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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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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

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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.

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.—see page 14 for details***
- ♦ ***Saturday 14th to Sunday 15th — FOSC Sydney Motor Sport
Park***
- ♦ ***Saturday 14th—Tea Gardens Hawk Nest Motorfest—Meet at Tea
Gardens by 9am***
- ♦ ***Sunday 15th —Clubman Run***
- ♦ ***Saturday 21st to Sunday 22nd—HSRCA Wakefield Park***
- ♦ ***Thursday 26th—Tuning Run—Meet at Maccas Hexham for 9am
departure***

APRIL 2020

- ♦ ***Thursday 2nd—Square Riggers Natter—12pm to 2pm Inu Café***
- ♦ ***Wednesday 8th—Mid week Gathering—12 Noon at Swansea
Workers Club***
- ♦ ***Friday 10 th to Tuesday 14th—MG National Meeting at Albury
Wodonga***
- ♦ ***Tuesday 14th—Committee Meeting 6.00 at Clubroom
Club Night 7.30pm at Clubroom***
- ♦ ***Wednesday 15th—GEAR meeting—***
- ♦ ***Saturday 18th to Sunday 19th—Maitland Steamfest.***
- ♦ ***Sunday 19th—Clubman Run***
- ♦ ***Thursday 23rd—Tuning Run—Meet at Maccas Hexham for 9am
departure***
- ♦ ***Sunday 26th—Ringwood Hill Climb***

NEW or LONG TIME MEMBERS

To continue with sharing it would be great if other recent new or some long time members could put pen to paper and discuss their car, to supply a photo of their car and to discuss their reasons for selecting our club.

Also perhaps a little about themselves or some experiences that they would like to share.

Club Regalia is available at Club Nights

See Wendy Croker for all your regalia needs

Cash and credit card facility available

Shirts, Hats, Jackets, Umbrellas, Badges, Cooler Bags,
not to mention our

MGCC Hunter Region wine from Tamburlaine!

Reminder of Midweek Gathering

Wednesday 11th March

***Meet at the venue Wangi Workers Club
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 joining our North Arm members by contacting Peter Eaton and motoring up to meet them.

See page 14 for details and Peter's contact phone Number

The second Clubman Run for 2020 was the Editor's Run and photographic evidence of a successful run can be found on pages 18 and 19.

I freely admit that the run to Tea Gardens was not my first choice as I had planned to have a run to Gloucester with a morning tea stop at Stroud. In fact my daughter joined me in a trial run on Saturday 8th to check out the road conditions and facilities for a morning tea stop and for lunch. We found that the roads were very rough and on the next day (Sunday 9th) the heavy rainfall caused flooding of Stroud and many access roads in the area. SO some panic on the club night but other members made several alternative run suggestions and the chosen one could not have been better. Thank you Brian Madden for your timely support with a route suggestion!

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

Progress with my MGB

I have been busy making a tool to help with the removal of the rear gearbox seal over the last couple of days and with the help of some good weather may finally attempt the task.

During my search for suitable material for the aforementioned tool manufacture I was able to find in my garage a complete set of Polyurethane bushes and spring seats for the rear suspension of my car. I purchased them many years ago but had misplaced them.

So now I have a complete set for the rear suspension as well as the front cross member so they may get installed this year which should improve my car.

Incidentally over Christmas I checked the rack and pinion and found to my horror that there was only a smear of grease lubrication. So after some research I removed the radiator to improve access, filled



the rack with oil, after removing a plate holding a spring and rubbing pad to remove slack in the pinion to rack contact. The end result was to "lo and behold" stop the annoying rattle I have been chasing.

Graham Haywood

I was driving past an MG dealer the other day. It looked like a normal car dealership with loads of cars in the yard. As I did, I thought of Maurie's article where there was a comment about seeing the new MG model in the window of the show room. "Memories of kids (young and old) with their faces pressed to the windows dreaming of the gleaming sports car they hope to own one day."

That just doesn't happen anymore with MG and China doesn't seem to get it. MG meant something that went beyond the badge. It sold a dream that the working men and women could afford to own. The price is still right but the 'right stuff' that gets the pulse racing is not there and never will be with the current crop of MGs.

I'm trying to find an analogy. Porsche or Ferrari might do, but they've always been rich people's toys. I'll go with a more normal name. It would be like someone buying the name 'Nissan' and trying to put a 'Skyline GTR' badge on a Nissan Micra or Juke and expect people to believe that this is of the same lineage as the GTR of old. If they used it on a hi-performance sports car maybe, but not on a Mc-shoebox, sorry, that's stretching it a tad too far.

Don't get me wrong, I'd happily own an MG3 or 6 but not because of its sporting looks and heritage, because it doesn't have it. It would be because I need a small car or small SUV and it happens to have an MG badge. Until they produce a beautiful sports car that appeals to the masses they will never have the hearts and minds of the grassroots MG fraternity. Something along the lines of an MX5 or a 240Z in their day. Look to the future and dream.

Like it or not, the current crop are still MGs when it comes to acceptance into the fraternity. It probably felt the same when Morris Garages was absorbed into the British motor conglomerate and started using boring Morris engines etc. They did eventually prove their metal on the sporting arena, and in rec-

ord books, and produced high performance models to lust after. It's time I think for a reawakening. Its time!

Back to reality, I've been kept busy lately with lots of work being deployed to the mid north coast doing swift water rescue then a week later to the Central Coast doing damage assessments after floods. Then, I go to work in between times and play with fires and rescues etc. Hopefully I'll get to play with the MGs again soon. I'm waiting for a date that I can get down to Wakefield Park and hopefully do some final testing on my race Midget before the National Meeting.

Talking about Nat Meets, South Australia has proudly announced that they will take on the 2021 meeting. They ran the 2017 meeting and have backed up again, very quickly, to fill the gap. Thank you SA! It will be a full National Meeting with the full range of competition and social events.

We will be heading to a brand new location in Mount Gambier. This will be a great meeting as the South Oz crowd always shine.

The year after we will have the advantage of no travel with Newcastle hosting this National event, so use the opportunity to go and see what all the hype is about and then enjoy the next year at home. Actually, all the clubs do a brilliant job with running Nat Meets.

It's a shame we don't have the knowledge and manpower to attempt one. The amount of work is mind numbing and it isn't fair to expect 3 or 4 people to shoulder that load. Maybe one day but certainly not in the foreseeable future.

Ah, where is my MG? I need a drive!

Steve



I love a sunburnt country, a land of sweeping plains, of rugged mountain ranges, of draughts and flooding rains, word of Dorothea Mackeller. Yes Dorothy, we Aussie's know just how true are your words. Our first North Arm Wheels event for this year was a positive under the weather conditions a wet start, so the turn out was made up with foreign car representatives VW, Mazda, Kia and Toyota. Even without the real MG transport we all had a great social time. NB Dorothea was 19 years old when she wrote the poem, it was first published in 1908.

Those of you that read my February article, may be thinking that "Fletch" had become emotional with his references to the "Boffins" that restricted the development and new model production of the MG marque. It is true that even if the MG as a division of BMC had built the advanced model designs and up grades of performance it would have still met with the same fate.

The 'Boffin' managers and "Unions" together have to accept responsibility for the demise of British Car Manufacturing Industry. Margaret Thatcher tried to save the industry, like most political powers, politicians sit back far to long ignoring the issues before taking action. The British Motor Industry was on its knees and throwing money at the issue and wielding a big stick with no understanding, was of no help.

Making cosmetic changes with the "Boffins" changing leaders one titled manager after another was like moving deck chairs on the Titanic, there was no positive effect, the industry still fell in the final count down.

Lack of foresight of the "Boffins" with BMC producing an array of re-badged vehicles rather than rationalise the models. Also there was a distinct bias in development backing, of unpopular models. The "Boffin's continued to throw money at vehicles the public were not supporting.

The unions were no better as there was war between them and management with both parties point scoring rather than sorting

out the issues.

Human man power can't match the daily production numbers or the quality of product, as robots and computerised machinery can do. Today's production lines have minimal time input by humans. Computer controlled just in time arrival of parts in order of car variations can be arranged with out shutting down and retooling a production line. European and Asian car manufactures realised this and are successful in today's production methods. The USA manufacturers were a little slow to react and suffered. GM and Ford have had to restructure their methods of vehicle manufacture. Still building big utes, however their cars have reduced to compact size and there are strong moves into electric and hybrid production.

There is the question with all the "Boffin" interference, why did the MG cars still have the support and respect of the general public around the world particularly in the USA, Australia and New Zealand? The MG sports car was small, cheap in comparison to Bentley, Jaguar, Aston Martin and many others, it was a car that an average working person could afford and have some excitement in testing driving skills.

The MG was noted for performance above its weight in racing and rally results, it was capable in performing at its engineering limits resisting failure because of its simplicity, it hung in while other higher performing cars retired to engineering stress issues.

Beats me why the "Boffin's" placed their faith in continued funding of cars not well supported by the public, while the popular MG was restricted, by not advancing with upgrades or replacement for the MGB.

MG lovers know the cars history starting in 1924 under guidance of Cecil Kimber in Morris Garages at Longwall Street Oxford. The first MG was a modified 14/28 Morris Oxford. The first purpose built MG was an "M" Type Morris Minor. MG moved from Oxford in 1929 to Cemetery Road Abingdon and remained there until the factory closure. Kimber House was Cecil Kimber's office at the entry of the factory, now it is the HQ of

the MG Car Club.

A week of festivities took place in Abingdon celebrating the "Golden Jubilee of MG from the 1st September 1979 to Sunday the ninth. On the 10th, to be known as "Black Monday", employee's knocked off work, were met at the factory gate and advised by members of the press that Sir Michael Edwards had announced the closure of the MG Factory. He could not be contacted at the time, because he was on a flight to Australia. The 'Boffins" were able to release a statement to the press but could not raise the gumption to inform the workers at Abingdon before they knocked off from work. The final day of the factory operation was Wednesday 24th October 1980.

The MG factory was knocked down soon after the closure in 1980, however the Office Block adjacent to Kimber House still remains, it is now a complex of home units. Most of us MG owners know the building and have seen pictures of it. A two story brick building showing the MG Octagon sign, "MG Car Co" with an external fire escape attached to the wall and a long line of "M" Type MG Midgets on the adjacent road.

After the closure, there were the sales of the factory left overs, one enterprising young man David Bishop made sure he obtained the dies and jigs of Pressed Metals and formed a company "British Motors Heritage Limited. By this action he saved the bones of the deceased car and is the reason you can buy a full heritage MGB body today. Some years ago I visited the MG Owners Club Shop at Octagon House, 1 Over Road, Swavesey, Cambridge. On display for sale was a brand new red MGB roadster fitted out with a V8 engine, modern ivory coloured trim, high back seats, disc brakes all round and a modern suspension. Asking price was eighty thousand pounds. Not exactly a cheap car for a working Aussie even on today's salary.

Next month more on the issues that John Thornley had to contend with in dealing with "Boffins" and keeping the MG in manufacture.

Have Wheels Will Travel

March's North Arm MG Run

March's North Arm MG Run is on Thursday 12th and we will meet at 9.30am at the Point Bakery, 3/52 High Street Hallidays Point for Morning Tea then via the Lakes Way to the Plough Inn Hotel 77 Stroud Street Bulahdelah for Lunch.

It would be great if some of the Newcastle Members joined us for Lunch at about 12pm.

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

Regards,

Peter Eaton.

0417022233.

p.k.eaton@bigpond.com

GLOSSARY OF TERMS USED BY MGCC HUNTER REGION

Clubman Run: This is usually a Sunday morning drive with members driving their MG's. Usually start from the club rooms, with a route sheet issued to each car, to a final destination for a lunch either BYO or at a rural Hotel.

Mid Week Gathering: This is a social gathering of members held on the first Wednesday of each month at a local club, hotel etc for a sit down social lunch meal. Attendees drive themselves in their regular car or their MG if they wish.

Tuning Run: This is currently held on the last Thursday of the month and again is a drive in rural areas around Newcastle with members driving their MG's. Starting point has been Maccas at Hexham but can be anywhere chosen by the Tuning Run Organiser. Routes are sought for legal speeds that enable drivers to experience the excellent road holding designed into our beloved machines and again finish at a rural town or place of interest (e.g. Chichester Dam) for usually a rural hotel meal. The tuning runs are generally longer distance than Clubman.

Public Relations Officer Report...Ian Ashton

Editor in chief, acting clubman run director, MGB maintainer!.. what can't Graham Haywood do?

Not much clearly as he (in Captain Jeff's absence) successfully led a crew of 16 cars (14 MG's) and 27 members on a great Feb. clubman lunch run to Tea Gardens with a morning tea stop on the way at the 12 mile rest stop north of Raymond Terrace.

2020 is certainly off to a great start with such a strongly supported February Clubman run.

However let's not be complacent !

I'm sure we can beat that turnout. So members check your Club's activity program and come along on a run

I would like to welcome Vic and Pam Lewis from Coal Point to our Club. Vic has several cars but his standout is a lovely Triumph TR4

Thank you to those members who have responded to your committee's request to advise what year you joined our great MG Club. So for those members who haven't replied please let us know (close enough is OK!)

Unfortunately as I did not hear from any members wishing to attend the 25th Anniversary of GOF in Wagga in September and stay at the motel I had reserved some rooms I've had to cancel them.

Now that doesn't mean you can't go it simply means you have to advise Wagga MG Club if you wish to attend in September and arrange your own accommodation

So Easter is looming and President Steve wants to increase Team Hunter entrants attending the MG Nationals at Albury – Wodonga over Easter. If you would like to represent your MG Club and have fun please let Steve Jones know asap!

I understand from friends in the Jag Club who visited the annual Gnoo Blas car display in Orange that the Event is well worth attending so maybe in 2021 we'll put a team together to add to

the huge number of cars. Please visit www.gnooblas.com for further information.

Don't forget to come to the Tea Gardens Motorfest on Sat. 14th March on our usual hilltop spot adjacent to the entry. We are expecting a good turnout of Hunter MG's and members.

Euro Motorfest isn't all that far away. Please think about whether you'd like to assist with parking or at the entry point and let me know well ahead of the Event on Sun. 14th June

Finally if you want to sponsor a Natter Night (a Sat. night preferably) we need sponsors for March and May so please let me know.

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

During February Team Hunter members have been competing in some Motorsport events.

Firstly Matt Blanch competed in the Group S support category at the Bathurst 12hr event. The entry list for this event was impressive to say the least, legendary sports cars from the 60 / 70s including 911 Porsche's, Alfa Romeos, Corvettes, Triumphs, Shelby Mustangs, Datsun Z cars & a 2000 sport & even a De Tomaso & of course the MGBs & MG Midg-ets.

The event programme consisted of Practice /



Qualifying & race 1 on Friday, races 2 & 3 on Saturday.

In practice / qualifying Matt didn't get many laps in due to the red flag being brought out for an incident during which time cars are taken off the track until it is cleared & safe to run again. Towards the end of the session the throttle linkage decided to become disconnected & it was a slow trip back to the pits for Matt to finish the session.

Race one saw Matt start in grid position P 23 & he managed to pick up a few positions before the finish which was a good effort considering he drove the last couple of laps with almost no brakes which must have been really exciting, particularly coming into the Chase at the end of Conrod Straight.

Matt & his Pitt crew managed to resolve this issue & all was good for race 2 & 3.

Matt commented that he felt a bit rusty.

If this was the case his performance on the track wasn't showing it.



Track temperatures were extremely high during the event getting to 61 degrees for race 1 & a staggering 71 degrees for race 3. With temperatures this high cars struggle for grip.

Matt achieved his best time of 2:49 during race 2 but this race saw a safety car intervention due to an incident up the top of the mountain.

Race 3 saw the cars have a good clean run to the finish. Matt's best placing during the event was a 17th out of 44 starters, he also gained 1st position in his class which is a great effort Matt. Importantly he also managed to take the car home still running & no damage which is always a bonus when you're competing in Motorsport at this level at Bathurst.



The Group S event was dominated by 2 Shelby Mustangs & a Corvette (they say there is no substitute for cubic inches & on Conrod straight that is true) followed by the 911 Porsche's, it was also good to see the MG Midgets of Damien & Simon Meyer in there with the Porsche's pushing the hell out of them, these things are real giant killers.

The Hillclimb scheduled for February 9 at Ringwood Park had to be

cancelled due to the torrential rain & has been reprogrammed for May 31.

I competed in a "GEAR" event at Wakefield Park on Wednesday February 19. Even though we're meant to be in summer one could be excused for thinking it was a winters day. For practice the track was cold & did not have much grip but improved as the day went on.

This time I ran in the "Amaroo" group which was all sports cars, 14 in total consisting of MGB's, MG Midget's / sprite's, Alfa GTA, Milano GT, & a Triumph TR4, what a great looking bunch of sports cars. It was a bit daunting lining up with these guys for the first time & I realised that I was giving away a fair bit of horsepower to these cars but they say the best way to improve is to run with guys that are faster than you & my aim for the day was to stay out of trouble & concentrate on technique & no spins. I think I achieved this (certainly no spins) & really enjoyed the day, beats working for sure.

Well known race driver Garry Willmington brought a new S5000 to the track & his son took it around the track for a demonstration run in the lunch hour, what a weapon this thing is. These are a modern reincarnation of the seventies Formula 5000 & look & sound great.

Cannot wait to see them racing very impressive.

As usual another great day at a "GEAR" meeting, thanks to Lisa & all the GEAR people for putting on the day & the Wakefield Park crew as well. Thanks also to my Logistics Manager my son Tai who flagged for the day on turn 1 & froze almost to the death, I think he had 4 shirts & 2 jumpers on trying to keep warm.

I will be competing in a Hillclimb at Ringwood Park on Sunday 1st March.

Up coming events

Saturday March 14,15 "FOSC" at Sydney Motorsport Park

Saturday 21 Sunday 22 "HSRCA" Autumn Festival at Wakefield Park

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

Cheers Gary



In the temporary absence of the Club Captain the Editor was challenged to undertake a run and this pictorial evidence of a successful run follows.



Gathering at the club rooms prior to departure.



12 Mile Creek Rest Stop Line up of participating MG's



, 12 Mile Rest Stop with Shelters in the background for Morning Tea

Photographs obtained from club Face book taken by Andrew Gowans



Due to car parking availability the run participants broke up into two groups which ensured everyone managed to get seated under or around the shelters adjacent to the road and water.



Photographs by member Anne Pettigrew



MG's Parked along the foreshore
at Tea Gardens
Photograph by Andrew Gowans

We were met with Tea Gardens
resident members and their
MGRV8

Photograph by Anne Pettigrew



Floating post Office
and store was a rare
sight as we enjoyed
our meals and social-
ising with each other.

Photograph by Anne
Pettigrew

LUCAS 1130A.....eh? 'A' what?

We are all familiar with the common garden variety Lucas 1130 sidelamp, but did you know there is an 1130A?

The discovery

The sidelamps on my '37 TA had scars and bruises from poor care, so I decided to restore a better pair from the bits boxes. That done, I had another look at the original ones and noticed the model number was 1130A. I called Anthony Pearson of Vintage and Classic Bulbs and he verified that this was a pre-war version. That sounded good – certainly fitted the car year, and were probably the originals, considering how well they had 'grown' onto the wing. He said they had an interesting feature in that the red dot medallions were glass, not plastic.



I cleaned them and was pleased when they proved to be glass. This is good, because they won't become 'frizzled' with age. I knew then that I had to reconsider the importance of these lamps, and set about restoration, the objective being to refit them to their rightful and original place atop the wings. After much time and effort, I repaired them well enough for re-plating. Now finished, I decided to document their differences for the interest of others.

The why?

Being an 'A' model, it would be usual to assume it was a subsequent production to the parent 1130, whenever that was. Without further model information, it is hard to understand why this version was created, as it is effectively the same as the common 1130, with the differences only noticeable after close scrutiny. Were there other models – B, C, etc? But why make a more in-

tricate item hardly different from the standard unit and, it would seem, of low production and higher cost?

The interesting bits

There are several differences between the two models as you can see. The 1130 is on the left and the 1130A on the right. The obvious external variations are the body is longer, the medallion is set back further, and the rim screw is a smaller diameter – 5BA versus 4BA. Importantly, the medallion is entirely different in the unseen area. Whereas the standard medallion is pushed in from the top, these are inserted from below. For the medallion to be held in this position, it has a flange around the bottom edge which seats on the inside edge of the hole. When the hole is punched, the edge is folded back 180° against the



body for about a millimetre all round to match the diameter of the medallion flange, leaving the fingers projecting downward, to be bent over after inserting the medallion. The internal picture shows this locking detail.

Extra care to take

The parts that should not be lost therefore, are the screws and medallions as they are probably not available anywhere.

It is fortunate in that, though the original internal parts were damaged and rusted, these lamps were complete. Standard reproduction plastic medallions may fit the hole but would need some sort of gluing to hold in place and to seal from water entry. Chrome replacement 5BA screws, or a substitute of some sort, may be available but they are unlikely to be the original Lucas style, such as the pilot tip. These lamps being pre-war, others with pre-war unmolested cars of any make may have this mysterious 1130A model.

It is possible both styles were co-produced and even possible that either version was fitted on production lines, depending on supply.



I guarantee that if I had one of each on the car, that a scrutineer at a concours would not pick up the difference.

Miscellany

As an aside, another interesting item I picked up in my travels is the red lens fitted to the standard 1130 shown here.

I picked up a pair of genuine red glass lenses by chance from a Lucas agent. I don't know what application these had when in-vogue, possibly tail/stop lamps for different housings, eg fitted into body pressings instead of pods. Or for commercial vehicles?

Who knows? Note the rims are much slimmer than standard. These lenses will make good auxiliary stop/tail lamps in period style.

One thing is guaranteed, with a classic car, something new will be discovered and to share.

PHOTOGRAPHIC STUDY OF MG WHEELS

Can you identify the type and which car these wheels were mounted to? e.g. Rostyle steel on MGB

Hint: they were mounted to MG cars on the Editor's Run



Photographs by Andrew Gowans

PHOTOGRAPHIC STUDY OF MG WHEELS

Can you identify the type and which car these wheels were mounted to? e.g. Rostyle steel on MGB

Hint: they were mounted to MG cars on the Editor's Run



Photographs by Andrew Gowans

FOR SALE

Wanted: MGBGTV8 Speedometer.

The face needs to be in good condition.
Will just buy the face or the whole speedo if needed. 80mm 220kph from '75/ '76 BGTV8
Robert Cronin 0424142629



FOR SALE PARTS FOR MGTD and 1954MGTF.

One complete set of brake drums, hubs and wire wheels for TF.
Also suit wire wheel conversion for MGTD.
9-41 (4.55-1) ratio ultra rare factory Crown Wheel & Pinion
set suit MGTD and TF. **Ph Robert 0249684696..**

For Sale MGB V8 Engine & Painted Wire Wheels

MGB V8 engine Complete except for front timing cover.

\$2,200 ONO

4 MGB Painted wire wheels with tyres. (4.5 inch X 14 inch)

Good splines, came off my car. **\$60.00 Each**

Contact Rudi Scevak—0413841272

For Sale Smiths tachometer to suit MGB

\$250

ph Ian 0429 592 823



WANTED : MGB 3 Bearing engine

Call Ray 0425245100

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

Ads submitted will appear for 3 editions of On the Marquee. If you want your ad to run longer or the item is sold, please notify the Editor

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

FOR SALE

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 kmls.

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

FOR SALE

MGB GT For Sale.

1972 MGB GT

Engine Capacity 1798cc

4 Speed Manual with Electric Overdrive

VIN/Chassis Number GBD065083P

Engine No 18V582FH17315 - Has mild cam, exhaust headers

Registration No AQ19RR- Registered to 15 February 2021

Purchased by my wife and I in December 2000. Under restoration and engine rebuild till July 2001.

Body is in good condition No rust

Tyres in excellent health

Current mileage 13021 miles (no doubt been around the clock)

Full Service on 21 January 2020 incl all fluids oil filter etc. New turn indicator switch installed.

Has trickle charge on battery. Have some bits and pieces to go with sale.

Asking price \$16,000 neg. Phil Hoare 0419418885, email

phoare38@tpg.com.au



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

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Tuning Runs

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

**This month meet at Maccas Hexham at 9 am.
Check the Whats On for any changes each month**

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 April edition 2020 will be
Thursday 26th March 2020**

MG Car Club Hunter Region

Minutes of Committee Meeting held 11th February 2020

Meeting Opened 6:09 pm

Chair: Stephen Jones Minutes: Frans Henskens

Present: Stephen Jones, Denny Bowden, Greg Jenkins, Frans Henskens, Ian Ashton, Graham Haywood, Gary Piper.

Apologies: Wendy Croker, Gary Croker, Jeff Lauff.

In attendance: Brian Madden.

Minutes: Of previous meeting approved moved Denny Bowden seconded Gary Piper

Business Arising:

2020 Club Calendar has been sent out to all members.

Thank you to the Jones' for hosting the January get-together.

Reports:

President (Stephen Jones):

Best wishes to Gary Croker for a successful recovery from his illness.

Received a call from President of South Australia MG Car Club. They will host the 2021 National Meeting at Mount Gambier. They are to be congratulated for taking on this task so soon since their previous National in 2017.

Vice President (Denny Bowden):

Nil.

Treasurer (Greg Jenkins):

Secretary (Frans Henskens):

Nil.

Club Captain (Jeff Lauff):

Nil.

Public Relations (Ian Ashton):

Suggest we consider acknowledging members continuous years of Club membership i.e. 10, 15, 20, 25, 30 years.

Reintroduce Natter nights every 2 months or so.

Enthusiastically agreed by the Committee – but need venues.

Tyrepower sponsorship. Following up in coming weeks.

Repco sponsorship is looking positive.

Wagga *Gathering Of The Faithful* (11th and 12th September) accommodation reservation deadline – those who would like to attend should contact Ian Ashton by end of February.

Quote for Honour Board update. Met with Michael George (MG!!) who has quoted to update everything up to and including 2019 (boards, windows & signage) for \$876.

Committee approved acceptance of this quotation.

Sporting Director (Gary Piper):

Ringwood Hill Climb last weekend was cancelled because of the weather. Rescheduled to 31 May.

Gear Meeting is Wednesday 19th.

Matt Blanch had a good & successful time at Bathurst. Car went well except for a loss of brakes on Friday afternoon. Received

good coverage from the commentary team.

Quite a number of events coming up. Please see Club Calendar and *On The Marquee*.

Committee Member (Gary Croker):

Nil.

Regalia (Wendy Croker):

Nil.

Magazine Editor (Graham Haywood):

Magazine went out on Friday, but there is an error. In the printed copy the Clubman Run is incorrectly stated as Saturday 15th rather than Sunday 16th.

General Business:

Suggestion that we compile an age profile of the Club membership with a view to using it to plan the Club's future sustainability.

Date for Winter Weekend Away is being moved from July to September/October. Exact date TBA by Steve Jones.

Meeting Closed 7:21 p.m.

Next Meeting

6 p.m. Tuesday 10th March 2020.

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CLUB QUIZ for March

Peter Lloyd

Simple Old Problems That Everyone Knows the Answers to....or maybe not.

Question 1:

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

Hints: not anything mechanical or electrical

Question 2:

When a locomotive is moving forward, what part is moving backwards?

Hints: not the smoke or exhaust.

Question 3:

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

Hints: not the wheel, plastics, or computers.

Answers next issue.

CLUB QUIZ ANSWERS

G Haywood

Last months questions and Answers

1. What year was the "P Class" MG Midget released

Answer: 1934

2. What hill climb is considered had the "first in class" win for a K3 midget?

Answer :Mont des Mules Hill Climb

3. At what race meeting in England was the first race win for the K3?

Answer:. Donington Park track in Derbyshire on March 25, 1933



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