

ON THE MARQUE

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Club Hunter region Inc.

MARCH 2021



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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 2021

- ♦ ***Thursday 4th_Square Riggers Natter—12pm to 2pm Inu Café***
- ♦ ***Tuesday 9th—Committee Meeting 6.00pm at Club rooms
Club Meeting 7.30pm with QR code entry or sign attendance with contact number.***
- ♦ ***Wednesday 10th—Midweek Run—Telarah Bowling Club 12 noon Contact Kay or Denny Bowden to register***
- ♦ ***Saturday 20th to Sunday 21st—HSRCA .weekend***
- ♦ ***Sunday 21st—Clubman Run—Meet at club rooms for 10.00am departure morning tea BYO and Lunch at Ellalong Hotel—Wine tasting or afternoon tea in afternoon prior to depart for homes. Members must contact Jeff Lauff Jlauff55@dodo.com or Anne Pettigrew at.rose.villa@gmail.com to attend see page 23***
- ♦ ***Thursday 25th—Tuning run - Depart Maccas at Hexham 9am***

APRIL 2021

- ♦ ***Thursday 1st_Square Riggers Natter—12pm to 2pm Inu Café***
- ♦ ***Friday 9th—Movie Night—7.30pm at Club Rooms with QR code entry or sign attendance with contact number.***
- ♦ ***Tuesday 13th—Committee Meeting 6.00pm at Club rooms
Club Meeting 7.30pm with QR code entry or sign attendance with contact number.***
- ♦ ***Wednesday 14th—Midweek Run—Argenton Hotel 12 noon Contact Kay or Denny Bowden to register***
- ♦ ***Wednesday 14th—GEAR meeting Wakefield Park***
- ♦ ***Sunday 18th — Clubman Run Meet at club rooms for 10.00am departure—Members must contact Jeff Lauff Jlauff55@dodo.com to attend***
- ♦ ***Thursday 22nd —Tuning run - Depart Maccas at Hexham 9am***

MEMBERS TO NOTE

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

NEW MEMBERS NAME TAGS

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

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

Martin / Melanie Campbell
Trevor / Janine Clifton
John / Anne Marley
Jo / James / Izzy Muddle
Vince Nicita
Warwick / Ronnie Nichols
Phil / Glenys Powell
John / Astrid Perdriau
Alan Priest
John Ray

Laurie / Kris Sullivan
Ian / Carol Tracey
Peter Thomas
Clayton Thomas
Charles Unwin
Andy Webmaier
Evan Hotchkies

HELP REQUIRED TO IDENTIFY MEMBER

Our Treasurer has received an anonymous member fee transfer into the club account

On 12th February a deposit of \$70 was made to our working account with the following details, Direct CR 045575 GBS mobile. There were no other details and he has not received any emails regarding the deposit.

Please can anyone identify this information and advise the Treasurer whom sent it?

Graham Haywood Editor

Club Night – Tuesday 9th March – 7:30 pm

With much excitement, the committee has organised to re-commence monthly Club nights.

Our President Steve, has worked very hard to meet all statutory requirements and has been very thorough and careful in planning and preparation to keep all members Covid Safe.

When he asked the committee for ideas to celebrate this event, I offered to show my photographs of old and classic cars I saw in Cuba in October 2019! I will also give a little talk about why there are so many to be seen on the roads, especially in the capital Havana. And in the background, I will have some Cuban music playing.



And if that is not excitement enough . . . instead of the regular raffle . . . we are going to use 'the Chocolate Wheel' with 16 prizes – yes, SIXTEEN prizes! So bring your loose change with you to buy your raffle tickets and have some fun (PS there will be lots of chocolate!)

Anne Pettigrew
Social Secretary

To keep COVID safe, due to members number limits, we will require members to nominate if they will attend prior to the night.

Also we have the SERVICE NSW QR code that will be at the bottom of the stairs to allow you to register your attendance at the meeting.

DON'T PANIC because if you haven't got a phone with the SERVICE NSW App loaded onto it you will still be able to register by signing in with a committee members phone.

The QR code method is preferred.

Graham Haywood
Editor

MGCCHR Clubman Point Scoring System

The Honour Board on the wall in the Clubroom has provision for the yearly Clubman Champion and Sporting Champion.

Every member has the chance to get their name on the board through consistency of participation in Sporting Events or Clubman runs.

Sporting results are kept by the Sporting Director and apply to any MG Club endorsed sporting event that members compete in whether it is a hill climb, motor kana or racetrack event. 1 point allocated for each sporting event a member competes in during the club year.

1st, 2nd and 3rd placings are decided by the total number of points allocated and are rewarded with a trophy. The 1st placing winner's name is listed as the **Sporting Champion** on the Honour Board.

Clubman results are kept by Public Relations Officer (PRO) and are forwarded to him via (A) member responsible for monthly Wednesday mid week pub and club runs, (B) member responsible for monthly Thursday tuning runs, (C) Club Captain responsible for Sunday monthly Clubman runs. To qualify for Clubman points members must participate in a minimum of 3, mixed or the same, event runs in the same MG during the club year (July to June).

Depending on what model MG you own and or participate in will decide 1st, 2nd and 3rd place in each allocated model division. PRO allocates one point to each driver and mate for each Clubman run for each MG Division. Trophies are awarded to 1st, 2nd and 3rd place in each MG Division and to the first three MG mates (car partners, wives, girlfriends, boyfriends etc.) The overall winner (the member who participates in the most Clubman runs) wins the Clubman Trophy and has their name listed as the **Clubman Champion** on the Honour Board

Our Club also has a **NON MG** class which is designed to attract members with other marque sports cars to join our club and participate in all runs. There is only one NON MG and mate combined trophy which is awarded to the member with the highest points at the end of the club year. PRO allocates one point to each NON MG sports car participating in a run. Members must also participate in a minimum of 3 runs in the same NON MG car to qualify for the trophy.

Although NOT awarded annually the **Octagon Award Trophy** can be awarded by the committee to a NON committee member who in the view of the committee continually assists the MGCCHR with a range of services over the club year.

Your Club Committee and Club President have been working to meet the “Safe Covid Plans” required and we are now starting **general club meetings** as of **March 9th**. See page 8 for details of requirements to attend.

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

An explanation on CLUBMAN point scoring for end of year trophies has been prepared (Page9) for the guidance of new members and some of us older members with doubtful memories.

Club outdoor activities have re-commenced and all that attended had enjoyable days on the Clubman and Tuning runs. See a report on page 19 of the clubman run.

The interesting weekend Clubman Run for March has been cancelled. An alternative Sunday Clubman run has been prepared by Jeff Lauff and Anne Pettigrew so refer to page 23 for information and details about registering for this social event that includes a Hotel lunch and either wine tasting or afternoon tea in the afternoon.

Our club website is functioning and an explanation on how to use it starts on page 14.

Progress with my MGB

The fuel pump on my MGB would not stop pulsing but no fuel was getting to the carburettors. My fuel gauge was showing just above half a tank and it was previously relatively accurate. I suspected an air leak on the suction side of the pump so checked the lines out and no weepage to indicate a leak. So reluctantly I removed the pump and found that it is a “Bendix” electric pump. I also unscrewed the suction end to find a blocked filter membrane, so cleaned it as well as I could, then reassembled and re-installed the pump. Lo and behold she pumped fuel. Now I know there is a maintenance item to be cleaned if I want fuel at the carburettors. I have also found that since the filter clean my car’s engine is happy to rev out past the previous 4500 rpm.

Graham Haywood



Around the bend – the ravings of your President.

It is my pleasure to announce that we are having our first club night in 12 months. Unfortunately under the current regulations we will have to tone down any singing or dancing. We will however be able to gather, share some tales of what we've been up to in our sheds, have a drink with mates and watch a few motoring films on the big screen.

If you want some supper, the bad news is that at the moment it will be BYO. The good news is you won't have to share. The bar will be open and tea and coffee will be available. If you want to attend, please let a committee member know as we need to restrict numbers. There will be a NSW State Government covid QR code to sign in and hand sanitizer.

Despite the restrictions, I think it will be good to see one another again.

With talk about MG values ongoing, there is a K3 with impeccable pedigree with a tag around a healthy \$1 million. I don't know if that is US\$, UK£ or what currency. On the more normal side, I was looking at the price of Midgets. Two '68s for \$48,000 and \$35,000, a '70 @ \$22,500, a '64 @ \$20,950. That is more than MGBs. It is scary and pleasing at the same time I suppose. It is nice to know our indulgences are finally going up in price. It seemed that MGs were the forgotten classics.

My race Midget is fresh from another engine rebuild to fix a nagging and more than standard oil leak. In doing this build, I've again discovered that it is still possible to find shoddy tradespeople. I got a new block a year or so back and the person I bought it from insisted that he'd get the machining work done. Two extra head stud holes and two extra centre main bearing cap bolt holes were needed. I said that I had a place I trusted but he wouldn't take no for an answer. I should have twigged when he wouldn't tell me who was doing it.

I quickly learnt that a child sitting on the garage floor with a hand drill did the head stud holes... at least that is the standard of their work whoever they are. (I have suspicions). When I tried to put the head on a) you couldn't even get the gasket on and b) when you tightened the studs it lifted the head. They were both miles off square. Now this new oil seal I've just fitted is a beautiful piece of engineering work and

came with all new bearing caps requiring a line bore. When APM tried to do up the centre main cap, they found they couldn't because the extra two bolt holes weren't square. It was 4 for 4. It's hard to believe that such incompetence still exists. I could have done a better job in my shed and I'm not an engineer's armpit. APM managed to get around the problem and everything was eventually done.

With the help of mates, the engine was put back together. 'Mr Impatience' put a lick of paint on it on the Sunday morning and had it bolted back in the car and half the ancillaries on by the same afternoon. It'll dry in place. It is now running again and since there is a week of lead time with the magazine, hopefully all dry underneath (and the paint). The big test will come in a few weeks at the HSRCA Autumn Festival at Wakefield Park. Matt Blanch is joining me on the track with the usual three Blanch generations. Matt will be at one end, I'll be at the other. This will be my last event to get my full circuit race licence so I just want to finish with a clean slate. I'm keeping everything crossed that we get a dry track this time.

The power of our magazine! I mentioned last month that I'm chasing an early 70's Midget/ MGB steering wheel for Bev's Midget. Within a few days of the magazine being published, I had a call from a member of another MGCC that had a steering wheel for sale. Unfortunately the wheel he had was from an earlier car with a smaller diameter column. I'm still looking.

It was very sad to hear of the passing of Ron Taylor. Ron was in the business of restoring MGs and his work was breathtaking. His knowledge of older MGs was encyclopaedic. There are very few that could consistently produce MGs of this quality. Ron will be greatly missed.

I look forward to seeing you all again soon. Stay safe and enjoy the autumn months (if it stops raining).

Steve

See you soon, Jonesy



When I was a young boy I spent time with my grand mother, who expressed her wisdom with the use of proverbs or sayings, like “Always do the right thing as you will never know when your past will catch up with you”.

I had a recent visit to Justin Hills car restorations building at Taree. I found a significant hidden treasure, a 1948 Daimler Landaulette parked in a corner.



Not just any Daimler it was one of three that were purchased for the 1954 Queen Elizabeth 11 tour of Australia. The picture shows a member of our club checking out the door opening function of the car. The car may not be as glamorous as it was in 1954, the boy has also aged, since he first opened the door in 1954 at Cabramatta, for the Duke of Edinburgh. The boy at the time was a Queen Scout of the Mount Pritchard Scout Troup in full uniform. Her Majesty was not present, the Duke came to Cabramatta to visit the English Migrant Hostel located at Cabramatta. Justin Hill advised that this was the actual car that was used by the Duke on that day. It's amazing what flash backs you can have of a past life, by just being a member of a car club visiting a shed that is the resting place of vehicles of our youth.

Being an MG owner, I participate in a number of motoring activities that are staged by other MG clubs. One such activity was to join each June Long weekend with the Sydney MG Car Club.

A weekend away touring set country places to visit under the guise of **Tour De?** Example: Tour De Cowra or Oberon and others.

This annual event was run for 24 consecutive years, organised by Ron Taylor and Robert Smith. Last year's event would have been the 25th year but was cancelled because of Covid 19.

Our organisers were planning to stage last years cancelled event this coming June. Ron has been battling cancer for several years, it returned and he was hoping to be able to participate for one final time last year. Unfortunately he passed away several weeks ago so those of us attending this year will have Ron with us in spirit. Ron was well known by owners of MG vehicles throughout NSW and I'm sure those of us who knew him are saddened by this report.

Covid restrictions are easing, so now is the time to get out and about in your MG and enjoy the sounds of its exhaust tones, in the company of friends and mates of our club.

Have Wheels will Travel

Your Club Website at a Glance

Now that the Club's website has been finished and migrated to its new home on the Internet it is appropriate to revisit the design, so you all become familiar with the layout and content. Please note, some of the content is still being developed, so please bear with us as we work through the details.

The Website has been designed so it can be easily read on either a PC, a Tablet and a Mobile Phone. The Main screen includes a Club picture, a welcome message, an email link and a Recent News section.

Welcome to the MGCCHR
Website



The place with information for club members & more...
Our Committee are in the Members Section (not approved yet) but we are here...
Club Rights and Transfer Rights of the club (at 11:00pm)
Committee Meetings before the club (at 8:00 am)
Please note: Club Rights are ON HOLD due to COVID restrictions.
For more information on this website or the magazine, please email us.

[email us](#)

RECENT NEWS

[August 2020 - COVID-19 Restrictions Update](#)
[The Committee Elections for the 2020/21 Club Year](#)
[Advice from the HSCA on the use of vehicles with conditional registration under COVID-19 provisions](#)

On a PC or Tablet (in Landscape mode) the Navigation pane is on the left-hand side. On a Mobile Phone or Tablet (in Portrait mode) the navigation pane is accessed from the small icon of three lines in the top right-hand corner, see the pictures below.



PC Navigation

Home

About Us

Gallery

Contact Us

Calendar of Events

Club Committee



Phone Navigation



Welcome to the MGCCHR

Follow the Navigation links to access Club information, Contacts, Calendar of Events, Classifieds and other information.

Below the Navigation you'll find Upcoming Events, which is a thumbnail of details for the next few events in the Calendar. You can click on these events to go to the appropriate page with the details. Underneath the Upcoming Events is a Weather Widget displaying the current and near future weather for Newcastle (please note; this is currently not working and I'm waiting for a new version to be released).

Website, Magazine and Facebook

Lastly, let's look at the relationship between the information on the Website, Facebook and the Club Magazine.

When the Magazine is released, I use the event information that's published to create and update events on the Website. If the Committee or the Event Organiser need to release an update or change to an event before the next Magazine is released, I'll use that advice to further update events on the Website. So, the most current information about events is always on the Website.

The Club Facebook Group is useful as a place to share information about MGs, including alerting Members to event updates but in all cases these alerts will direct Members back to the Website.

To keep abreast of events and updates you don't need Facebook as the Website is the best source.

I hope this quick look at the Club Website is useful to Members. Please send your feedback through Steve and the Committee and keep on MG'ing.

WEBSITE



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Public Relations Officer Report...Ian Ashton

Thank you to those members who contacted me regarding my last month's article "Retiring from Competitive Motorsport"

I know I made the right decision but I apologise to my good ex MG racing mate Alan Browne for omitting to mention that the highlight of my racing career was competing at Bathurst with FOSC in 2008 and 2009.



The photo shows Alan and I coming down the Esses with me leading the way!

We welcome back members to the March Club meeting where although Covid 19 NSW Government restrictions will apply, our social secretary Anne assures us of an entertaining evening.

We have applied to NCC to host Euro Motorfest at Newcastle Foreshore Park the weekend following the June long weekend on Sunday 20th June.

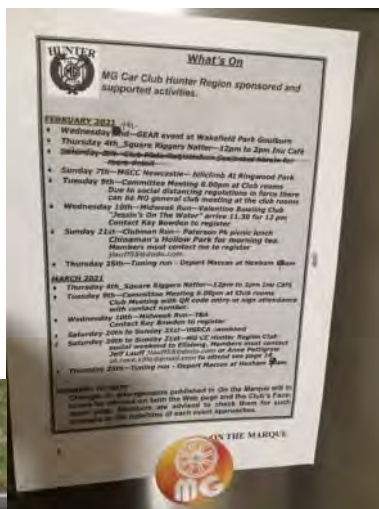
Application has also been made to NCC to hold our Club M.G. Concours on Saturday 24th October at Lambton Park.

We have accepted an invitation from Lake Mac Rotary Clubs to attend the Lake Mac Autumn Fair on Saturday 1st May. We would like

to have 10 or so M.G.'s on display (no cost!) at Speers Point Park. So please contact me NOW if you would like to show your car off on 1st May at Speers Point Park.

This other photo is of our fridge with the "What's On" magazine page stuck to it so we don't forget "What's On"! Don't forget to please register your interest to attend MG Events with the respective organisers.

I'm pleased to advise members that Trish and I are the proud owners of a dark green 1973 MGB GT.



My MGB race car is FOR SALE. So if you would like to join Steve Jones, Gary Piper,

Austin and Mathew Blanch on the race track then my MGB is ready to go.

Remember members that the more Club Events you participate in, the more points you will accumulate towards the annual Club points score for the Clubman and Sports awards. An explanation of how points are awarded is given by editor Graham in this issue.

Your Pro with the mo....Asho



Once again we started our first Sunday Club Run for 2021 with the Gods against us. "Only fools and horses go out in the rain". A number of our members pulled out of the run due to the Hunters continuous rain over summer. However, the eager ones got out on the road with tops up. In fact, 18 members braved the known inclement weather and we were away by 10am.

Out of the eleven cars that went on the run, a special couple presented their new pride and joy. Ian and Trish had their first run in their stylish green 1972 MG GT and it performed exceptionally well. We were very lucky with the weather as the only rain we experienced during the day was travelling through Cardiff. I should have bypassed this well known wet spot.



We set off for our first leg of our trip through Cardiff then over Mount Sugarloaf. We had a very leisurely morning run into Chinnaman's Hollow for morning tea.

Had an enjoyable coffee and chat break with every one catching up with old friends, some new and some returning. I hope you enjoyed the day Ian, Ray and Yili.

Everyone were chatting so well I had to break up many in-depth conversations so we could move on to our lunch destination, Paterson Park.



Unlike our morning leg of our trip with no lost participants, we unfortunately lost a few cars continuing along Wollombi road instead of turning right after the overhead train bridge. This was just a minor setback because it was easily corrected and all rejoined the trail.

Everyone arrived at the destination, some a little later than others. We took the high ground at Paterson Park overlooking the grounds and once again consuming a wonderful picnic lunch and enjoying the company of good friends.



We all had a great time out for our first Sunday Club Run, most members were still chatting away into the afternoon. The trip was very enjoyable, but I do believe the friendship, chat and connection with our fellow members is the highlights of these outings.





Next month's Clubman Run in March, will be a lunch run ending at Ellalong Hotel and then on for wine tasting in the afternoon.

Anne will provide further details in this month's magazine.

Please contact Anne or myself to register your intention of attending, booking for lunch is essential as well as a booking for the wine tasting.

See you on the road.

Jeff Lauff

MG Car Club Hunter Region – March 2021

Social Secretary Report – Anne Pettigrew

Re: Weekend to Ellalong March 20/21

For those members who didn't see my update on the MGCCHR web-site or facebook page, Anne & Jeff regretfully decided to change the plans for the weekend, due to the low number of people who booked. I have since learned that members want ensuite bathroom facilities, and also need to be given a specific date to indicate their interest. But as this is only my first event as social secretary of this club, I'm sure there will be other things for me to learn!



We will now leave from the Clubrooms in Lambton on Sunday morning 21st March, departing at 10 am and drive through beautiful country to the Ellalong pub for lunch, stopping for morning tea at a park in



East Maitland (exact location to be advised later, as my selection has also been chosen as a Covid testing site!)

Following lunch, a reservation has been made for an afternoon at a near-by winery. They can only cater for 12 people for a



wine tasting, but they can also serve afternoon tea in their beautiful grounds, with cakes and biscuits for sale.

So please register for this Club Run by Monday 8th March (or at the Clubnight on Tuesday 9th) either to

Anne (at.rose.villa@gmail.com) or Jeff (jlau55@dodo.com.au)

Please also **clearly** indicate whether you would like to include the **wine-tasting** (limited to the 1st 12 people); or book for the **afternoon tea**.

Don't forget to come along wearing something green for **St Patrick's Day**, and make sure you all have an Irish joke to share at lunchtime!



In my last report for the newsletter, I asked members to let me know



what sort of social activities they would like me to organise E.g. movie nights in the Club rooms, Games nights (again in the Club rooms), weekends away, tennis or golf days etc. I would be delighted if members would email me with ideas for events that they would enjoy attending. My email address is: at.rose.villa@gmail.com

However, in consultation with the committee, we have tentatively proposed that on Friday 9th April we are going to host a movie night in the Clubrooms in Lambton with a screening of "Ford vs Ferrari", together with icecreams for supper afterwards! So mark it in your diary NOW, and watch this space in the April newsletter for confirmation and details.

Lastly, to any new members of the Club, please don't be shy about coming along and discovering what a friendly and helpful car club we are! There are always members happy to share their knowledge, or recommend mechanics, suppliers of parts etc, without ever making fun of people who ask silly questions (like the ones I frequently ask!) I look forward to meeting you all

Just remember to watch this space

Anne Pettigrew
Social Secretary

Motorsport events are starting to get a bit of a roll on, still with restrictions but with a little bit more freedom than what we've had for a while.

March 20/21 will see the running of the "HSRCA Autumn Festival" at Wakefield Park raceway. "Team Hunter" members Steve Jones, Matt & Austin Blanch will be competing.

I would love to be there but as usual work prevents me from competing. Hopefully if COVID restrictions allow there should be some Victorian MGs competing in the event & would be worth having a look at, as there are some very quick MGs in this group.

I competed on Feb 7 in a Hillclimb at MGCCN Ringwood Park. The event saw a maximum of over 70 cars competing on the long A4 course. The day started out looking as though it might rain but cleared up as the day went on.



I managed to take almost 2 secs of my previous best time for this course so I came away happy with that. Thanks to MGCCN for another enjoyable day of Motorsport.

The newest member of "Team Hunter", Tai Piper competed in his second "GEAR" event at Wakefield Park on Feb 10. He initially ran in the "Mount Druitt" newcomers group for the 2 morning events & then it was decided that he should have a run in the "Oran Park" group to gain some experience in a bigger group with more cars on the track. He seemed to handle this ok & enjoyed the challenge.

Unfortunately one of the cars dropped an oil cooler hose off which necessitated a time consuming clean up of the track & not all the groups got they're 4th run in for the day, my group being one of them. Tai did manage to get a 4th run in & managed to become yet another victim of the dreaded fishhook corner & finished up doing some landscaping in the infield (probably lucky I wasn't watching at the time) but the only damage done was to his pride, as Austin Blanch would say he found the limit.

I had an enjoyable day competing in the “Amaroo” group with a great bunch of sports cars & tin tops. I managed to lower my P/B by almost a second, with Tai taking almost 2 seconds of his best time. I guess one of the most pleasing things about the day was that the 2 changes that I had made to the “B” since the last “GEAR” meeting have made a difference & this was reflected in our improved lap times. The gains are minimal each time we make changes but we continue to get a bit quicker which is pleasing.



Photo by Phil Simms from GEAR

Thanks to the “GEAR” officials & helpers who make the day possible also thanks to the Wakefield Park staff who always make you feel welcome.

I’m heading to Bathurst this weekend to watch the Bathurst 500, which is the first time they have run a sprint event there for years, so should be good, A bonus will be the Touring Car Masters (real cars) that are also running there over the W/E. At this time of the year we normally go to watch the Bathurst 12hr race but it was decided to cancel this event due to COVID, because of the difficulty of getting the international teams into Australia, hopefully it will be on again next year.

Coming Events

March 20-21 HSRCA Autumn Festival Wakefield Park

April 14 GEAR Wakefield Park

April 24 Hillclimb MGCC Ringwood Park

Remember drive them don’t hide them enjoy your MG I know that I do

Cheers Gary

As a young lad in the 1980s, I would attend race meetings with my dad at Amaroo Park to watch historic racing, there grew a keen interest in the older racing cars. In particular I was most excited about the thoughts of racing a GT Cortina or a Morris Cooper S.

This led to reading the old tuning books and growing the knowledge base of the go-faster bits and how that all worked. I also loved watching and chatting to the sportscar racers of that time with the MG's and Lotus racing cars.

I'm sure as a young boy of 8-14 years, I annoyed plenty of these folks with questions about cams, heads, carbs, springs, etc, etc. I also learnt quickly that some fellas seem to know a lot, and some very little.

As a young lad I was pretty well versed especially with the Ford GT Cortina. That's where the bug began.

Many years later, I was in my mid to late 20's and still thinking about what I could race. Sedan cars (Cortina and Minis) had become more expensive than the MG's (so much for that good MG investment!). So never wanting to do things in halves I soon realized that buying a rough "ready to race" MGB

Was the way to go!

It was a better move if you take into account the costs of a reasonable car and then purchasing most of the essential race components. At that time Group S (Sportscar Racing) of cars from the 50's, 60's and early 70's seemed to be the place to be, as you could "run" a limited prepped car and still feel part of the crowd.

This led me to purchase an Improved Production MGB with a CAMS log book, originally built by Nicolas Burls to run in MG racing. This car was then purchased and raced by Alex Davidson who was the grandson of Bill Flemming who I remember racing an MG TC special (supercharged).

The car itself was nothing special to look at (still isn't), but was a great place to start.



Even though it had items that would not allow it to be compliant for Group S racing it was at least a start. The specs at that time were as follows:

- Volvo 4 piston front brakes
- Performance (minilite copy) wheels with splined hubs fitted
- The usual race suspension modifications
- Straight Cut Close Ratio gearbox (jewel in the crown)
- Heavy Borg Warner diff (fitted for an intended V8 conversion) 4.1 ratio
- 50,70,75,45 scatter cam
- Full race head
- 11.1 compression
- Split 45mm DCOE Weber's (the ultimate Siamese port set-up)
- CAMS approved alloy roll cage, belts etc.
- Safety fuel cell
- 5 bearing MGB block
- Lightened std flywheel (7.5-8gs)
- Baffled sump

During the initial period of chasing acceptance to race with Group S I learnt that the car had to be re-assigned to a Historic Race Logbook. This required approval, after scrutiny by the appointed Group S inspector (Geoff Morse) at the time. Geoff was a great help to advise what was and wasn't "allowed" within the category as the CAMS specification outline was not all that detailed, but isn't that just racing!

Much to my disappointment the split Weber's had to come off because only the single Weber, as per factory special tuning, was sanctioned.

The "splits" have been sitting in the shed ever since, waiting for an excuse to be put on something, (maybe an MGA?). So, the work continued on the car to obtain approval for the historic logbook, unfortunately more had to be changed than I initially had hoped.

When racing at Eastern Creek in the winter of 2006 with my imposed 7000rpm limit, a conrod bolt failed, which in-turn destroyed the no.3 conrod, piston and crank journal, so the engine had to come out (note std conrod assembly).

This was now the opportunity to build an engine to my own spec within class rules and see what dad (Austin) and I could achieve.

In September 2006, Austin (my dad) and Robert (close family friend) went to the UK purely to experience the Goodwood Revival and go to all the special tuning places you've all read about. Kent Cams, Aldon Distributors, Fardon Crankshafts, Burton Power and talk to all

the big names in historic racing. Oh, and look at a castle too I suppose...

We met some great people who were campaigning racing MGs along the way, so as you can imagine many tuning discussions were had and secrets were shared. Not exactly the family holiday, but one of the BEST! I said to my wife Vanessa *"this will be a one off"*, two years later we did it again...

So, the "new" engine at that time and still in its current development state is as follows from the top down:

- Yella Terra roller rocker assembly (higher ratio) reliable at 8000 rpm

- 1.7 "inlet with 1.48" exhaust valves (inlets have waisted stem)

- Roller rocker geometry corrected for max ratio at mid-lift

- Chrome Moly 5/16 hollow pushrods

- Full race head (flow benched for 180HP)

- Compression 13.1 (shallow fast burn chamber)

- 45 DCOE Weber (with ram tubes) 40mm chokes

- Exhaust valve reliefs in block

- Race Headers LCB with 2.5' pipe with anti-reversal cones

- JE short skirt piston (flat top with lowered top ring)

- Bosch distributor modified HEI ignition with matching coil

- Kent Camshaft (special grind for .550" valve lift and other features)

- rifled drilled for better pump gear oiling

- Vernier Adjustable timing gear set

- Modified chain tensioner

- Billet Crankshaft for 3 main bearing with 5 main rear seal design incorporated. Straight shot oiling system for better feed to conrods.

- Large radius journals.

- Carrillo Conrods (lighted)

- Modified sump for better oil and windage control, also increased capacity 6L

- Std oil pump

- Redrilling of oilways in block

Now while all these components have value in their own right, there is a lot of detail not stated within this information as to clearances, fits and tolerances, so don't always believe specialized components are the complete answer to reliability. As I have found out with minor and major component failures that there are subtle changes that need to be made through experience when re-inspecting the engine upon strip down.

The biggest concern for any B series engine to be raced is to focus

on the lubrication system from oil control in the sump to the bearing clearances and oil pressure you require. Getting more horsepower is the easy bit...well to a point.



The “current” drivetrain set up is as follows:

- 3.8 kg flywheel

- Powertrain 5.5” twin plate clutch assembly with center mount slave

- cylinder

- Std casing gearbox with SCCR gear set. 1st 2.45, 2nd 1.7, 3rd 1.3 and

- 4th 1.1

- Std tail shaft balanced for 7000rpm

- Modified diff housing with 0.5-degree negative camber

- Longitudinal location bars on each side

- Std banjo housing with selection of ratios (3.7, 3.9, 4.1 and 4.3)

The “current” suspension set up is as follows:

- 685 lb./in front spring

- 7/8 sway bar

- Std front shocks (Armstrong’s with heavier oil)

- Modified bottom arms with 3-degree negative camber

- Corrected roll center

- Rear “single leaf” spring

- Koni telescopic shocks on rear

The “current” brake set up is as follows:

Std front calipers

Hawke pads

Dust covers removed

Rear drums drilled

Softer than std rear brake lings

MGBGT rear brake cylinders (larger)

The MGB has proved for me to be a good cost-effective car to race. Historic racing is a lot about compromise and that’s a great aspect about “Group S” racing... that is it is based on a production car. So, once you have all the safety equipment fitted to that car, you can be virtually “standard” and you can still be a part of it all.

The other end of the scale is where I am now at, and that’s where any development now made, although time consuming, takes a lot of money but reaps small gains.

I must say the part I enjoy the most is the company of like minded friends always pursuing the next development and the great mateship that goes with all of this. What we are doing was really the mindset of the early MG designers and owners in that they were developing the car through racing to “improve the breed”.

Matt



MG Pre-War and TYme Event 2021

Event Information and Registration is now available for the MG Pre-War and TYme Event to be held in Canberra from 1 to 4 October 2021.

The information and registration form can be found at:

<https://mgcccanberra.org.au/>

Inquiries concerning the event may be sent by email to

mg-pre-war-tyme@mgcccanberra.org.au,

or by phone to:

Pre-War Registrants: Malcolm Robertson ph. 0408 627 685

T Type and Y Type Registrants: Kent Brown ph. 0412 558 029

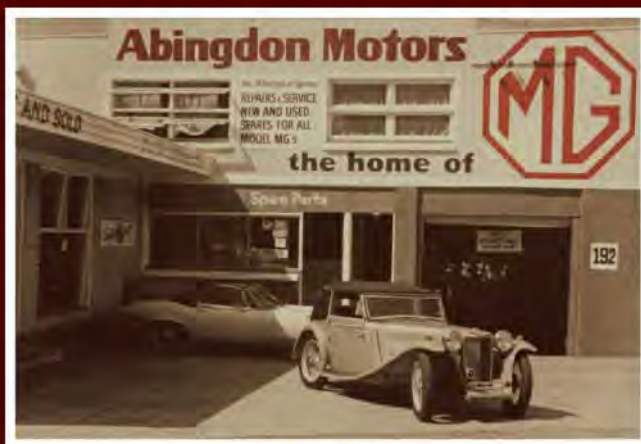




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Lively conversations on our interest in MG cars, including the square riggers, are conducted over lunches and liquid refreshments.

Lovely sitting yakking away and enjoying a drink and lunch just as the group below were doing during a meeting whilst keeping COVID safe. Come and join us you will be welcome.



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

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1968 MGB Mk 2, "CAMS" logbook and current historic road registration with MGCCHR...This classic British racing green MGB with "J&S" fibreglass hardtop is ready for track or to drive on the road...**\$22,000 neg phone Ian Ashton on 0429592823**



Vehicle specifications.

The suspension has been lowered 2 inches with upgraded front coils & rear springs, heavy duty front & rear sway bars, tramp rods, gas rear shock absorbers. There is air an intake for the oil cooler and ducting to the front brakes. Brakes have competition front discs & pads, plus competition rear shoes. The cockpit is fitted with a "Cams" approved roll bar. The car sits on 6 inch wide "Rostyle" steel wheels fitted with 185 / 60 road legal semi slick tyres.

1860 cc capacity,
Crane cam followers,
Crane pushrods,
3/4 race cam,
Rollmaster cam gear set,
Lightened flywheel,
modified cylinder head,
enlarged baffled sump,
engine fully balanced,

competition clutch,
extractors & free flow exhaust,
modified water pump,
Electronic ignition,
alloy oil catch tank.
45 DCOE Side draft Weber
carburettor

MG Car Club Hunter Region

Minutes of Committee Meeting held 9th February 2021

Meeting Opened 7:00 pm

Chair: Stephen Jones **Minutes:** Anne Pettigrew

Present: Stephen Jones, Denny Bowden, Greg Jenkins, Ian Ashton, Wendy Croker, Gary Croker, Anne Pettigrew, Graham Haywood, Gary Piper

Apologies: Frans Henskens, Jeff Lauff

In attendance: Nil.

Minutes: Of previous meeting held on 8th December 2020 approved - moved Gary Croker; seconded Denny Bowden

Business Arising:

Reports:

President (Stephen Jones):

Prepared Club Calendar for 2021 at an informal committee meeting on 12th January, 2021;

Attended a meeting re 150th anniversary of Lambton. We have been invited to have a display of MGs and be involved in their activities as much as we can; Date selected is the back-up date we selected for the Euro Day (Sunday 27th June, 2021)

Vice President (Denny Bowden):

Advised that the money has come through from the Mechanics Institute Trust to pay for the painting inside the building;

Painters will need to have access to the 'Library' and we will need to clear away all the trophies etc from the walls;

Noted that photos of the mural on the Eastern Wall need to be taken prior to the re-painting;

Steve is to be the MGCCHR liaison person for the Mechanics Institute Trust

Secretary :

Correspondence received: Renewal Insurance from Shannons for insurance for the J-van (which has now expired, as it was sent to the Clubrooms instead of C/- Greg Jenkins' email address). Denny will contact Shannons to follow-up and will try to change the address

Membership renewals to date: 66 single and 72 family.

Treasurer (Greg Jenkins):

Club Captain (Jeff Lauff): not present

Sporting Director (Gary Piper):

Report as per his last report in the February magazine

Thanked Denny for all his help at Ringwood Hillclimb

Gary competed in the hillclimb last weekend, and bettered his PB!

Is going to Goulburn tomorrow to compete

Acknowledged Ian Ashton's withdrawal from his active involvement in motorsport, but hoped he will still continue to be involved in some way

Public Relations (Ian Ashton):

Ian had contact from a new member who is in the Combined Rotary Club of Lake Macquarie asking us to have a display of cars on Saturday 1st May at Speers Point Park;

Frans has sent a formal request to Council for approval of our selected dates for Euro Day at Foreshore Park in Newcastle, and for our selected dates for Annual Concours.

Regalia (Wendy Croker):

Received a donation of a short-sleeved polo shirt for the (cancelled) 20/21 National Meeting, and thought we could have it as a raffle prize

Minimum order is now 15 shirts, which is too many for us. But we can tack on an order to another order when we need to, and advise members that they will have to wait a while

Committee Member (Gary Croker):

Noted that the National Meeting is scheduled for 2022, and was wondering whether we need to be liaising with Newcastle MG committee at this stage?

Social Secretary (Anne Pettigrew):

After the planning meeting we had last month, I was all fired up with ideas flowing for social activities for our members, now that it seems possible to have them since Covid restrictions are lessening.

The February newsletter to members had a THREE PAGE report from me about the weekend Social activity /Clubrun to Ellalong in

the Hunter Valley, (complete with a green box around it [for St Patrick's Day] and lots of enticing pictures – thanks Graham!) but I have only had 2 new people contact me, and one confirmation, making a grand total of 7 people coming! What to do now?

When I am forwarded copies of other MG car club magazines, I am always interested to see what activities other clubs are organising. They seem to get a good following from a variety of events.

So I also put in a PS in the February newsletter asking members to let me know what social activities they would like to have organised. But no response!

Further to Steve's email to the committee asking for ideas as to how to celebrate our first Clubnight since Covid, I also made some suggestions of special prices on Club regalia, having 16 raffle prizes so that we can use the Chocolate Wheel, and I offered to show my photos at the Clubnight of old and restored cars I saw in Cuba 18 months ago. My only response was a lovely message from Ian (after I mistakenly sent my reply to him!)

My questions for the Committee are: Am I on the wrong wavelength for this Club? Am I too new? Too young? Or has it simply been too long since Hunter Region had a Social Secretary?

Please help me understand, and/or not feel so deflated!

There was much discussion and encouragement expressed to Anne. Comments were made that some members were put off the weekend to Ellalong as there were only shared bathroom facilities, especially when Covid is still a concern, and particularly for members already with health issues.

Anne will discuss day-trip options and itinerary with the Club Captain, and advise the Ellalong Hotel.

Also will ask Andrew to put another promotion on the Club website and also the fb page

Magazine Editor (Graham Haywood):

Report as per email to committee dated 6th February, subject: Club e-mailing using Bcc addressing of members (with the attached word document)

The xl program is 'MailchiMp'!

Graham is hoping that Andrew can use the addresses for sending out updates on the website and fb,

Also that committee members will no longer need to use their personal email addresses, which will give continuity to positions and

give us privacy

The Committee agrees to the proposal as circulated to committee members via email dated 06-02-2021;

Graham is to investigate any cost implications for sending out group emails Moved Graham; seconded Gary Croker, Carried un-aminously

Also, Graham would like to put a permanent article in the Club's newsletter regarding points, Club Champion, Clubman and the awarding of trophies etc, as a way of encouraging members to become more actively involved in their Club

And a continuation of the 'Glossary of Terms' article to help new members understand the jargon!

General Business:

Ian talked about encouraging new members to come along to Clubnight and a Club Run BEFORE they join

Noted that many members join simply to get their historic plates

Also noted that we have to pay more insurance because of higher numbers

Greg reported that he does send a letter to new members, explaining when we have clubnights, club runs etc

Gary Piper thinks that we need to follow up with this idea of encouraging members to participate

Gary Croker is to write a draft to be sent to new members for the next committee meeting

Re-Commencement of Clubnights:

9th March, 2021 @ 7.30 pm; with the Committee meeting starting @ 6 pm

Steve discussed what we need to do to comply with Covid restrictions:

The top area of our club is 100 sq metres, which allows us to have 50 people;

The QR code is ready to go; we need a sign at the bottom of the stairs; need to log-in;

need to have chairs already set up, and suggested long-wise down the room

We may need members to pre-book;

BYO supper (including mug and tea bag/ coffee); (drinks from the bar will still be available)

Hand sanitiser on the wall downstairs, and at the bar;

All surfaces need to be wiped down after meeting and all committee members will need to help!

Steve will purchase all the appropriate sanitising equipment

Anne will give a presentation of Cuban cars, Fidel Castro etc, complete with Cuban music (on CD!), and will donate items as raffle prizes

Anne is keen to use the Chocolate Wheel for this special meeting, and will arrange 16 prizes!

Including: 2 Cuban Car fridge magnets; a Cuban Cigar key ring; go into Repco at East Maitland and get some donations, and buy some chocolates; Wendy has 2 MG polo shirts, a bottle of Merlot (with MG label), 2 MG wine glasses, and a pair of MG socks as regalia prizes

Anne to buy more raffle ticket books

Graham will liaise with Andrew to promote the re-starting of Club-night

Meeting Closed 9.00p.m.

Next Meeting:

Tuesday 9th March 2021, at the new (old) time of 6 pm

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.

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now.

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

Deadline for the April edition will be
Thursday 25th March 2021



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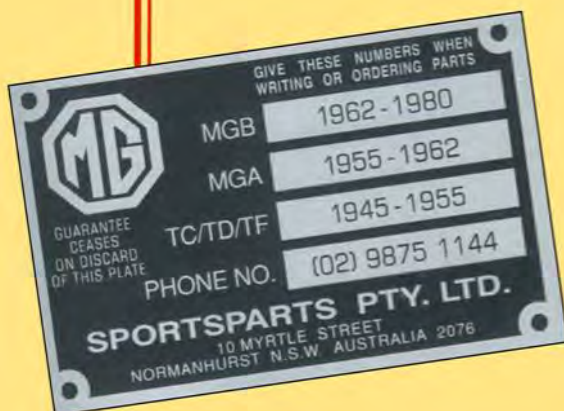
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