

ON THE MARQUE

PRINT POST APPROVED PUBLICATION 100003064



Written and Published by MG Car
Club Hunter region Inc.

APRIL 2021



MODERN *CLASSIC CARS PTY. LTD.*

Enhance Improve
Refine



Brakes, Gearboxes, Suspension,
Alloy heads, Wheels, Electronic
ignition, Electric power steering,
Cooling, EFI Systems, Roll bars, Seats,
Exhaust, Fibreglass panels, Gauges,
Limited slip differentials, Air
conditioning, Engine conversions,
Complete car builds

2A Arab Rd Padstow NSW 2211

Email : sales@modernclassiccars.com.au

Tel : 02 9774 2169

www.modernclassiccars.com.au



The Australian home of

FRONTLINE

Developments



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

Face Book ; HUNTER REGION MG CAR CLUB

ON THE MARQUE CONTENTS

5	YOUR COMMITTEE
6	WHAT'S ON
7	NEW MEMBERS BADGES
7 -	NEW ADVERTISER "MG SALES"
8	CLUBMAN POINT SCORING SYSTEM
9	HELP REQUIRED TO IDENTIFY CAR HISTORY
10	FROM THE EDITOR
11	PRESIDENT'S REPORT
14	CLUBMAN RUN NEWS
15	TYREPOWER ADVERTISEMENT
16	SOCIAL SECRETARY REPORT
18	NORTH ARM WHEELS
19	SPORTING DIRECTOR REPORT
21	THE ULTIMATE MG RUN
24	ANY TRACK IN A TEMPEST
27	EUROFEST FLYER
30	BOOK REVIEW: CLASSIC MG CARS
32	MG PREWAR AND Tyme EVENT
33	ABINGDON MOTORS ADVERTISEMENT
34	SQUARE RIGGER'S NATTER
35	CLASSIFIED FOR SALE
37	COMMITTEE MEETING MINUTES MARCH 2021
42	DISCLAIMER
42	INDEX OF ADVERTISERS
42	MEMBERSHIP YEAR AND HISTORIC REG.
42	DEADLINE FOR MAY 2021 ISSUE
43	SHANNONS INSURANCE ADVERTISEMENT
44	SPORTSPARTS PTY LTD ADVERTISEMENT



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

0412 495 234

sbmbjones@optusnet.com.au

Secretary

Frans Henskens

0419 561 448

henskens@henskens.com.au

Club Captain

Jeff Lauff

0413 971 154

jlauff55@dodo.com.au

Public Relations

Ian Ashton (Asho)

0429 592 823

iashton7@bigpond.com

Committee Person

Gary Croker

0419 236565

garycroker47@gmail.com

Editor

Graham Haywood

0424 394 807

ghaywood6@bigpond.com

Vice president

Denny Bowden

0402 476 631

dennis.bowden@bigpond.com

Treasurer

Greg Jenkins

0439 450 606

gregjenkins204@gmail.com

Sporting Director

Gary Piper

0419 490 936

gspiper@internode.on.net

Regalia

Wendy Croker

0417 041 850

wendy.croker@yahoo.com.au

Social Secretary

Anne Pettigrew

at.rose.villa@gmail.com

Website

Andrew Gowans

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.

APRIL 2021

- ♦ ***Thursday 1st_Square Riggers Natter—12pm to 2pm Inu Café***
- ♦ ***Tuesday 13th—Committee Meeting 6.00pm at Club rooms
Club Meeting 7.30pm with QR code entry.***
- ♦ ***Wednesday 14th—Midweek Run—Argenton Hotel 12 noon
Contact Kay Bowden : to register***
- ♦ ***Wednesday 14th—GEAR meeting Wakefield Park***
- ♦ ***Sunday 18th — Clubman Run to Ellalong Hotel for lunch then
winery for wine tasting or afternoon tea.
Meet at club rooms for 10.00am departure—
Members must contact Jeff Lauff Jlauff55@dodo.com
or Anne Pettigrew at.rose.villa@gmail.com to attend***
- ♦ ***Thursday 22nd —Tuning run - Depart Maccas at Hexham 9am***

MAY 2021

- ♦ ***Thursday 6th—_Square Riggers Natter—12pm to 2pm Inu Café***
- ♦ ***Tuesday 11th—Committee Meeting 6.00pm at Club rooms
Club Meeting 7.30pm with QR code entry.***
- ♦ ***Wednesday 13th—Midweek Run—Gwandalan Bowling Club 12
noon Contact Kay Bowden : to Register.***
- ♦ ***Sunday 16th—Clubman Run—TILLIGERY run and car show
Members must contact Jeff Lauff Jlauff55@dodo.com
to attend***
- ♦ ***Thursday 27th —Tuning run - Depart Maccas at Hexham 9am***
- ♦ ***Sunday 30th—MGCCN Hill Climb at Ringwood***

MEMBERS TO NOTE

Changes to arrangements published in *On the Marque* 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



MG SPARE PARTS

Your Online Automotive Store

Serving the Australian community and beyond since 1967
we are still operating! Previously located in Smithfield,
NSW we have transitioned to an online only store. We are
the biggest MG spare part supplier in the southern
hemisphere with over 19,500 stock lines!

We stock parts for Austin Healey Sprite Midget MGA MGB
MGC MGF GTV8 MG ZA ZB TC TD TF MGY Type and Mini +
Cooper S + Clubman.

For orders placed by email and paid by Bank Transfer you
are GUARANTEED our best price.
Shop Direct Today!

Visit us at mgspareparts.com.au or
email us today at mgspareparts@gmail.com



Email: mgspareparts@gmail.com Web: www.mgspareparts.com.au

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.

HELP REQUIRED TO IDENTIFY HISTORY OF THIS MGF

My name is Rob Carson from Perth Western Australia.

Im a mg enthusiast and have owned several over a number of years. I have recently acquired a 1997 MGF from NSW. It had only travelled 30,000km and was part of a deceased estate.

I was told that it had been parked in a dry shed for many years but it was very dusty with clutch, aircon, suspension, and many other minor faults.

I have completely renovated the car to what is now a concourse winning vehicle. There was no history with the sale but it has two stickers on the left side windscreen. The top sticker is MG Hunter Region and the bottom is Australian automobile racing club. The car is red with a factory black hardtop. It has part leather interior and has never been modified. I don't have a registration number but it was obviously owned by an enthusiast. I'm wondering if you could canvas your members to help me in identifying the car with the hope of obtaining its history.

Thank you in anticipation.

Regards

Rob Carson

Western Australia.

Ph 0418903330

Email. rob.carson111@bigpond.com



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 TF” car, again taken by Andrew Gowans at a morning tea stop during the pre COVID clubman run to Tea Gardens in 2020.

The alternative Sunday Clubman run prepared by Jeff Lauff and Anne Pettigrew for March was cancelled due to flooding of roads in the area we were to travel. They are going to attempt to do that run in April so please register for this social event that includes a Hotel lunch and either wine tasting or afternoon tea in the afternoon.

Progress with my MGB heater system.

With moaning, body contortions, scratched hands and fingers, much muttering about the designers and how did they manage to build them this way, I can say with some pride that the demisters now work and the windscreen clears quickly when the fan is switched on!

Operation of the various controls changes the air flow directions and even the fresh air vents have air flow direct from the vent outside of the windscreen as was intended. Unfortunately the original heater control valve was badly corroded internally so I opted for a simple solution of installing a ball valve between the engine block and the heater and accept that I will have to go under the bonnet to adjust the simple new control valve.

To test out my efforts in heater repairs my usual brave passenger Howard and I took off for a run to Somersby Falls. To our delight we did not swelter nor burn our feet during the run.

Graham Haywood



Around the bend – the ravings of your President.

What's old is new again. See the attached photo and remember the old days. In those days, the electric cars were reliable (though not common) and almost all packaging was recyclable. Now days, with the proliferation of electric cars coming into our lives, I don't know if we've progressed in life. I hope they are more reliable than my phone. It's on 80% battery life, then you make a call and three minutes later it is suddenly on 25%. Two minutes later it shuts down with no battery left.

I can see the advantage for an around town car, but there is nothing proposed that can cover the Australian distances whilst towing a load. They always quote recharge times but that is banking on no one else being on the charger when you want it and there being no line up for the charger.

I was at the dental surgery the other day and was reading their latest motoring magazine. I learnt that Ford UK is stopping production of the Ford Cortina and were introducing a new car called a Sierra and MG were releasing a new version of the MGB called the MGRV8. Wow, I felt like I was 20 again.

Remember back in the really old days when we used to have electric vehicles and recycle the bottles....



PETER'S MGB-GT!

Peter's sleek, wire-whetted spectacular is one of England's most exciting cars! And Peter's model is in raving red! Even when this MG is standing still, it looks like it's moving! Peter has decked out the inside in black, which looks fantastic with the red on the outside! Peter's also managed to put in a stereo tape deck, which means that his car is equipped to hear the grooviest music in the world, no matter where he is.

Welcome back to the club rooms. It was great to see members back in our club's home. It has been quiet for over a year now with only our committee meeting breaking the silence. Remember to book in if you want to attend. Numbers are still limited by law. We will be allowed to sing and dance. Who has a good MG song (Wheelin West Virginia, Montego Bay, Short skirt long jacket or yes, there is even two songs called MGB-GT) and what would be an appropriate dance?

One MGB-GT song by Peter Tork starts:

*'Lately my mind is drifting back,
To former days that used to be.
I think about some folks I knew and of my MGB-GT.
People let me tell you that if I had to make a recipe,
For fun in driving I would have to spell it MGB-GT'*

The other by Richard Thompson song is about his BGT restoration. It's the 'mistress of his heart' and finishes nicely with:

*'An Alpine's fine if you've got the time,
And a Healey'll set you back some,
TR4 cost a little bit more,
But it don't have the same attraction,
Hard top handy case of the weather,
I don't care if it rains forever,
MGB-GT'*

Look them up on youtube.

I got an interesting email from a member the other day looking for a spanner or socket for doing up the rear hub nuts on their MG. I spent many years frustrated, trying to do this job without massacring both the nut and my knuckles. They are supposed to be torqued to 120 ft/lb. That is... VERY very tight, and the nut is only a few millimetres thick. Not very conducive to easy loosening and tightening.

I have searched for years to find a socket. Gary Boote made a socket to fit but you couldn't torque it (just a big bar). The hard part is when you get up to this size (1 15/16"), they are mostly hexagon in shape (6 sided). The hub nuts are octagonal (of course 8 sided and not rounded like the modernized MG symbol). A lot of people use a cold chisel to undo them leaving them totally butchered and you still can't torque them correctly.

So, after much searching on and off over the 40+ years I've owned my B, I finally found one. If anyone needs to borrow it, give me a call. I even have a torque wrench with a ratchet so you can torque up both the right and left hand threads. Oh, that is the other trick. Can't undo it, you're probably turning it the wrong way.

On the MG usage side, I went to Wakefield for the HSRCA Autumn meeting in late March. There will be a report elsewhere in the Magazine but needless to say, the decision to spend an extra \$195 (over the \$440 entry

fee) on a garage was worth every cent. The Weather Bureau had forecast another major rain event and every day on the lead up, the forecast was getting worse. I even knocked back a couple of deployments for flood rescue to the north coast over that weekend. It was a sign. Ahhh, us city blokes were happy with a drought.

On the plus side, and credit where it is due, I sent a scanned copy of my signed off competition licence to Motorsport Australia for my full licence upgrade on the Sunday night when we got home. Just before 10am the next day my full Clubman Circuit licence was on my Motorsport Australia app. When I get the Midget out of the trailer to do a clean-up and maintenance, I'll finally remove the P plate!



On that point, all I have to do is maintenance. Change of oil and filter. YESSSS! No oil leaks. Even the oil mist I've always had through the interior from the gearbox has been fixed. Oh happy days!

I mentioned last month how people outside of our club read our magazine on line. I was chasing an original style steering wheel for Bev's Midget and within a few days of 'On the Marque' being published I got a call from Canberra with an offer. Alas the wrong shaft size. This month was similar with a call from a gentleman whose son I used to compete against in Regularity. A steering wheel will be forthcoming at the next race meeting in Sydney. If you are buying or selling, I think that it's great that the wider MG fraternity can enjoy reading our Club's magazine. It widens the market.

That's enough from me. If you want to come to the April Club night, please let our Editor Graham know. Numbers are restricted still. I'll have a video of a lady driver to show. Caroline Grifnée passed away recently at the age of 40. She was a race team manager in Europe and one hell of a driver in her own right. Come and watch her drive a very wet race in an historic Ford Escort. It is truly mind blowing.

Another recent lady that is a monumental loss to motorsport was the "Queen of the Nurburgring", Sabine Schmitz. She had done more than 30000 laps of the ring and was a true legend. She passed away at age 51 from cancer.

Please, be good to one another. Take the time so say hello with a smile. The person you're chatting to may really appreciate it.

Pres Steve

The almost Second Club Run for 2021

Hi Everyone just a quick message for this month. Unfortunately due to Mother Nature once again, this time rain and floods, we had to cancel March Clubman Run ending up at Ellalong Hotel for lunch. Sally and I were shore that this run would be a good one, as we plotted out the drive the Sunday before in the pouring rain. We also had to stop off at the Ellalong Hotel and check out the parking facilities as well as sampling the lunch menu. We can confirm that lunches will be excellent.

A little example of what we could have been in for if we had continued with the Run.



However, don't be upset that you missed out as we will be attempting to do this same event for the April Clubman Run. Please contact myself and Anne for your participation and numbers for lunch. Until then be safe, try to get out and give your pride and joy a run and remember the other Club activities during the month in which you may like to participate in, especially the Tuesday Club Meetings.

See you on the road.

Jeff Lauff



Tyrepower

GET THE **POWER** OF AUSTRALIA'S **BIGGEST INDEPENDENT**

TYREPOWER GATESHEAD SPONSORING MG CLUB HUNTER REGION

**As summer approaches get your
MG ready with Tyrepower!**



Exclusive
Offer

Please ask for our quality
Technician Dave, and our store discount
associated with MG club members.

MG Club Members special discounts apply

- | | |
|--|---|
| <input checked="" type="checkbox"/> Blue Slips | <input checked="" type="checkbox"/> A/C Regas |
| <input checked="" type="checkbox"/> Rego | <input checked="" type="checkbox"/> Specialty diagnostic work |

TYREPOWER GATESHEAD

7/18 Oakdale Rd, Gateshead NSW 2290

Opening Hours: Mon to Fri 7.30am - 5pm, Sat 7.30am - 12pm

Email: gateshead@tyrepower.com.au

tyrepowergateshead.com.au

PH: (02) 4946 2698

MG Car Club Hunter Region – April 2021

Social Secretary Report – Anne Pettigrew

Club Nights:

Wasn't it great to be able to have a Club night again last month? And it was fantastic to see so many new members come along.

I hope everyone enjoyed seeing my photos of classic cars in Cuba, accompanied by some wonderful Cuban music!

I must explain that, whilst we always have a raffle each Club night, the Chocolate Wheel hasn't been used in all the time I've been a member, so I decided this was a good opportunity to help us celebrate! Thanks of course to Tracey from "Repco" at GreenHills for donating over \$90 of prizes, and certainly the Freddo frogs helped everyone join in the fun and all getting a prize! (Thanks Andrew for your suggestion!)

AND ... we raised the biggest amount of money from a monthly raffle for the Club, so thanks everyone!

For this month, Tuesday 13th April, Tracey is coming along to our meeting and talking to us all about "Repco's" ways of supporting the members of our Club. 7:30 pm in our Lambton Clubrooms.

Movie Night – Friday 9th April:

Regretfully, the committee has agreed to hold off this social event till a later date.

Ellalong pub club run:



Firstly, thanks to all 30 members and friends who registered with Jeff

and/or me to come along on our monthly Club run to Ellalong and Millbrook Estate Winery.

What a dreadful week of weather we had before and after that day, causing dangerous driving conditions, and necessitating our need to postpone it.



We hope that you all can still come on Sunday 18th April – but please re-register via email with either Anne (at.rose.villa@gmail.com) or Jeff (jlauff55@dodo.com.au).

Any other members wanting to come are most welcome, but also need to register, including whether you would like to have a wine-tasting, or afternoon tea at Millbrook Estate.



Lastly, wishing everyone a safe and Happy Easter!

Anne Pettigrew
Social Secretary

First up my apology to the magazine editor for the late submission of my report. (*EDITOR's Comment* Not a problem John you are not the only one running late as also I am running late)

The last two weeks of March there has been unpredicted elements dealing with issues that mother nature has forced upon us.

The flooding news of the Manning River and local areas was dramatic, with TV pictures of a house floating down the Manning River. The flooding of property along with the extent of the flooded area made a very poignant point that disaster is at hand.

Reports came to me of Taree Car Club members having to deal with rising flood waters that required taking steps to protect homes and cars, some of which received water damage.

The flooding in the area of Forster / Tuncurry, Nabilac, Taree and Wingham for a 48 hour period was very concerning for the residents in these areas. It has been terrific to see the community spirit and resolve with the many offers of help among local residents. The volunteered hands working with clean up duties in helping those who needed it.

A week after the event the Martin Bridge over the Manning is still closed along with some roads within the district. The scars on the landscape still showing just how extensive the flood waters were and the damage that resulted.

A few MG outings are in the planning.

On 16th May there is a National Heritage day car display being held at Forster - Tuncurry. Three local clubs are involved and I'm the principal organiser. There will be a good showing of MG's and if any Hunter Region MG's want to make the journey, contact me I can plan some local sight seeing activity to fill out your day. My contact phone number is 0407 704 853 or e-mail jandbfletcher@bigpond.com

I hope you all had a Happy and Safe Easter Break and may next months report be a good one.

Have Wheels Will Travel
John Fletcher

Team Hunter members Steve Jones & Matt Blanch recently competed in the "HSRCA Autumn Historics" run at Wakefield Park.

Saturday saw wet conditions & a slippery track with not much traction anywhere & on Sunday conditions only got worse with water running across the track in several places .

Matt was up in the top 5 all weekend in the whole Group S Group & finished up first in the Group Sbb division. Well done Matt great driving in extremely difficult conditions.

Steve Jones was running in Group S also & drove well to stay out of trouble & was pleased to see the oil stay in the engine & the car was running great . Just a shame he couldn't use the extra horsepower he now has due to the wet conditions. Thanks to Steve for his report on the event in this magazine.

Great to see an article on the "HSRCA Spring Festival" in the January 2021 issue of the British magazine "MG Enthusiast". Good article with



great pics. Nice pic of Matt Blanch who was the fastest MGB for that meeting.

I think the Poms are impressed with the way that the Meyer brothers in their MG Midgets , Matt in his B , & the other Aussie MGs successfully compete with the bigger horsepower cars in the Group S category.

Austin Blanch & I have entered in the All Historic Track Day to be run at Winton Motor Raceway in Victoria on April 7 . This event will be run on a

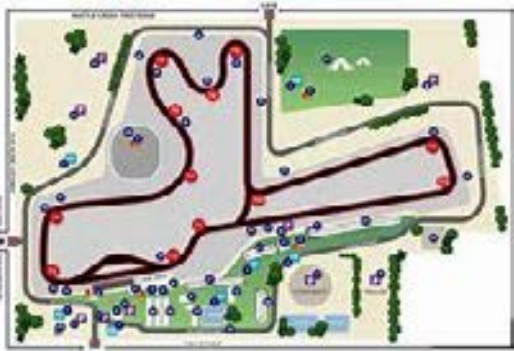
GEAR day format & it is hoped that this event may lead to the formation of a Victorian GEAR club which would be great to see .

I understand there are 15 cars from NSW making the trip to Vic & several of those will be from Newcastle area .

I am looking forward to the opportunity to have a run on another track.

I believe Steve & Matt have driven there but Austin & I haven't so the experience should be great.

Winton Motor Raceway is situated near Benalla in Victoria.



Winton National Circuit is 3km long with 12 turns, The Club Circuit is 2.03 km long with 11 turns. Hopefully we will get to run on the longer circuit for the event.

Winton host's "Supercars" & "Australian Superbike" championship rounds.

Thanks to Matt Blanch for a great article on his race MGB in the last mag, this gives you an idea of how much development has gone into this car over many years to be what I believe is one of the quickest 4 cyl "Group S" "MGB's" in Australia. "Group S" car modifications are pretty much restricted to those that would have been available at the time the cars were manufactured & I think our "Aussie Group S MGB's" are probably quicker than the original factory works cars of their time.

Coming Events.

Wed April 7 Winton Historic Track Day . GEAR format

Wed April 14 GEAR Wakefield Park

Sat April 24 MGCCN Hillclimb Ringwood Park course A4

Sun May 30 MGCCN Hillclimb Ringwood Park course A2A

Remember drive them don't hide them enjoy your MG , I know I do

Cheers Gary

I recently came upon a long report of the first Redex trial, and I thought I would pick some of the idiosyncrasies of that event and write about them.

There were of course, three REDEX trials. 1953, 54 and 55. The early organiser was Harry James who had taken part in and organised many speed trials as far back as 1905. Because of the great interest in the intercity speed trials, and because, I suspect he just loved “motor racing”, Harry thought the Redex would be a goer. But he had no idea that 50,000 spectators would turn up for the start, (at Sydney Showground), or that another 150,000 would line the route north through Hornsby. Also unexpected was the entrant numbers which reached 187 cars. All cars had to be “standard” which meant different things to different people. Many cars were turned away from scrutineering because they didn’t have required items (eg drinking water) but many had impressive (but illegal) under car protectors. Others turned up with picks, shovels, wire netting, axes, tow ropes etc. All the cars were off the showroom, but many of the spectators had rarely seen many of the models which fronted the starter.

Some of the entrants were certainly well known, and some are still remembered today. Jack Brabham drove a Holden, Jack Davey a Customline, David McKay a Austin A40, Gelignite Jack Murray a Chrysler Plymouth, and Larry Perkins father, Eddie, a Rover 75. Mr and Mrs Charlesworth entered (very formally), and there were four women in their own cars. Two highly fancied drivers who are worth a separate story of their motoring lives in the future were Peter Antill and Bill McLachlan.

The cars themselves were a widely varied collection. They ranged from multiple type 48/215 Holdens, many current big American sedans, and of course a wide range of then popular English “saloons”. The latter models included Morris, Riley, Austin, Rover, Humber, Vauxhall, Jowett and Hillman. And then there were the *exotic* cars like Citroen, Skoda, one Porsche, and Peugeot. Of great interest to us is the fact that no less than seven **MG.TD’s** started. And I will jump ahead in my story and tell you that all seven finished.

It is worth remembering that this trial covered some of the worst roads (tracks?) that Australia could produce and these low sports cars travelled through all the horror stretches and made the finish.

The race (sorry, trial) was underway, going north from Sydney. It took ten hours to flag away the field. By the time they had reached the Hawkesbury River, (60km) the Jaguar of Dighton had already broken an axle. But most made it to Tamworth, where some wag turned the New England Highway signpost the wrong way, and half the field drove off along the road to Grafton. The first break was at Brisbane and after a short rest, on to Townsville. At that point there were 177 cars still rolling, and of those 128 had not lost any points. Then they headed west onto poor dirt roads to Mount Isa. This section was supposed to be a tester. The previous record for the almost 1000 km was 16 hours and 45 minutes. Redex time allowed was 16 hours. Peter Antill drove the Chrysler in in 13 hours 22 min. 41 entrants made it in the allotted time. The first car into Mount Isa got there at least two hours before anyone thought he would and all officials were still in bed. Many cars were wrecked in this section.

The next long haul to Darwin and down to Alice Springs didn't see much change to the front runners. In these sections cars either hit or had near misses with wild donkeys, brumbies, kangaroos, dingoes, goats, camels, pigs, cattle and buffaloes, and that was just in town! By Alice, 48 cars still had no penalty points. The section from Alice Springs to Kingoonya was supposed to be the hardest in the trial. Locals said it took two days (48 hours) to drive this road. Redex officials set a time of 15 hours 10 minutes. Lex Davison arrived in 13 hours 39 min. and others also broke the time. By the time the field arrived in Adelaide, there were still 11 cars with no penalties. The drivers thought the rest of the trial was going to be a cake walk, as it was mostly on comparatively good roads. But officials were not happy. How were they going to sort out the winner from eleven clean sheeters? So they arranged a very controversial ending. They found an 11 mile stock route near Marulan, NSW and they sent the field through to "build" a road. The section was heavily timbered and had at least one river crossing with a metre drop into the deep water. The first car to go through was in fact a driver who had pulled out of the rally at Mount Isa. He disappeared into the river and all the field behind couldn't get passed. All cars took time penalties and there were multiple protests. To this day nobody knows exactly what happened over this horror section. The trial officials took five hours to sort out the results, declaring that Ken Tubman in a Peugeot 203 won by 25 seconds from Ken Robinson in the Humber Super Snipe.

Although it was reported that every Peugeot car in salesrooms around Australia were sold within a week of the finish, it is not recorded how much "REDEX" product was sold as a result of the trial.



Pug 203 crossing a creek- unknown location.

Of the MGs, the first home was car 150, D.Williams with the loss of 96 points, which by my reckoning put him in 21st position.

Looking at it today, 50 years on, one of the oddest things is the prizes that were fought for.

First overall was £1000 plus several other prizes.

Second overall was Silverware valued at £25 and three dozen bottles of beer!!!

There were many class prizes and the desirable gifts included Airzone Food Mixers, an Automatic Toaster, an Airzone radio, a HMV 8 valve car radio and several other "3 dozen bottles of beer". Apparently Ken Tubman and his navigator both got new Peugeots from the company, the least they could do, given they sold all their stock!

At the after race interview, many drivers said it was "too easy". So what happened in 1954? That is another story.

References: Unique Cars special report (internet)
Wheels magazine October 1953.

Gary Croker

Any track in a tempest – the HSRCA Autumn meeting 2021

From a few weeks out, the forecast was getting more and more depressing. I had opted early for a garage and despite the cost, this was a profound decision. Memories of the last HSRCA meeting I attended at Wakefield Park were still front and centre in my brain.

The engine had been back out of the Midget and a couple of thousand dollars spent in the latest attempt to fix a major oil leak at the rear of the crankshaft. Would I be happy? Would I be sad? Only time would tell. Matt had put larger chokes in the Weber and we hadn't done any testing so there were a few unknowns.

As the day neared, I received a call asking if I wanted to go on a flood rescue deployment to the north coast. Was I going to get wetter in my driving suit than I would have in my wetsuit?



With Matt Blanch's B and my Midget snugly tucked into their adjoining garages for Friday night, we anticipated what was to come. There had been rain and the track was wet but the river crossings that we experienced at the Spring Meeting in October/November of 2020 hadn't made a reappearance... yet.

Saturday dawned with overcast skies and continuing heavy drizzle, so Matt and I headed for qualifying. Matt was always going to be a lot further up the field than me. I keep spending all my money re-

building the engine instead of on tyres and here is where it shows up.

I was reasonably happy with the run as the traction was low everywhere. I wasn't the tail end Charlie this time, qualifying in 15th out of 19 cars. Matt qualified in 3rd, bracketed by four Porsches for race 1.



By the time we were called to the dummy grid, the rain was hitting at 45 degrees. Traction was decreasing but still consistent.

I held my position throughout the race while Matt was monstered by the Porsches and a Lotus to finish in 6th.

The meeting had an A series Challenge (Minis and Midgets). I was worried when they slipped me in to 8th on the grid until I realised that there were only 8 cars in the race. Through worsening conditions, I held off all comers to maintain my position through until the chequered flag.

Rain continued to get progressively heavier overnight and the dreaded rivers on corner 1, 2, 8 (the fishhook) and 10 (coming onto the main straight) made their entrance. No amount of racing produced a dry line anywhere and race 2 on Sunday morning brought back memories of 2020's Spring meet. I enjoyed the field at the back while Matt chased the Germans. They all caught and lapped me but I wasn't last... oh wait a minute, yes I was, but only just.

Matt enjoyed the Non 'A' Series group S race. Another consistent

finish ensued.



I decided that I'd had enough adrenalin for the weekend and with the rivers getting deeper and the rain heavier (and the Clerk of Course had already signed my licence), I packed up before the final race. Matt had paid his dollars and was getting his mon-

ey's worth. Again wedged between the Porsches Matt lines up for race 4. The Porsches have great grip off the start line and Matt instantly dropped a few places. The Germans headed off to play their games and Matt pulled well ahead of the rest of the field.

Matt finished the weekend with a 6th, 5th and two 4ths. He was by far the quickest MG out on track and considering the Porsches are all 3 litres with double the horse power and running in group Sc, Matt took out group Sb. A sterling effort.

Is it telling when the most exciting part of the weekend was the discovery of pork ribs on the menu at the Hybernian Hotel? They do incredible Lamb Shanks and now I'm torn. Lucky we were there for 2 nights. They demolished my power to weight ratio but fortunately race meetings have a habit of assisting with digestion.

A weekend that again will be long remembered, but everyone got home with their cars only needing a good dry out, some cleaning and general maintenance. I can now remove the P plate from the back of the Midget and contemplate the Sydney Classic in June at Sydney Motorsport Park. The plan is for the MG racing group to be up from Victoria for me to run with. I know Matt plans to run the B with Group S racing, Austin Blanch is keen to get the A out of the shed and stretch the legs in Super Sprint with Evan Redman taking the freshly refurbished TC out to explore the new limits in Regularity.

There might be a pit crew spot available if anyone wants to join us.

There is always someone worse off than you. The race meeting at Lakeside in Queensland finished with what looked like around 20cm of water through the pits.



Daimler



JENSEN



Euro Motorfest 2021

Sunday 20th 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 27th June

Presented by MGCC Hunter Region

Donating to

Variety the Children's Charity &

John Hunter Children's Hospital



Proudly supported by Shannons

THIS PAGE DELIBERATELY LEFT BLANK

THIS PAGE DELIBERATELY LEFT BLANK

Book Review – The Complete Book of Classic MG Cars

By Andrew Gowans



I saw this book on the “British Cars in Australia” Facebook forum about a month or so ago, one of the members there had got it for Christmas. From the pictures I saw it looked like a quality publication and who doesn’t love a new book on MG’s?

I had some Christmas money burning a hole in my pocket, so I ordered my copy.

The writer, Ross Alkureishi, is a motoring journalist who started as a staff writer on “Thoroughbred & Classic Cars” magazine in 2009 and is a regular contributor to vari-

ous motoring journals.

His book “The Complete Book of Classic MG Cars” covers all the collectible MG production saloons and sports cars, from the 14/28 and 14/40 sports cars to the iconic postwar convertibles like the MGA and MGB, as well as latter-day takes on the classic MG formula, such as the RV8.

The book also covers the history and politics of the company from its inception as Morris Garages through the Nuffield years, BMC, the Leyland Group, BMW ownership and finishes on more recent history ending with SAIC in China.

The book looks at the history of MG cars in a chronological order, focusing on the models that were released, and putting their development and release in context with the growth of the company through the years. There are lots of illustrative period pictures and copies of advertising, as well as full-colour pictures of stunning examples of some of the cars that make up the MG mystique. There are also many full-page panels looking at the personalities, the racers, LSR record breakers and the development cars over the life of the marque. Some of the models, e.g., MGA and MGB, are seen as so significant that they form the backbone of the history of their era in the book. Other cars, like my MG ZT, are almost marginalia so don’t expect this book to be a detailed history of each and every model, it’s



more of an illustrated history. However, there are technical specification tables for all the models and variants released.

This attractive hardcover book looks striking in its teal dustcover with matching MGA twin-cam and cheeky pics of 1960's Midgets on the hardcover faces under the dustcover. At around 230 pages there's enough here to keep you busy for a few days of leisurely reading (or one day of binge-reading). You can skim through it to take in the excellent pictures, dip into the side-panel features or come back to it for technical details on your favourite models. All in all, this should make a fine addition to your MG library.

In Australia you can buy this book from around \$55 (plus postage) from Booktopia, Angus and Robertson or from Amazon. You can see it fetching up to \$80 on some sites, so shopping around is certainly worth it. Please note; it's also available as an eBook so make sure you're getting the hardcover edition before you place your final order. I'm enjoying my copy.

The Complete Book of Classic MG Cars by Ross Alkureishi published by Motorbooks



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

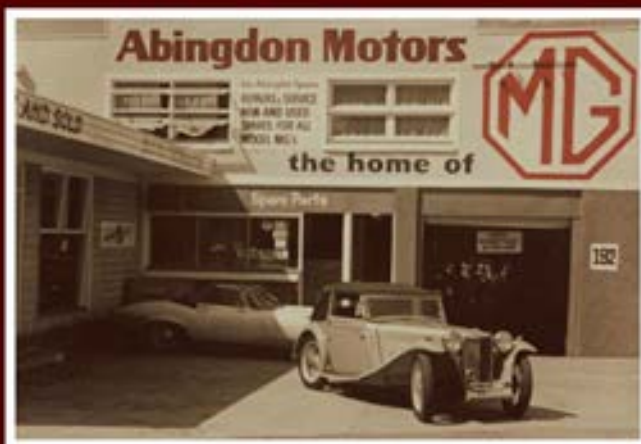




ABINGDON MOTORS

Run by Enthusiasts, for Enthusiasts

New & Used Parts • Service & Repair for all Makes and Models • Restoration Services



Abingdon Forecourt 1977

Abingdon Motors has been in business for close to 60 years, because our experience and friendly service is only rivalled by our passion for all things MG

(07) 3844 2881 • Abingdon@mgcity.com.au
192 Annerley Road Dutton Park • www.mgcity.com.au

SQUARE RIGGERS NOGGIN & NATTER



Square Riggers Noggin & Natter meetings are on at the usual location "Café inu" on 43 Denison Street in Carrington for March 2021.

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.



FOR SALE

FOR SALE

Horizontal and Vertical

MILLING and DRILLING MACHINE

(this machine is not a toy!)

Geared Head
including Plinth and Swarf Tray

Lots of new tools (never used)

Metrology Equipment
plus Tool Cabinet for storage

\$4,200.00 (or near offer)

Enquiries: 0416 291 753

(Not Sundays please)

FOR SALE

3.5 TONNE CAPACITY

SCISSOR LIFT HOIST

Lifting blocks included

Drive on, drive off

Minimum height: 150 mm

Maximum height: 1 metre

240 volt operation

\$3,500.00 (or near offer)

Enquiries: 0416 291 753

(Not Sundays please)

MOTORING LIBRARY ARTICLES FOR SALE

Downsizing my motoring library. MG and other books for sale.
Email Rob at robertanddenny@gmail.com for full list.

FOR SALE

FOR SALE 1968 MGB

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

Meeting Opened: 6:15pm

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

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

Apologies: Frans Henskens, Gary Piper,

In attendance: Andrew Gowans

Minutes: Of previous meeting held on 9th February 2021 approved – moved Stephen Jones; seconded Anne Pettigrew

Business Arising:

Gary Croker has drafted a welcome letter to new members. There have been a few changes and it was decided that it have the President's signature on the bottom.

Moved: Gary Croker; Seconded: Ian Ashton, MOVED

Reports:

President (Stephen Jones):

Keys have been handed over to the Trust to get access to the Library for painting.

No dates set for the work yet. TBA

Vice President (Denny Bowden):

No Report

Secretary: (Frans Henskens by written submission)

Need aerial view of Foreshore Park showing area(s) required for Euro Fest.

Gary Croker has obtained an aerial photo of the park from Newcastle City Council, and will mark boundaries with a black pen and send it off

Membership renewals to date: 66 single and 76 family.

Treasurer (Greg Jenkins):

Have received permit applications to submit to Motor Sport Australia for Eurofest and Concourse

Club Captain (Jeff Lauff):

February Club run to Paterson was a success with 11 cars, except for a few wrong turns at roundabouts

March Club run is now only on Sunday 21st March to Ellalong Pub

Sporting Director (Gary Piper):

As per report in magazine, plus good luck to Steve Jones & Matt Blanch who be competing in the HSRCA Spring Historics at Wakefield Park. Austin Blanch & I have entered in the all Historic track day on April 7 to be run at Winton Raceway Victoria, it will be run on a GEAR day format & it is hoped that it may create enough interest to see a GEAR cub formed in Victoria which would be great to see.

Public Relations (Ian Ashton):

Lake Macquarie Autumn Fair run by Rotary on Saturday 1st May – notice asking members to show their MG's to be added to calendar and the MGCCHR website and fb pages

Regalia (Wendy Croker):

No report

Committee Member (Gary Croker):

No report

Social Secretary (Anne Pettigrew):

Raffle for Clubnight tonight

Using the 'Chocolate Wheel' with 16 prizes and chocolate Freddo Frogs as consolation if number has already been won; Receipt to Treasurer for purchase of chocolates; need to acknowledge generous donations from Repco at East Maitland totalling \$92-00 (Manager Tracey, even offered to have 'an event' in their venue at GreenHills, and supplying a supper/ afternoon tea)

Social / Clubrun to Ellalong – Sunday 21st March

Booked lunch at the pub for 25; Wine tasting can only have 12; afternoon tea ? unlimited. So far, have only 22 names. RSVP date was yesterday / tonight! Need to have another notice on the website and fb advising members to register

Morning Tea location cannot be at Stockade Hill Park in East Maitland as it is being used for Covid Testing; Suggest Maitland Park, but entering from the Eastern entrance near the Netball Courts, to minimise the number of speedhumps!!!!

Other Activities

I asked for member suggestions in the newsletter. Only received 1 – barefoot bowls night

Should we run this next month whilst the weather is warm, instead of the movie night in the Clubrooms? Or organise it for later in the

year?

Newsletter

I don't understand the history of having the newsletter available on the MGCCHR website and also on fb. Personally, I don't think the newsletter should be available to non-members (apart from sending an email copy to other MG car clubs) All other clubs I do/have belonged to, only send the newsletter to current financial members. Otherwise, what is the point in becoming a member?

There was much discussion about the benefits of having the Newsletter and all that information readily available to potential members Graham informed the committee that the newsletter isn't sent directly to members after 3 months of their membership expiring Graham also explained that most of the photos he puts in the newsletter he obtains from fb, so privacy isn't an issue Agreed to pursue the idea of barefoot bowls night to replace the planned Movie Night for Friday 9th April. Also need to ask Andrew to change the information on the website when a venue has been decided.

Magazine Editor (Graham Haywood):

Andrew Gowans, our webmaster, has organised a system by which members can contact Committee members using an address associated with their position, rather than their personal email address. Another advantage is that, when the holder of a Committee position changes, the email address used to contact them does not. The size of mailbox available to each Committee member supports availability of email history over time.

Andrew will address the Club meeting on 9 March 2020 to explain the proposed new system and to answer questions.

Andrew has provided the following as a summary the proposal:

MGCC Hunter Region Club Emails

Our web hosting includes the capacity for unlimited email accounts under the domain of **huntermg.com** at no additional cost. These email accounts are managed from the administration console by the Web Admin, which is currently me.

The email can be accessed via Webmail in a browser, email client software on a computer or via the inbuilt email client in Apple and Android phones. When an account is created an email can be sent

to the user's personal email account with details on how to set up the Inbox on their preferred platform.

The default Inbox size is 250MB, but this can be increased where needed. Other available features include; Calendar and Contacts, autoresponders (out of office messages) and email forwarding. The email system can manage large email lists and shouldn't be subject to delays or email 'throttling' by our hosting service. With a spreadsheet of club contacts I can upload the required details to populate a distribution list for each Committee Member, which can include addresses, phone numbers and mobiles as well as email addresses.

I would recommend strong passwords be used to reduce the risk of accounts being hijacked - for example 9d@Z8vBk\$@G. These passwords are non-intuitive and difficult to remember, but hard for hackers to break. However, your device will handle the login and password automatically once the account is set up.

Graham's proposal was to create email accounts for all the office holders if accounts were created for all the Committee (plus the Web Admin) the emails would be;

president@huntermg.com
vice_president@huntermg.com
secretary@huntermg.com
treasurer@huntermg.com
club_captain@huntermg.com
sporting_director@huntermg.com
public_relations@huntermg.com
regalia@huntermg.com
social_director@huntermg.com
editor@huntermg.com
web_admin@huntermg.com
north_arm_wheels@huntermg.com

Please note I left off Committee Person (no offence intended, Gary) as it is a bit generic, however it can also be included.

Let me know how you'd like to proceed.

Cheers,
Andrew Gowans

The Committee was happy with all of the above recommendations and grateful to Andrew for all his work in running the website and fb page

Moved Gary Croker; Seconded Geg Jenkins; Motion carried

General Business:

Catering for tonight and future Clubnights – to continue using individual sachets for coffee and sugar, and to have teabags that are individually wrapped

Continue with QR codes etc

Deadline for Newsletter articles: Friday 26th March

Meeting Closed 7:11 p.m.

Next Meeting: Tuesday 12th April 2021

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.

Index of Advertisers

Modern Classic Cars	Inside front cover
Mg sales	Page 7
Tyrepower Gateshead	Page 15
Abingdon Motors	Page 33
Shannons	Inside back cover
Sportsparts Pty Ltd.	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 or new membership can be accepted
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 MAY edition will be
Thursday 22nd April 2021



“NO ONE KNOWS YOUR
PASSION LIKE SHANNONS.”



Shannons insurance is for motoring enthusiasts just like you, with features like:

- Choice of repairer ■ 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

Call Shannons on 13 46 46 for a quote on your special car, daily drive, bike or your home, and speak with a genuine enthusiast.



SHARE THE PASSION

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

Shannons Pty Limited ABN 91 050 992 636 is an authorised representative of AN Limited ABN 46 005 297 807, the product issuer. Some benefits only apply to comprehensive vehicle cover. Shannons has not taken account of your objectives, financial situation or needs. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.



Sportsparts Pty Ltd

**Parts and Technical advice
for pre 1980 MGs**

- Specialists in original and reproduction MG parts for over 30 years.
- Buy your parts or accessories from us and get free and comprehensive advice on the best way to fit them.
- Visit our store or take advantage of our fast mail service. Our normal trading hours are 9.00am to 5pm but may vary if we have to visit customers or suppliers. Please call beforehand to ensure that we are at the shop to provide the parts you need.

**PROMPT MAIL
ORDER SERVICE**
Detailed catalogue
available \$5.00



Sportsparts Pty Ltd
10 Myrtle Street,
Normanhurst NSW 2076

PO Box 2
Thornleigh NSW 2120

Phone 02 98751144
Fax 02 98751906

www.sportsparts.com.au