all had a great time out for our first Club Run for months. The trip was very enjoyable, but I do believe the friendship, chat and connection with our fellow members was the highlight of the day.



As one of the last to leave the Hotel to go home, the rain came down



in buckets, the wipers were going non-stop and the cloths came out to clear the screen. Even this didn't faze my new MGB or our first outing in her, however, Sal did get a wet boot from just a small leak!

See you on the road.
Jeff Lauff
Club Captain

Well Motorsport is on the way back with circuits opening up again running track days & events on restricted basis, great news.

I competed in a "GEAR" day at "Wakefield Park" on Wednesday June 10. The day started early leaving home at around 3.30 am with the rain pouring down until we were well south of Sydney. Some times I find it hard to get away from the job I do every day & when we pulled up for a caffeine hit at the servo at "Pheasants Nest" a gentleman parked there in a yellow Sprite came over & said he had a flat battery & could we give him a push. After this failed I said I have a power pack in the Ute that will be a hell of a lot easier. Connected that up & the Sprite burst into life! He was on his way to the "GEAR" meeting, another satisfied customer.

This event was Nic named the "CAR-OWNA VIRUS" event by the "GEAR" people & certainly would be different to what we are used to but still an opportunity to get the car on the track & shake the cobwebs out (both car & driver). It was the owner's responsibility to self scrutineer & sign a declaration that the car was track worthy, briefing was by PA, only every second pit carport was allowed to be used, this meant we also got to use the pit lane garages which I was lucky enough to score a spot in. I thought this is great & was told to make the most of it as probably will be the only time you will get one of these.



The "Amaroo group" that I run in were the first to hit the track for practice & while sitting on the dummy grid waiting for a start the rain started to come down. This was to be a totally new experience for me as I have never driven on a wet track before. At the end of the first lap one of the MGB's in front of me did a couple of 360's spins on turn 10 where there was water running across the track. After a couple of laps it was obvious that my ageing "Dunlop Direzza" semi

slicks tyres weren't offering too much grip so I was taking it easy but still managed to do a couple of loops on the dreaded fish hook turn.

The second event was still wet but easing & towards the end there were some dry lines starting to appear on the corners but I still managed to have a spin on turn 2. I usually get stirred up for running my "B" with the roof on but on the day I was dry with heater demister & wipers on. I will admit I did remove the far left wiper arm as we only need 2 to see & they also work better that way (my "B" is an ex USA with 3 wipers). After the lunch break the rain had gone & the track was offering up good grip which made for an enjoyable afternoon.

Thanks to Lisa, Loraine & all the "GEAR" people for all their work & effort to put on a great day under difficult circumstances due to "Covid" restrictions, thanks also to Dean & the Wakefield Park team for their efforts in getting the event to happen & comply with all government requirements.



Special thanks to Steve Jones who did course control for the day & did a great job running on time all day, also thanks to Bev Jones & my son Jason who flagged on the day.

Photograph to left is with Steve Jones chatting to a competitor while waiting clearance to enter track.

Considering the conditions at the start of the day & the fact it was a bit of a spinathon (I wasn't the only one to spin) the only red flags we had were for cars failing to proceed & requiring towing from the circuit.

One thing about attending "GEAR" meetings there are always some interesting vehicles competing & this meet was no exception. Two that come to mind are Brabham Repco V8, & a lovely Matich SR4B.



Matich SR4B in line up to enter track

The next “GEAR” event is scheduled for Wednesday August 12.

The “HSRCA” Spring Festival will be run on August 28 to August 30 at Wakefield Park & I believe that Team Hunter members Steve Jones, Ian Ashton, Matt Blanch & possibility Austin Blanch will be competing.

Next Hillclimb at Ringwood will be held on July 5.

Drive them don't hide them, enjoy your MG's I know I do.

Cheers Gary



SQUARE RIGGERS NATTER



Square Riggers Natter meetings are on again and eight members attended at the usual location "Inu Café" in Stockland.

Lively conversations on our interest in MG cars, including the square riggers, was conducted over our lunches and liquid refreshments. All members and also other MG Car Club members i.e. Newcastle are welcome with representatives in attendance on the day.



KEEPING OUT THE BOREDOM OF SOCIAL RESTRICTIONS

How have you been coping with the boredom of social isolation? Other members may like to know so they could copy, and therefore write down your methods and send to the editor. He may include them in the next edition of our club magazine.

GLOSSARY OF TERMS USED BY MGCC HUNTER REGION

EURO MOTORFEST Is the name for our car club sponsored display of cars from European & GB origin

HSRCA Is an acronym for "Historic Sports Racing Cars Australia" and is one of Australia's leading car clubs catering specifically for historic racing, sports and touring cars.

AUSSIE RACING CARS Aussie Racing Cars is an Australian motor racing category. Essentially a motorcycle powered Silhouette racing car class, it was created by former touring car racer Phil Ward, influenced by the American Legends category.

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.

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.

FOR SALE

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

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

Parts for MG PA Wanted.

To keep the restoration of PA1499 moving I'm looking for the following parts:

- Lucas M35A starter motor
- Second crank case breather. The one that fits under the water branch side plates on later PA engines.
- Lucas L140 headlamps. Complete lights or parts.
- Dashboard edge trim

Elliot Burns Phone 0478 415405 or email meburns66@bigpond.com

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

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 MGTF 160 LE 07/2004 Build

Iridescent dark green, 46,000 klms. Factory hardtop, 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** The car is at Tambourine Phil Sherriff, Qld. 0411708234 pspalms@bigpond.net.au



FOR SALE MGB GT 1972

1972 MG BGT white/black in immaculate condition.
4 speed electric overdrive
power booster fitted to brakes
Thermo fan fitted
Two spare spoke wheels and hubs
Complete re-upholstery
On club rego 94866H



\$24,000 ono

Robert (02) 4390 8940 mobile 0438 439 089

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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



FOR SALE

FOR SALE 1971 MGB Roadster



Rego, No. XCV 313 — Overdrive — Midnight Blue in colour
New soft top with zip out rear window, Near new Tyres
Bolt on chrome wire wheels. Orig, steering wheel comes with car but
needs repair. Overall car is in Good Condition
\$16,000. neg, Contact Terry, Mob. 0412 711 812

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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 of membership can be accepted now.
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copies and additional file in digital copies of magazine.



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PASSION LIKE SHANNONS.”



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- 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

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