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Tel : 02 9774 2169

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

Face Book ; HUNTER REGION MG CAR CLUB

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

# ON THE MARQUE CONTENTS

5	YOUR COMMITTEE
6	WHAT'S ON (YES YOUR CLUB HAS ACTIVITIES)
7	FROM THE EDITOR
10	PRESIDENT'S REPORT
15	NORTH ARM WHEELS
18	MY MG TF 1500
21	CLUBMAN RUN NEWS
22	SPORTING DIRECTOR REPORT
23	DEADLINE FOR JULY EDITION
24	MGY3222 RECENT PHOTOGRAPHS
26	NEW AND OLD TIME MEMBER ARTICLES
26	GLOSSARY OF TERMS
26	DISCLAIMER RE - CONTRIBUTORS
27	CLASSIFIED FOR SALE
34	INDEX OF ADVERTISERS
34	MEMBERSHIP YEAR AND HISTORIC REG.



**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  
4952 3486  
0412 495 234  
sbmbjones@optusnet.com.au

### **Vice president**

Denny Bowden  
49514125  
0402 476 631  
dennis.bowden@bigpond.com

### **Secretary**

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

### **Treasurer**

Greg Jenkins  
0439 450 606  
4956 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  
0417 041 850

### **Social Director**

*Position Vacant*  
*Can you help??*

### **Editor**

Graham Haywood  
0424 394 807  
4954 6558  
ghaywood6@bigpond.com

### **Website**

Stephen Jones  
4952 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.***

***The relaxing of restrictions as of June 1st will make the supporting of Clubman and Tuning Runs feasible.***

***Unfortunately the Mid Week event will not be possible until at least 20 persons are able to form a group at restaurants and dining facilities in clubs and hotels.***

### **JUNE 2020**

- ♦ ***Thursday 4th—Square Riggers Natter—12pm to 2pm Inu Café see Presidents Report page 11***
- ♦ ***Tuesday 9th—Committee Meeting 6.00pm at Clubroom***
- ♦ ***Sunday 21st—Clubman Run— See page 19 for request to members to declare their interest due to SOCIAL DISTANCING and meeting person numbers restrictions. The run will occur, dependent upon interest, starting at 10am at club rooms***
- ♦ ***Thursday 25th—Tuning Run—Being considered but same restrictions as for Clubman Run so again if enough interest advice by Email will be given. Start time will be 9.00 am from Maccas Hexham.***

### **July 2020**

***Advice will be given as to which events after running the June events.***





**COVID—19 Still restricting our club activities.**

However as of June 1st we can actually arrange and go on a club run so long as we maintain safe distance when we stop for a refreshment.



Unfortunately if we still have to have safe distance then only 12 people can attend a meeting in our club rooms as measured out by our President.

**Progress with my MGB**

I have continued with making progress with repairs on my MGB.

When we were able to conduct club runs and tuning runs I discovered that my gearbox rear seal was leaking and gradually getting worse. Also it started as a slight vibration at 110 kmh and slowly but surely increased in intensity and starting at ever lower speeds.

Initially I found that the universal joint at the gearbox end of the driveshaft (Prop shaft) was worn so purchased 2 new universal cross bearing assemblies and installed them. When under the car removing the driveshaft I noticed that the differential pinion seal was leaking a little. After replacement of the cross bearing assemblies an improvement was noticed so I continued to enjoy myself on runs.

Unfortunately on my last run to Tea Gardens Motorfest the vibration was back and on my homeward drive was getting worse.

The outcome from this was the sliding spline was badly worn and so I decided to fix it once and for all by purchasing a new driveshaft and cope with the financial loss.

With the help of my son Paul and my mate Howard I set to the task of replacing the gearbox seal and installing the new driveshaft.

My first concern was how to get the car up high enough and safe enough to do the work.



Our final solution was drive the car up my ramps at the front then jack the rear of the car up and place a second set of car ramps under the back wheels. (as shown to the left) After removal of the driveshaft I had my son undo the

nut securing the gearbox output flange with the use of my new 600mm long breaker bar and a brace bolted to the flange to prevent rotation of the shaft.



The output flange was cleaned and the area that was wiped by the seal was inspected to ensure it was suitable for reuse.

The next step was to remove the old seal

I had made a puller to extract the seal however it was not successful as it merely pulled through the seal.

So we had to resort to the use of a hammer and a small cold chisel to distort the seal until it was able to be levered out with a long strong screwdriver.



There was very little room to move under the car inside the transmission tunnel. Not an easy insitu removal of the seal.





Examination of the inner rubber seal revealed that it had work hardened and aged to be like Bakelite and if it was not for the additional outer felt seal ring the oil probably would have freely flowed out.



The new seal was half the thickness of the original seal so the rubber sealing surface was not in the same location on the output flange so had a new surface on which to seal. There was no felt ring either in the new seal.

The output flange was replaced on the output shaft and the breaker bar was used by Paul to tighten the securing nut but we did not have a suitable tension wrench to ensure 150 ft lbs torque was achieved.

**Graham Haywood**

It will be interesting to see what the new norm will be when we are released from isolation. Will our buying habits have changed (for the better), our driving, our travel, our holidays, our relationships and in particular our priorities? Hopefully, the government will have learnt a lesson and will back local businesses over multi nationals.

I have said for a long time that all levels of government should only buy local. If an overseas company want a government contract, they should have to build it in Australia. Where have our automotive, train manufacturing, ship building (the list is long) industries gone? We'd pay a bit more but there would be a lot more people employed, spending money locally and paying taxes. That even comes down as far as us supporting the club's supporters (as in advertisers) whenever we can.

**Facebook**

I take my hat off to Andrew Gowans and all those who have contributed to the club's Facebook page. I have been regularly jumping onto it and Andrew has so far not missed a day without a new MG video to watch. Carol Roxby has been trawling her photo albums and keeping us intrigued with our history. Well done everyone.

**Club events**

Your membership is now due. Next year we're going to add a box to the form asking if you need to receive a membership card. 90% of the members never need one. It's mainly the motorsport competitors. It's a waste of the clubs money to print them all, laminate them and they never get picked up.

Hopefully it won't be long before we can get back to the club rooms and start meeting again. Even when the restrictions are lifted I think it will still be both a requirement and important to continue the practice of hygiene and for a while social distancing. I've installed a pump bottle of hand sanitizer at the bottom of the stairs in preparation. By now clubs can have 50 people and that would cover us. Unfortunately we would have to abide

by the 4sq metre rule. That would mean 12 people allowed in the main room with a couple spread around the adjoining areas. That won't work.

Even if we can't have club nights, **we will start having club runs again this month**. It will require you to commit to attend so we can organize and book eating establishments (in groups of 10) if they are part of the day. We can't just wander in and look for a seat anymore. There is always the option of a BYO picnic but again we are restricted to groups of 10. We can have multiple groups but they can't directly interact. One in, one out of the groups to keep us legal. Keep an eye on the web site and Facebook.

We will have started with the **Square Riggers** gathering at Café Inu on Thursday 4<sup>th</sup> and then we will do the **Club Run** and the **Tuning run** later in the month. Check coming events for times. Please consider the distancing requirements at all times. The organisers don't want to be Nazis with the enforcement. We are all there for a good time.

There will be one or two faces that we won't see again and that is always sad. There have been a number of members pass away in the past year or two. Their friendship was and is greatly appreciated by everyone in the Club.

### **AGM**

This is going to be 'different'. The constitution never foresaw a pandemic where we can't actually meet, but we feel we can still work within it, by using mass 'absentee' voting. What we need from you the members to start with, are nominations for all of the committee positions. If you can get a seconder and discuss it with the person you are nominating, that would be ideal. Then email the committee with that nomination. We will collate all the nominations and email out the voting forms to all financial members (2020/ 2021) to vote on.

If there is only one person nominated by the finishing date, they will be elected. All of the dates that nominations and votes need to be in by will be published formally in the next magazine. You can certainly start discussing it now. We need all of your back-

ing and support to get the club through this hole.

### **Club Birthday**

The MG Car Club has a 90<sup>th</sup> birthday on Sunday 11<sup>th</sup> of October. It would be great if we can celebrate with the 90+ MG Car Clubs around the world on that day by having a birthday breakfast run to celebrate and still get home in time to watch the start of the Bathurst 1000. Breakfast in Lambton Park looking at the clubrooms?

Adam Sloman – General Manger MG Car Club – UK has advised the Club is running a photo competition as part of 90<sup>th</sup> Anniversary celebrations and now they are adding dedicated pages in the competition for Australian members. Adam said ‘we want to see your best photos. It could be a special photo you shot at a club meet, the first time you got behind the wheel of your MG, you and your mates at a Club Meet, or you working away in your garage or workshop. Maybe it’s a tiny detail that you love about your MG, or maybe an atmospheric image you’ve captured of your pride and joy, or it’s your car in full flight on a road run, the options are almost limitless. The choice is yours! We want to focus on the people that make the MG Car Club. Because it’s the people that have made this Club what it is for the past 90 years. The page will be going live soon, but in the meantime, you can visit [photos.mgcarclub.co.uk](https://photos.mgcarclub.co.uk) to take a look at the entries so far, check out the rules and get ready to upload your photo. We can’t wait to see your entries’.

### **Motorsport licences**

It was good to see Australian Motorsport come to the party when it comes to their licences. As a race licence holder I received an extension from the end of August through to the end of December. Basic licence holders get a credit to spend at the Australian Motorsport shop. Hmm, not quite the same. Race tracks are opening up again with strict distancing (off the track).

### **National Meeting 2021**

The National Meeting is now locked in for next Easter, 2<sup>nd</sup> – 6<sup>th</sup> April 2021. The venues have been rebooked and the Victorian club are hoping that the 420+ registrants from the cancelled 2020 event will rebook. That’s a big meeting so book your ac-

commodation now. There is also the 25<sup>th</sup> Anniversary National Hot Rod meeting on in Albury over Easter so don't delay.

### **MG update**

Hopefully Myf (my race Midget) will be back in one piece soon (I'm aiming to take her to the Nat Meet). The gearbox was packed away to Melbourne where it was fully checked over. It was totally knackered with virtually nothing salvageable. The cause of the oil loss remains a mystery.



I'm now looking at alternatives to what I had as they want to charge me full price to fix. There was certainly potential showing in my times at the last meeting. The engine shows potential, a shame about the driver.

The J Van has finished its servicing at my place. With restrictions eased, I enlisted some help to do some engine adjustment, trying to coax a few more donkeys from under the bonnet. I think that some regular use might make a big difference. The brakes now work well. There was a clunk



underneath and one of the universal joints was flapping more than my gums at a club night. It's been replaced too. We might wait a few months before replacing the tyres.

Ray Tolcher is trying to find his first MG. It was a white BL and was much loved and used in our younger days. The hard part is tracking down a chassis number. With that, there are a few ways to search.

On the subject of lost history, I've had an on again, off again search for Bev's Dad's MGTC (we've talked about it several

times before). Last I saw it, it was advertised in the UK.

Talking to Ray about his B, he suggested I contact the MG Octagon Car Club in the UK and see if they had any record. Within an hour, they had replied with a name for the current custodian and a location... Western Australia. They passed on my contact information to him and the next day we had an email. The old girl is now black and is an older restoration. Not concours but nice.

Unfortunately she is on the market and our children have all left home so I can't sell them for scientific experiments any more. I could sell my body but most people don't carry small change anymore. Maybe I'll be working until I'm 80. Be careful what you wish for... The photos are of the TC with Bev's Dad and as she currently is.



Remember, as the restrictions are slowly eased, WE ARE STILL REQUIRED TO SOCIAL DISTANCE. That is even with family and friend. Stay safe and stay well. You can at least hit the road again in the MG for your and its exercise. Keep an eye on Facebook and your emails for the latest update.





John Thornley Director and General Manager of the MG Car Company, battled the boffin hierarchy of BMC and British Leyland, right up until his retirement, on the 11<sup>th</sup> June 1979 at 60 years of age. He was convinced that the “Triumph Suits” as he called them, had control of BMC Leyland and were responsible for the demise of MG.

During his tenure the MG Car Company became the worlds largest producer of sports cars. John Thornley’s retirement in June paved the way for Sir Michael Edwardes to try and clean up the troubled British Motor Industry. In doing so he directed the closure of the MG Car Company on 10<sup>th</sup> July 1979. His charter given by Margaret Thatcher was to stop the haemorrhaging of financial losses being experienced by the British Manufacturing Industry. To do this he decided to close, in his view inefficient factories, during his reign he closed 18 of the 48 factories under his control. This incensed the unions, so they retaliated with regular strike action. The industry basically just changed names from BMC to British Leyland, however when the government handed over 1.5 billion pounds of support, there was another change, British Leyland Holdings. Then came the selling of sections of the industry, to Ford, Honda, BMW, China and India. The task is difficult to describe the buying, selling and take overs of sections of British Leyland Holdings. Next and final article, will be a scheduled list with timed dates and short detail of events.

The following details are only on the path of the MG branded cars, up until the point that MG is no longer manufactured in the United Kingdom.

1982 through to 1991 MG’s were produced as re-badged sports versions of Austin – Rover, Metro, Maestro and Montego models. These models were described as **Buzz Boxes**, no roadsters or coupes. The Metro was the only one that had any real term of sales numbers. The first MG roadster sports car produced since the demise of the MGB appeared on the 30<sup>th</sup> March 1993. The MG RV8 was produced as a short run vehicle, celebrating the 30<sup>th</sup> anniversary of the MGB by the Rover Group. It was built from the original Pressed Steel pressings with some modifications by the British Leyland Holdings factory, now owned by Rover. It was powered by a 3.9 litre V8 engine, with plush modern trim and artificial wood grain fixtures. A “GT Coupe” version was not built, but that didn’t stop V8 enthusiasts in the UK and Australia converting the roadster into a RV8 GT.

Total number built was 1,952, Europe received 92, 307 stayed in the UK, and 1,583 were sent to Japan, no cars were sent to the USA. Production ceased in 1995. The MG RV8 today is a sought after collectors car and is maintaining good investment value.

From 1995 to 2001 Rover introduced the MG F roadster, a mid-engined low profile sports car with Hydrogas suspension, similar to the Austin 1800 land crab Hydrolastic Fluid. There were four variants of the K series 16 valve engine.

1.6ltr 114 HP, 1.8 ltr 120 HP, 1.8 ltr VVC 145 HP and 1.8 ltr VVC 157 HP.

**2001** Rover introduced the Z series of MG sedans which were a clone of the Rover 75 sedan. There were four variants ZT, ZR, ZS sedans and ZT-T wagon or estate car. They ranged in trim standards and were available with a choice of seven engines.

1.8 ltr 120 manual, 1.8 ltr 160 Auto, 2.5 ltr V6 180 Auto, 2.5 ltr 190 Manual, 4.6 ltr V8 Auto & Manual. Then there were two diesel powered cars 2 ltr D 120 & 2 ltr D 135 both available in Auto or Manual. Total cars built 27,149.

**2001 to 2005** Rover produced the MG TF roadster. Suspensions changed to conventional steel spring, a built in rear spoiler on the tail, larger brakes and wheel sizes. Built in body torsion rigidity and improved electric power steering.

Four engine sizes 115 – 1.6 ltr 114 HP Manual, 120 – 1.8 ltr 118 HP Auto, 135 – 1.8 ltr 136 HP Manual, 160 – 1.8 ltr 158 HP manual.

There was a break in production as the Rover Group collapsed, receivers were appointed, followed by Court actions. Sales of some of Rover Groups fixtures and Factory locations complete with engineering machinery were completed as individual factory concerns. Items not sold were under legal investigation of ownership.

The MG TF resumed production in **2007 until 2011** with new owners Nanjing on paper as the original purchaser, but SAIC who had purchased Nanjing during the legal battles over the past two years became the new owner of MG.

### **Please explain the two year Gap !!!**

1990 Ford acquired Jaguar and Land Rover. 1994 BMW bought into the Rover Group, purchased Mini Minor rights and the factory which built engines and transmissions at Longbridge. BMW was making money building and selling these two major components to the Rover Group. Rover was losing money on the sale of cars. My under-

standing is BMW were not part of the Rover Group. 2005 the Rover Group was in financial difficulties, Tony Blair was offering 140 million pounds to sweeten the sale deal, that Nanjing was negotiating to buy Rover. The deal was not progressing well, so Tony Blair withdrew the offer, in turn Nanjing wanted to also withdraw. Price Waterhouse and Cooper was called in as receivers. They found that Rover was in deeper financial trouble than what was being stated. They closed Rover Group immediately, as there was not enough funds available to pay the workers salary. So the legal battle started with Nanjing regarding commitment of the take over responsibilities, in regard to Rover Groups debts. The wash up, Tony Blair paid out 40 million pounds for redundant employee salaries and 50 million to cover creditors claims, Nanjing were taken over by SAIC. I don't know for sure but it could have been to cover Nanjing's expenses within the legal issues of commitment.

2007 manufacture of the MG TF resumed under the control of SAIC.  
2008 Ford sold Jaguar and Land Rover to Tata Motors of India.

**R.I.P. The British Motor Industry: It was a slow death, taking just over 25 years of non effective first aid administrated by the British Government, in trying to bail out the industry with funds, it failed miserably. The treatment did not cure the sickness, Inept Management, Inept Accounting and Financial Control, Inept Work Ethics by the Work Force. No effective resuscitation to the offending groups, so the patient died.**

SAIC (Shanghai Automotive Industry Corporation) is a Chinese State owned automotive manufacturer. SAIC origins date back to the 1940's to car, truck and farm tractor manufacture. Today it participates in car manufacturing under co-operative agreements with General Motors since 1978 and Volkswagen since 1984. Volkswagen originally supplied knock down kits for assembly, since 1998, 90% of these cars are manufactured in China.

In 2005 SAIC tried to buy MG Rover Group but was out bid by Nanjing, however SAIC did manage to buy some MG Rover manufacturing technology. SAIC did then buy Nanjing during the legal disputes that took place with the Rover Group collapse, between 2005 and 2007. SAIC has continued with joint co-operative ventures with a number of automotive manufacturers in bus, truck and farm equipment. I have not been able to obtain any current production figures, however in 2014 SAIC produced 4.5 million vehicles and had equity of 11,683 shares.

Current MG models available all in SUV format.

MG 3 – 1.5 ltr there are four variants. Price range \$13,000 to \$17,000.

MG 6 – 1.8 ltr five speed manual. Price range \$17,000 to \$23,000.

MG HS 1.5 ltr dual clutch Automatic. Price range \$30,000 to 33,000.

MG ZS 1 ltr turbo, 3 cylinders, 6 speed Automatic, 3 variants. Price range \$20,000 to \$25,500.

All are SUV design with a 7 year warranty.

SAIC have missed the point of the MG Octagon Badge, in that it sits well on a ROADSTER SPORTS CAR, not on small sized utility people movers.

I know I'm showing my preference to the MG sports car tradition. The Mazda MX 5 is very popular, I think an MG opponent might do well.

Have Wheels Will Travel,

### **My MG TF1500 – Article 1 of 3**      **Maurie Prior**

I am very cognizant of the desire and importance, by most current T-Type owners, and the prospective, must-keep-up buyer, to own a T-Type with matching numbers. I am not criticizing them, I am simply making an observation, which is just how important, is it after all?

I honestly admire, the dedication of the presentation enthusiasts, the ones who spend waking hours and untold sums, ensuring their prized possession is cocooned and pampered, and at the other end of the spectrum, a very few rare individuals, who use their MG's as intended, but love them no less than the molly-coddlers. Then there are the true enthusiasts, characters all, who have owned a car for decades, keeping it presentable, and would never contemplate selling it.

That poses another question, if one has a matching number car, does one keep it forever, displaying it for a trophy, or is it simply an investment? Would you sell a T Type with matching numbers, and if you did, who would pay what you expect for it? What would you replace it with? I am sure that there are many reasons, and many answers to these questions, but I am not about to attempt to unearth the answers. In my case, my interest is purely one of self-indulgence. I have had an unrequited love for the MG TF, since the age of seventeen, and now, I had the money and I wanted it.

There was a time some years ago, with having owned and totally restored a number of MGB's at varying times, I was eager to display

them proudly, for the benefit of gaining recognition.

Nowadays, as I age, chasing a medal, or seeking a prize, or trophy hunting, has demonstrated that it could be a costly, and ever elusive, pastime. I am past all that. I am happy to just own it and use it carefully; the trophies can go to those more deserving seekers of peer recognition.

So, to my newly acquired, MGTF 1500; I bought this car because of several reasons, and they are not necessarily in order.

I have always wanted an MGTF 1500. That was non-negotiable. I didn't want a TF1250, or a TC or TD, and I didn't want a red, white, black, cream, yellow, grey, or god forbid any other colour but green. A British Racing Green car, or close to, with tan trim, seats, hood, tonneau etc. I didn't want a project to restore, because at age 80, I don't have the energy, or the valuable time to spend on several years of a serious restoration. I didn't want a car needing a simple freshen up, as many owners, who keep these cars with the patina of age, as a badge of honour, seriously believe them to be better than they really are. In any case, I wanted a finished car, and while the purchase price was important, it was not to be, to the detriment of buying, or not buying, this particular car.



I found my car on a Victoria, Australia, MG Car Club website. More than a thousand miles distant. Fortunately for me, it had not been advertised widely on the usual auto sales sites, and had largely been ignored. It was probably overpriced as well, but to someone like me, who is

at the tail end of life, money means little.

I am making assumptions, but I reckon that because of its lack of publicity, it was fate, and it was there, quietly waiting for me. How lovely.

What I first discovered, when digesting the scant information provided by the seller, was that the body number and the engine number matched, however the chassis number, did not. Further investigation

revealed, that the engine number was different again, to that as advertised.

So, here was a car that was advertised as a 1954 MGTF 1500, with two alleged matching numbers that did not match after all, and bore no real relevance to the car. Justified questions elicited begrudgingly scant answers, however persistence revealed that the chassis number was different, but most importantly, it was that of a 1955 built TF1500, and not a 1954 as claimed erroneously.

Many questions followed to the international MG fraternity, who to a man, confirmed that, no matter what the body or engine numbers indicated, the chassis number was paramount and no disagreement would be brooked, on that piece of intelligence.

That was good enough for me, and given that the car colour, a most beautiful non-standard green, along with the tan trim colour was exactly of what I had dreamed,

I purchased it without having actually sighting or inspecting it, knowing that the numbers meant less than the image, in the overall scheme of things.

No matter, it was how it looked to me, that was much more important. In my aged mind, the body and engine numbers were irrelevant, especially as this car had been very nicely restored at some-ones considerable expense, and the absence of the matching numbers was overlooked, in favour of the superb presentation of this particularly attractive classic MG.

At almost 80 years of age, I will now enjoy it, as if I was seventeen again, and I will never sell it, however my children may do, and whenever that happens, I hope that it goes to a deserving enthusiast, who like me, may desire it for what it represents, a slice of British sports car heritage, and not quibble over the numbers, and overlook them, to wallow in the significance of owning a beautiful piece of MG history.

That will not be my concern because, in this twilight of my life, I am now enjoying the pleasure of finally acquiring something I have always wanted, an historic T-Type MG that was initially cobbled together in haste, to appease the overlords at BMC, and then, in spite of its hurried creation, it became an automotive classic.

Maurie Prior



# **Clubman Run News**

**Jeff Lauff**

## **A proposed “An Awakening Run”**

**It has been proposed by the committee to re introduce our monthly activities.**

**However, we still have Covit-19 restrictions and social distancing to consider.**

I would like members to contact me through email or telephone ASAP if you are interested in a Clubman run on (Sunday 21st June 2020). [jlauff55@dodo.com.au](mailto:jlauff55@dodo.com.au) or **0413971154**.

My proposal would be to leave the Club House at 10am, travel about 45 minutes and have a BYO morning tea and discussions in groups of ten social distancing. This would be in an open park with toilet facilities.

We would then travel for a further 45minutes to a venue for lunch in groups of ten if permissible. If a cafe sit down lunch is not allowed we could purchase takeaway, or picnic or even pre order our lunch and go to a local park to enjoy further group companionship and social interaction.

Hope to see you on the road.

And yes I will be bringing my MGB for its first run.

Jeff Lauff  
Club Captain



Still not much to report on the sporting side of things. With restrictions slowly being lifted we are seeing Motorsport venues gradually starting to open again & running track days with restricted numbers.

I'm hoping that the GEAR day at Wakefield Park scheduled for June 10 will go ahead. It will be run with social distancing, only every second carport will be used, briefing will be by PA with no gathering of drivers, no timing, no spectators, & no social gathering at the end of the day. So it will be different from what we're used to but will still be an opportunity to have a run on a track & give the cars & drivers a bit of exercise. Entries have been taken but at this stage there is no guarantee it will go ahead but fingers crossed it will.

MG Car Club Newcastle have cancelled their events for the next couple of months, but are hoping to start running events on a restricted basis in the near future.

HSRCA has got their Spring Festival scheduled for 28 to 30 of August at Wakefield Park, so hopefully that event will go ahead.

Hopefully I will have a bit more to report on for next months mag.

Stay safe & look after yourself

Cheers Gary





## MG Car Club Hunter Region Membership Year

Our next membership year is from July 2020 until June 2021 and for those that have HISTORIC registration of their car they MUST be a financial member when operating their car on the road.

Thank you to those who have contributed to this edition of "On the Marque"  
Please submit your contributions via email to [ghaywood6@bigpond.com](mailto:ghaywood6@bigpond.com)  
It is great to have input from members as well as committee members!

**Deadline for the July edition will be**  
**Thursday 25th June 2020**

Things have been very quiet recently due to CV19 isolation. One activity I found was to update my photo software and I found an interesting package that allows modern colour photos to be converted into period black & white photos with the characteristics of the period film emulsions. These seem quite accurate based on my personal experience over the years. The package is DxO FilmPax 5 and is easily downloaded from the internet at a small cost.

Below is an example using a photo taken one Sunday morning prior to lockdown.



As a further report on my restoration of MGY3222, please see the following photos:



I completed the trimming by edging the carpets myself using a trusty pre war Singer 99k sewing machine. These machines will sew anything you can get under the foot with the right thread and needle. This has proven to be a great tool for any car restoration and well worth the cost.

## 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

**HSRCA** Is an acronym for the "Historic Sports Racing Car Association" which is an organisation that concentrates on arranging motor racing events for members with historic open wheel race cars, sedans and sports cars.

**FOSC** Is an acronym for "Festival Of Sports Cars" and is an organisation that specialises on sports car racing events.

**Hillclimb at Ringwood** This is a hill climb competition run by the "MG Car Club Newcastle" at their Ringwood facility.

## 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](mailto:bayrest2@bigpond.com)

## FOR SALE.

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

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

Contact **John Stuart. 0408622674.**

[johnstuart65@bigpond.com](mailto:johnstuart65@bigpond.com)

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

# FOR SALE

## 1968 MG Midget (Pale Blue)

This MG Midget is a wonderful car ready to drive and enjoy, only travelled 70,900 miles. Has little use for the past 7 years and ready to enjoy weekend drives or entry into your next MG Concourse. Supplied with a full tonneau cover in excellent condition, pristine paint work showing no rust. Brakes and suspension recently rebuilt, quality trim, as new tyres, currently on Historic registration (not transferable). The first to see this car will buy.

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

**Contact: Bernie**

**0265575946/ 0419 282133**

(located in Forster, NSW)



## FOR SALE:

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

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



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

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

**Sjef Vleeskens 0499 439 939**

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# 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](mailto: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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Note : Price, Registration No. or VIN No. or Engine No. must be included

# 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

## ***Index of Advertisers***

Modern Classic Cars  
Sunnyside Auto Electrics  
Shannons  
Sports Parts

Inside front cover  
34  
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 of membership can be accepted now.  
Membership application form included as loose sheet in printed  
copies and additional file in digital copies of magazine.

# SUNNYSIDE AUTO ELECTRICS

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and repairs

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Exchange Alternators & Starters





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- 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

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

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