

ON THE MARQUE

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MG's IN A LINE AT "EUROMOTORFEST" DISPLAY FORESHORE HONYSUCKLE NEWCASTLE

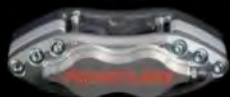
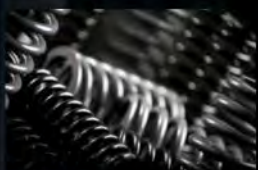
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Club Hunter region Inc.

DECEMBER 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.

DECEMBER 2021

- ♦ ***Thursday 2nd—Square Riggers Natter—12pm to 2 pm Inu Café***
- ♦ ***Saturday 4th—Historic Registration Vehicle Check—***
- ♦ ***Sunday 12th—MGCCN Teams Regularity Competition Hillclimb
(Possible Team Hunter Group? let G Piper Know if you are interested)***
- ♦ ***Tuesday 14th—Committee Meeting at club rooms 6.30 pm
Club Meeting at Club rooms 7.30pm—Chocolate
Wheel activity included***
- ♦ ***Wednesday 15th—Mid Week Gathering—11.30 am for 12 Lunch
Pelican RSL—see page 15—contact Kay Bowden
if you wish to attend***
- ♦ ***Saturday 18th—Twilight Club Run — Meet at Club rooms -
Contact Jeff Lauff Jlauff55@dodo.com see page 15
for more information***

JANUARY 2022

- ♦ ***Sunday 16th—Vice President Breakfast Club Run— meet at club
rooms for 8am departure BYO your breakfast BBQ
facilities available — Includes the club trophy
presentation for 2020 after breakfast.***

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 .

The club badge should be worn during any club function.

Martin / Melanie Campbell

Trevor / Janine Clifton

John / Anne Marley

Phil / Glenys Powell

John / Astrid Perdriau

Alan Priest

John Ray

Laurie / Kris Sullivan

Ian / Carol Tracey

Peter Thomas

Roger Sheppard

Clayton Thomas

Andy Webmaier

Kevin Bailey

Mark / Karen Hodgen

Jo Barbaschow

Trevor / Sandra Soul

John / Judy Woolmer

Colin / Jandy Dray

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Christine Hobson

Peter Curzi

Jacob Alley-Sonter

Martin Evald

Sharyn Hill



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HZA628/HZA629



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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. 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. 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.

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.

This months cover photograph is of a MG display for the first time at the foreshore at Honesuckle during “EuroMotorfest”.

The Mid Week run is on again on Wednesday 15th however a 2 Jabs certificate will be required. See page 15 for information on where and timing. Please remember to let Kay Bowden know your intention to attend as the venue will require estimated numbers to ensure they also comply with COVID rules.

This issue of the magazine has a very interesting report on the All Girls racing group sponsored by George Eyston and their successes back in the 1930's. Some Australian girls are included in the group and it can be noted of their success against male drivers in motor sport was evident back then.

The Sporting Director report this month has informed about hill climb activity at Ringwood and his enjoyment in being able to participate again after a long period of Covid restrictions on the sport.

Progress with my MGB.

I assembled and welded up the components to form a new exhaust system. (see page 22 for more detail on the building of the exhaust).

I have had several attempts in clearing the opaque film from the rear flexible plastic window of the vinyl roof with the “Meguiers” product, reported in last months magazine in “Ask An MG Guru” segment, with little success.

I wish all members a healthy safe happy Christmas and that you all surprise us again with a record number of participants in the January Breakfast Run.



Around the bend – ravings of your President

Well, never say that you wish life was a bit more exciting. You may not really regret, and long for quieter times. It is very strange coming out of lock down. We've spent so much time with just family and maybe a few friends, that when the opportunity arises to go out and there is a crowd, we actually feel a tad nervous.

We, as a club, are opening back up slowly and trying to do it within all the government regulations. We don't want to exclude any members from attending, but want to maximise our response to your safety whilst at a club event. Isn't it strange how in 2 years that has changed where we are now more worried about someone having the sniffles than from falling over?

December is going to be our big reopening date for the clubrooms BUT due to government regulations (unless they change in the days leading up to it) means that **the club night will ONLY BE OPEN TO DOUBLE VACCINATED MEMBERS.**

If you can't provide either an electronic or hard copy of 'proof of vaccination' you will be turned away. No discussion. Unfortunately, they are the rules we are required to work by, they aren't made by us so don't get upset with the club or committee. We normally have a holiday from club events in the heat of January, but...

I have been back up to the beautiful Liverpool Plains for another visit. This time I returned home with some work to do. At home I have all the tools and resources I need to complete most jobs on the MG, and at times it was a little difficult to remotely do maintenance when needed. So, after the mouse plague wreaked havoc on some freshly restored parts of mate John's beloved TF, I have transported it back to my home for some TLC (not that it didn't get buckets of that before).

On the home front, Monty (my long suffering B) has had some throat surgery. When he was a 'race car', noise was irrelevant. As long as he went as fast as possible. Now he's retired and getting used predominantly for highway cruising, I decided to quieten him down a bit. Ground clearance used to be a big problem but I have put him back to standard height (I'm yet to change the rear springs for the softer standard 6 leaf variety). This will mean that I have put a proper muffler in the centre. Hopefully this will mean we don't need ear plugs on trips. The trip home from Premier Mufflers at Sandgate did reveal that

the diff is noisier than I'd thought.

Evan Redman is disappointed that I'm losing my youthful inner hoon. He says he used to look up to me. That has nothing to do with Monty's exhaust note... well a little bit.

After the Rylstone Classic, it was still evident that the diff is louder than the exhaust. A solution for that is underway.

My race Midget (Myf) is heading towards being back to track ready.

The clutch was the reason I was at the back of the field and on corner one when the "Porsche" decided it wanted to be in exactly the same place as me at that point in time. I hadn't been happy with it since it was installed and wanted it sorted. I sent it to "Carters Clutch and Brake" at East Maitland. They've done heaps of work on my clutches in the past and I've always been happy (that'll teach me to change suppliers). It has been installed on the engine, engine and gearbox joined and it's sitting back in the engine bay. I'm plodding away at putting everything back on. Hopefully by now it will be running again.

A new set of "Nankang AR1" semi slick tyres has been fitted to go with the set of full slicks. That should cover all weather alternatives.

It has been a long time since either my "B" or race Midget has been on a dyno for tuning so I'm looking forward to seeing if all the changes that have been done to both cars has made a difference to the output. I have a few small things to sort out but "Myf" will definitely be running at the National Meeting (I hope).

Talking about MG maintenance, I was doing an oil change on Monty before heading on the Rylstone Classic 2021. I found I'd run out of Ryco Z38 oil filters. A quick internet search told me that eBay had them for around \$20. I rang a local parts shop that says it's 'extremely cheap' and though they weren't in stock, they quoted me a price of just over \$50. I said sorry, I could get it for \$20 and they instantly price matched. When I went to pay, they wanted to charge freight, again I said no, its free delivery on eBay. Again they dropped the charge.

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This definitely isn't true for specialist MG parts, but for oils and general run of the mill maintenance that you get from your local automotive supplies place, know what you are after and don't be scared to ask. The mark-up must be massive if they can drop the price by almost 60% instantly.

If they say no, let them know you'll go elsewhere. They might sharpen their pencils.

On the subject of tyres, if you are concerned about the handling of your car and want to do some fine tuning the cheap way, tyre pressures are very important. You can change the understeer and oversteer of your car easily.

To reduce over steer	Reduce rear pressures or increase front pressures
To increase over steer	Increase rear pressures or reduce front pressures
To reduce under steer	Reduce front pressures or increase rear pressures
To increase under steer	Increase front pressures or reduce rear pressures

Have fun and look forward to catching up again.

Steve



How good is it Motorsport is back ?

Next event on the Team Hunter calendar is the "GEAR" day which will be run at Wakefield Park Goulburn on Wednesday December 1 .

The newest "Team Hunter" member Tim Blanch has been given permission by the "GEAR" committee to have a one off run in his MGF. "GEAR" events are restricted to pre 70s cars with model run ons such as the MGB allowed to run.

It will be great to see Tim have a run & he will be the third generation of the Blanch's to hit the track in a MG with dad Matt being a seasoned "Group S" competitor & grandad Austin competing in many Motorsport events over the years.

Hopefully the weather will be kind to us, the June "GEAR" event I competed in was wet with the last event run in pouring rain which was interesting. Most of us entry level Motorsport competitors don't have wet weather tyres like the pro's so it's the same tyres wet or dry which makes it interesting.

I recently competed in a Hillclimb at "MGCCN" Ringwood Park running on track A4 which is one of longer variations of the course. A total of 50 cars entered the event which was run on a very windy dry warm day which saw the track offering up a reasonable amount of grip.

On Saturday I attended a practice session which was available to competitors & managed to get 3 seconds under my previous PB for the A4 track which was pleasing but could I do it again in the event on Sunday?

I managed to go a bit quicker Sunday taking 3.5 seconds of my PB so I was happy with that. It was the first Motorsport event I've competed in since June "GEAR" & it was great to get back.

Motorsport is an addictive disease.

Thanks to "MGCC Newcastle" for putting on two enjoyable days.

"MGCC Newcastle" are running a teams regularity Hillclimb on Sunday 12 December at Ringwood park & hopefully we can get a "Team Hunter" team in the event, contact me if you're interested.

Looks like its full speed ahead for "MGCC Newcastle" with organisation for the 2022 MG Nationals, it's on our doorstep don't miss the opportunity to get your MG out & support what will be a great event.

Coming events

Sun Dec 12 - MGCC Newcastle Teams Regularity Hillclimb . Ringwood Park.

All the best to everyone have a great Christmas, new year stay healthy stay safe.

Remember drive them don't hide them enjoy your MG.

Gary Piper



A Line of MG's awaiting their next run up the hill at Ringwood



A general view of the parking area at Ringwood for participating cars and service vehicles

CLUB NIGHT

First Club night for quite some time is scheduled for Tuesday night 14th of December after the Committee meeting at our club rooms. Our Social Secretary is organising the Chocolate Wheel with prizes and the repairs to the wheel were completed during a committee working bee to prepare the club rooms for the club meeting.

The December proposed - Club Run.

Christmas Twilight Run 18th December, departing Clubhouse 5 p.m. destination Junction Inn, Raymond Terrace, arriving 6 p.m. Please contact Jeff Lauff to book on

0413971154 or jlauff55@dodo.com.au

HISTORIC PLATES REGO CHECKS

Saturday 4th December

**9.30am until 10.30am @ Ampol (formerly Caltex)
Maryland**

Minmi Road, Maryland

Bring your rego papers and \$10

For more information call Denny Bowden

4951 4125 or 0402 476 631

Mid Week Gathering December**Kay Bowden**

Mid Week meeting 15th December

venue : **Pelican R S L**

Time : approx, 11.30am for 12.00

Please let Kay Bowden know if you are coming on 02 49514125 or Denny Bowden on 0402 476 631.

N.S.W. Covid rules will apply i.e. Vaccination proof

Thank You, Kay Bowden



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SOCIAL DIRECTOR

Anne Pettigrew

Hoping to see lots of members at the December Club night on Tuesday 14th December.

We are going to have lots of fun again with the MG Chocolate wheel and I have plenty of chocolate prizes !

So bring all your small change and have a "great entertaining night"



Also please don't forget to come along on Jeff's "Twilight Run" to Raymond Terrace on Saturday 18th December!

It's a beautiful location watching the sunset and looking out over the Hunter River and farmland from the verandah of the pub.

Don't forget to wear something Christmassy!

To all our members in the Hunter and further afield, wishing everyone a very happy, healthy and safe Christmas Season!



SQUARE RIGGERS NOGGIN & NATTER

Square Riggers Noggin & Natter meeting will be allowed this month if you are double vax. If so meet at the usual location "Café inu" on 43 Denison Street in Carrington for December 2nd 2021.



We can order then sit in the park area across the road to eat, drink and chat.

Bring your chair, or if raining we can sit under the outdoor roofed shelters. **Come and join us as you will be welcome.**



ASK AN MG GURU

Attention to Modern MGF owners

Have you fitted an “X-part” coil suspension conversion kit to your MG?

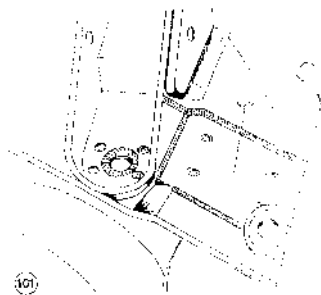
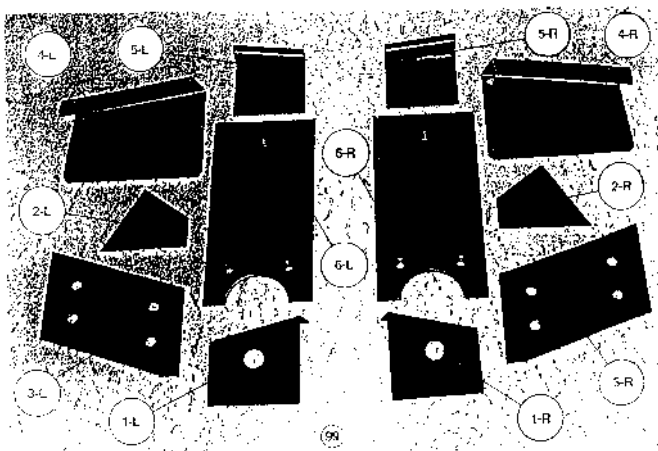
Research has identified that the earlier conversion kits from a supplier “Suplex” and some later re-branded “X-part” kits have the wrong dampers included in that kit that do not have damping in the “bound” or vertical up movement only on the “rebound as per the original dampers. The original “HydraGas” suspension units provided the damping in the “Bound” direction. The consequence of the lack of “bound” damping means that shock loading from rough roads imparts more load into the damper and suspension unit mountings than designed for causing in many cars to have cracking occurring in the mounting supports.

A relatively easy way of checking this is to remove the lower mounting bolts of the rear dampers and pulling down then pushing up of the dampers. If good resistance to this movement is felt in the downward direction of movement but very little in the return upward movement then that will confirm that the wrong dampers have been installed. If adjustable dampers are installed, as with later more expensive conversion kits, are installed then this test is not necessary and there should be damping in both directions of travel.

Internet reference : <https://www.mgfgregister.org/forum/viewtopic.php?t=15336>

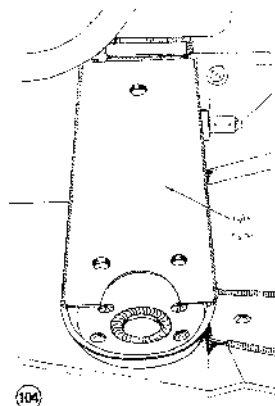
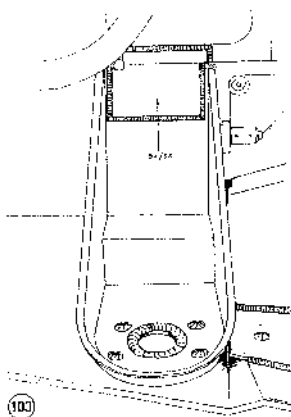
A modification to strengthen the mounting supports by welding in stiffening plates recommended by MG Rover can be found on the internet at <https://www.mgfgregister.org/forum/viewtopic.php?t=9687>

The following 2 pages are a copy of the recommendation from MG Rover to strengthen the mountings before using the MGF in the UK MGF Trophy racing.



2.4. Fabrication

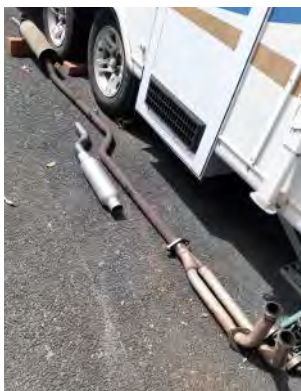
- 2.4.3. The fitment of both left and right hand seat belt anchorages are the same. The lap strap anchorage points should ideally be welded 15mm forward of the rear seat mounting stud and 45mm above the seat bracket mounting face. The crutch strap should ideally be welded equidistant from the seat mountings and 120mm rearwards of the raised box section. See (Diagram 97) and (Diagram 98).
- 2.4.4. In order to re-inforce the Rear Turret (Diagram 99) drill down through the damper top mounting hole and open out to 25.0mm. Drill four 8mm diameter holes equidistant around the 25.0mm hole on a 20.0mm radius. Clamp plates 1L and 1R from underneath and puddle weld through the four 8.0mm holes in the chassis to the reinforcing plate. Weld around the inside of the 25.0mm hole and check the size of the new damper top mounting hole. This should be 16.0mm diameter. Weld in place on the rearward side of the turret, plates 2L and 2R as also illustrated in (Diagram 100). Select plates 3L and 3R. Position these as in (Diagram 101). Puddle weld through the four holes firstly, to avoid weld distortion. Finally weld all four edges. Plates 4L and 4R are positioned between the turret top side and the engine bulkhead, above plates 3L and 3R, as in (Diagram 102). Plates 5L and 5R are welded inside the turret at the extreme top as illustrated by (Diagram 103). Finally plates 6L and 6R are fitted as closing plates for the turret top as shown in (Diagram 104). It is recommended that for the purpose of good alignment, the strut brace supplied is bolted to the turret. The strut brace may then be removed to protect the finished coating before final welding is completed. The vehicle is now ready for complete paint rematch or respray to a colour of your own choice.



I ordered a 12 inch long 2 inch diameter glass packed resonator to install before the rear silencer, 4 mandrel formed 45 degree bends in 2in pipe, a 2 inch diameter in and out offset 14 inch long oval free flow muffler, 4 off 2 hole steel flanges with gaskets and bolts and a metre of 2 in exhaust pipe.

I used a 120 amp wire feed welder with flux cored 0.8 mm wire to weld all joints.

Initially I used an angle grinder with a thin cut off wheel but after finding difficulty in obtaining square clean cuts resorted to using a hand hacksaw to cut the pipes.



I completely removed the old existing exhaust system and placed it on the ground. I then cut the end of the dual exhaust pipe to collector that bolts to the cast exhaust manifold and then welded an exhaust flange to the cut end.

I then placed this against the old exhaust pipe and measured the distance to fit the resonator prior to the central exhaust hanger but also to ensure the resonator would clear the chassis cross members. Then I cut the straight exhaust pipe to suit and welded on a flange plate. Then welded the resonator to the pipe.

I measured and marked out 2 of the pre bent pipes to form a "S" bend that enabled to match the existing old exhaust pipe. When satisfied that the shape was suitable the resonator and 2 sections of bent pipe were welded together. A flange was then welded onto the end of this assembly.

Several iterations of forming another "S" bend to raise the pipe after the axle (the pipe goes under the rear axle) for the rear section were attempted before tack welding of that assembly. A flange was welded to the start of that assembly and the muffler tack welded. The final assembly was trial fitted to ensure clearance from the boot floor and end valence before final welding.



An end pipe support was fabricated to support the end of the exhaust from the rear bumper.

Finally the entire new exhaust assembly was painted with heat resistant silver paint before assembly to the



car with new flange gaskets and donut gaskets to the cast exhaust manifold at the engine.



“Eyston’s Dancing Daughters” - The MG All-Women Racing Team at Le Mans in 1935

The first Australian women* to race at Le Mans were Joan Richmond and Colleen Eaton, who drove MG PA Midgets as part of George Eyston’s 1935 all-women, all-MG team of 6 drivers. Interestingly, the 1935 Le Mans entry list contained no less than ten woman drivers and four all-woman crews, a record which remains to this day. Here is the story of this historic MG racing team.



Left to right Barbara Skinner, Doreen Evans, Margaret Allan, George Eyston, Joan Richmond, Colleen Eaton, Eva Gordon-Simpson.

Part 1 - Le Mans and MG to 1935

The 24 Hours of Le Mans is the world’s oldest endurance racing event, having commenced in 1923. Women have competed at Le Mans since 1930, when Odette Siko and Marguerite Mareuse placed 7th in their Bugatti T40. 1931 saw the first MG entry by a woman, the Honourable Mrs Joan Chetwynd (with Henry Stisted) whose MG C-type broke down 8 hours into the race. In 1934 an MG PA Midget driven by Mme Anne-Cécile Rose-Itier and Charles Duruy saw the first woman MG driver to finish the race, in 17th place.

MG’s first appearance was in 1930 with a couple of private entry M-type “Midgets”, which both failed to finish. 1931 saw an MG Midget C-type (Sir F Samuelson & Fred Kindell) completing the race (but failing to do their final lap in less than 30 minutes - a technical non finisher) as well as the MG C-type

driven by J Chetwynd & H Sisted (as above). The next few years saw more MG entries and in 1933 the first MG to finish, being the C-type of JL Ford and M Baumer coming in 6th.

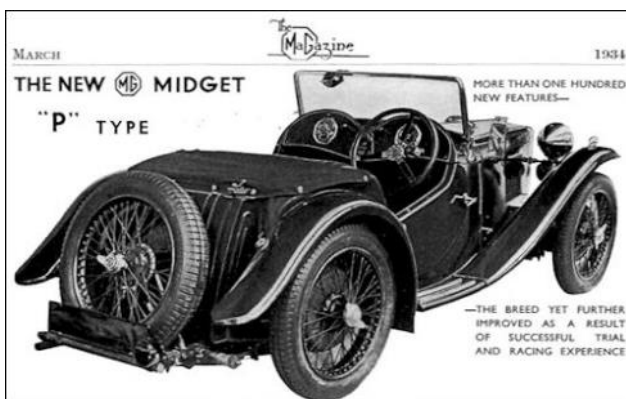
It's well known that Cecil Kimber was in favour of boosting the reputation of MG through racing success and the MG Company regularly assisted teams with preparing their cars before races. Consequently the idea of MG announcing a quasi-works team for the 1935 Le Mans wasn't surprising. What was surprising, and therefore good publicity, was to announce a team of six lady racing drivers managed by well-respected MG driver, and later Land Speed Record holder, George Eyston. Of course the press were patronising in their response and dismissively dubbed the team "Eyston's Dancing Daughters" after Rosalind Wade and the BBC Dancing Daughters, which was a well-known variety act of the time. However, Kimber and Eyston forged ahead with their plans.



G.E.T. Eyston (left) with fire-damaged MG Midget in 1931

Captain George E.T. Eyston MC OBE (1897- 1979) was a good choice to manage the team as he'd been driving highly-tuned MGs to success for several years. In 1933 he won the Brooklands Double Twelve enduro in a blown C-type, the 1,100cc class in the Mille Miglia driving a K3 with Count Johnny Lurani and set a record of 128.63mph in the "Magic Midget" at Montlhery- all in the same year. He had a good working relationship with Kimber and he had also developed the Powerplus supercharger that was used on the M-type and C-type Midgets of the time. In fact it's believed he'd been inspired to start racing cars by encountering one of the early Le Mans, probably the initial 1923 event, whilst on a European tour. He was made an OBE in 1948.

The car chosen for the race was the new MG P-type, which was produced



from 1934 to 1936. It used an updated version of the Wolseley-designed 4-cylinder overhead cam, cross-flow engine of 847cc producing 36hp in standard form, that had been used in the J-type Midget, with a 4-speed non-synchro gearbox. The P-type's chassis was a devel-

opment of the J-type, being slightly longer and strengthened, with half-elliptic springs all round and rigid front and rear axles. The two-seater had a wheel-base of 87" (2210 mm) and a track of 42" (1,100 mm). It originally sold as a two-seater for £220 and in testing the Motor Sport praised it's handling and reckoned it was good for 72mph with the standard flat windscreen.

The 1935 team cars were all carefully prepared by Abingdon, with records showing that 205 hours of work went into building each of the three team cars. All three engines were blueprinted, fitted with race-spec valves and springs and a polished cylinder head. The race fit out included the higher-ratio J-type gearbox, K3-style aluminium cycle fenders and louvered bonnet as well as an aero windscreen for the driver. Racing wheels and a modified luggage area to accommodate the required spare tyres were fitted, as well as stone guards on the headlamps and radiator, quick filler caps and a second fuel pump. The springs were revised to semi-elliptic and Q-type mechanical drum brakes fitted all-around. As these parts were all 'standard' equipment from other MG cars it wasn't too much of a stretch to say they were standard production cars.

When it came time to choose their drivers MG already had form in this area, having run a works-backed team of three women driving MG Magnettes in the 1934 Light Car Clubs annual event. There was a great many talented women drivers at the time, for example US-born Kay Petre, Doreen Evans (these two were touted as competitors in the press), Elsie Wisdom, Joan Richmond, Kitty Brunell (the only woman to win the British RAC Rally), Fay Taylour and Barbara Skinner amongst many others. They competed at events all over Britain and the continent, with many racing at Brooklands.

In the end Eyston and Kimber selected three teams of two, Doreen Evans and Barbara Skinner in Car 55 (chassis unknown) reg JB6156, Joan Rich-

mond and Eva Gordon-Simpson in Car 56 chassis PA/1711 reg JB6158, and Margaret Allan and Colleen Eaton in Car 57 chassis PA/1667 reg JB6157.

Part 2 - The Drivers - Car 55

Doreen Evans (1916-82) was born to be a racer, with her brothers both being racing drivers and her parents mixing with the "Brooklands Set". She raced at Brooklands at 17 (the youngest ever competitor), took up the MG Magna L-type competing in the 1934 BARC meeting and placed 3rd driving a works-backed MG Magnette as part of a team of 3 women in the Light Car



Doreen Evans

Club's annual relay race the same year. Also in 1934 she drove an MG Q-type to win the Ladies' Handicap on the Brooklands Mountain circuit. In 1935 (in addition to the Le Mans team) she won the Brooklands Outer Circuit race in a rebodied MG Q-type and competed (retired with mechanical issues) in the Brooklands 500 mile race in an MG R-type.

In 1936 she drove the R-type to third place in the BARC Second Mountain Handicap, but her car caught fire and crashed (only minor injuries) at the 1936 Brooklands International Trophy. Doreen and Alan Phipps entered an Aston Martin in the 1936 Tourist Trophy, but Phipps crashed the car on the first lap. Despite this she went on to marry Phipps and moved to America, choosing to end her driving career but going on to earn her pilot's license. She died in California in 1982. She was the quintessential "MG Girl".

Barbara Skinner (1911-42) was also born with cars in her blood. Her father Thomas Carlyle ('Carl') Skinner helped his brother develop the Skinner Unions (SU) carburettor in 1904. Like her brother, who also raced, Barbara was a keen racing fan and in 1928 her father gifted her a Morris Cowley Special for her 21st birthday, which he personally worked over to make race-ready. She developed considerable skill in hillclimb events all around the UK and her first win was in the MAC Ladies Cup for the fastest women's time (56.6 secs) at the 1932 Shelsley Walsh hillclimb.

The Cowley was soon relegated to towing vehicle and replaced with the car most associated with her career, a newly built White Minor on a chassis permanently loaned by Lord Nuffield himself. In 1934 she bettered her own time



at Shelsley Walsh by a full 10 seconds and repeated this time of 46.6 seconds in 1938 driving her Red Skinner Special, which is owned today by the modern SU company. Between 1932 and 1935 she also competed at Brooklands and in the RAC Rally. The 1935 MG

Le Mans team was a highlight in a strong racing career. She later married John Boster, racing driver and motoring writer, and continued racing under her married name. Sadly Barbara died in a traffic accident in 1942, cutting short a life deserving of wider notice.

Part 3 - The Drivers - Car 56

Joan Richmond (1905-99) was born in Cooma and grew up in Victoria where, as a young woman, she rode and trained race-horses. From 1926 she started competing in car trials before placing 5th in the 1931 Australian Grand Prix, driving a Riley Brooklands. Soon after she set out in a Riley Nine with two friends to spend 5 months driving overland from Melbourne to Italy to compete in the Monte Carlo Rally. From there she went to England where she and Elsie Wisdom raced a Riley Brooklands to win the 2-day 1,000 mile Brooklands race in 12 hours and 23 minutes at an average speed of 84.41mph. Joan and Elsie were Brookland's first women winners in a major event, after the BARC allowed women to compete against men in 1932.



Joan Richmond

In 1933 Joan purchased a 1921 3,000cc Ballot, that'd been raced by Malcolm Campbell, which she campaigned unsuccessfully for two seasons. Her Riley was still used in rallies, and she placed 13th in the Light Car class of the 1933 RAC Rally, with Kay Petre as her navigator. 1935 was a busy year for Joan, driving a Triumph at Brooklands, placing 24th in the MG P-type at Le Mans with Eva Gordon-Simpson (the first of the "Dancing Daughters" to

finish) and later driving a Frazer-Nash to 2nd place in a Ladies' Mountain Handicap.

After Le Mans Joan continued competing, driving a Triumph in the Monte Carlo Rally (3rd in class 1936), the RAC (1st in class 1936) and other events. In 1937 she took 14th place back at Le Mans sharing Bill Bilney's Ford 10 and was 3rd in class at Shelsley Walsh with Robert Waddy. She became engaged to Bill Bilney, however he died in an accident at Donnington later in the year as co-driver to Joan in her AC. After that she reduced her involvement in motorsport. During WW2 she worked at the De Havilland factory and returned to Australia in 1946, becoming involved in animal welfare and she later wrote the introduction to "The Sporting Rileys: The Forgotten Champions" by David G. Styles in 1989. Joan died in 1999. The National Museum of Australia held an exhibition on her life and career in 2014.

Eveline (Eva) Gordon-Simpson

(1901-80), was born in Garstang. There's not much detail on Eva prior to her competing in the 1932 Monte-Carlo Rally, departing from John O'Groats in a Singer. She placed 27th overall and 2nd in the Ladies class, however she was known to have competed in Alpine trials. The next time we see Eva is sitting with Joan Richmond in Joan's 1921 Ballot sometime in July 1934 (above). The photo credits Joan as being "her protege". It isn't clear if they raced together, but it is likely they did which probably led to them sharing PA/1711 in the 1935 Le Mans team. We have no results for Eva before 1934, but it seems very likely that she was a regular competitor at racing events from the early 1930's. Similarly we have no details of events after 1935, save for divorcing her first husband and marrying Hugh Conway, then a leading Bugatti expert and later a director at Rolls Royce. She died at Westminster in 1980.



Eva Gordon-Simpson (left)

Part 4 - The Drivers - Car 57

Margaret Allan (1909-98) was born in Patterton, Scotland into a wealthy and progressive family that owned the Allan Line steamship company. Her mother encouraged Margaret to learn to drive as soon as she was old enough, becoming the family chauffeur, and in 1930 she entered and won the Women's Automobile and Sports Association (WASA) trials, as well as her appearance

at Brooklands, driving the family Lagonda. Soon that car was deemed too slow and cumbersome, so in 1932 her father replaced it with a supercharged Lagonda 2 litre. Margaret competed in the Brooklands Inter-Club Meeting (narrowly missing the overall Stanley Cup title by 1 point), finishing in the RAC and Scottish rallies, was co-driver to Eve Staniland driving a works Riley Nine in the Monte Carlo Rally (10th overall) and winning the Glacier Cup and being awarded 2nd in the Coupe des Dames in the Alpine Rally Coupe Des Glaciers, driving a Wolseley Hornet with her brother Hamish.



Margaret Allan

In 1933 she competed again at Brooklands driving a 4 ½ litre Bentley, with the women-only WASA team achieving 3rd place and Margaret taking outright success in the Junior Long Handicap (her fastest lap at 97.65 mph) and achieved the same outright success the following year. Margaret's achievements attracted the attention of MG Cars and she was asked to join the MG Team for the 1934 Light Car Club's 200 mile Relay Race at Brooklands, driving MG Magnettes. This all-women team performed well, achieving 3rd place in a race where the finish was punctuated by a torrential thunderstorm. In that year she also drove a Triumph in the Monte Carlo Rally coming in 60th place. Margaret's success as part of the 1934 team made her an obvious selection for a position in the MG 1935 Le Mans team, partnering with her friend Colleen Eaton, with her car coming in 26th.

Unlike many of her contemporary women drivers, who competed in smaller cars (Austins, MGs and Rileys), Margaret loved driving very large and powerful cars and proved adept at handling them. 1936 was the last full year in which she competed, driving both "Old Mother Gun" (the ex-Woolf Barnato Bentley 4 ½ litre that had won the 1928 Le Mans - now upgraded with a 6 ½ litre engine!) and a Frazer-Nash. Margaret married Christopher Jennings, a fellow racer, in 1937 and retired to raise her family. She became a well-respected motoring journalist still working into her eighties. During WW2 she drove ambulances and worked as a code-breaker at Bletchley Park. Post-war she demonstrated she still had the "touch" by winning the Coupe des Dames in her last rally drive in the 1950 Circuit of Ireland driving a Vauxhall. She passed away in 1998.

Colleen Eaton (1901-83) was born in Chislehurst to Australian parents and grew up in Moss Vale, two of her aunts married into the Fairfax family. She and her mother went back to England after her father died in 1907, returning to Australia a number of times in the subsequent years. Colleen married Hugh Eaton in 1924 and she and her husband moved in British motoring circles, Hugh placed 3rd at the 1930 Le Mans with Brian Lewis driving a Talbot 90. We don't know much about Colleen's racing career, outside of her time with the "Dancing Daughters", but we do know she was a great friend of Margaret Allan and they drove to Le Mans in Colleen's big Alfa Romeo saloon, which they used as accommodation at the track. Sometime between 1935 and 1938 Colleen divorced Hugh and she went on to marry Richard Norman in 1938 and subsequently divorced again in 1944. She died in Australia in 1983. At the time it was said that the steady driving of Allan and Eaton was crucial to the success of the Le Mans team.



Colleen Eaton

Part 5 – Results and Afterward

All three cars finished the race, which was in itself unusual for the times, and almost in sequence cars 56, 55 and then 57 at 24th (153 laps), 25th (153 laps) and 26th (152 laps) respectively. Apparently the only maintenance work needed in the pits was that car number 55 needed a new light bulb! The team's achievement in the 1935 Le Mans was good enough for them to be eligible for the Rudge-Whitworth Biennial Cup in 1936. However, William Morris (Lord Nuffield) decided to cease all competition work and the MG racing department was closed before preparation began for the 1936 Le Mans. In the end this, and the cancellation of the 1936 Le Mans due to labour strikes, brought MG works racing and the "Dancing Daughters" to a close.



At Le Mans

After the race all three cars were returned to the works and bored out to PB spec of 939cc capacity, making them now PA/PB cars. This was in line with MG upgrading the remaining PA's to PB spec after the release of the PB, to move them off MGs inventory. Chassis PA/1711 and PA/1667 were both later equipped with Marshall superchargers and used in hill-climbs. The other chassis was sold to a privateer and was reportedly destroyed. PA/1667 was taken to the US and competed in events before an accident necessitated a rebody, in this case as a streamliner. Now known as "Leonidis" it subsequently competed again at Le Mans in 1939 (retiring) and is now in The Collier Collection in Naples, Florida USA. Chassis PA/1711 has a well-documented history, having spent 35 years in a single car collection. Somewhere along the line the supercharger was removed and it was restored to 1935 Le Mans spec in 1995 and subsequently sold in 2015. It is the only remaining car from the "Dancing Daughters" team of 1935 that still wears its original body.



Car 56 in 2015

* The first Australian man to race at Le Mans was Bernard Rubin, who was Woolf Barnato's co-driver in the race-winning Bentley 4 ½ Litre Bentley S4 in 1928 - later Margaret Allan's "Old Mother Gun".

MG Car Club Hunter Region
Minutes of Committee Meeting Held 9th November 2021

Meeting Opened: 6:03 p.m.

Chair: Denny Bowden. Minutes: Frans Henskens.

Present: Denny Bowden, Frans Henskens, Greg Jenkins, Jeff Lauff, Gary Piper, Ian Ashton, Wendy Croker, Anne Pettigrew, Graham Haywood,

Apologies: Stephen Jones, Howard White.

In attendance: Nil.

Minutes: Approval of minutes of previous meeting held on 10th August 2021, Moved Ian Ashton, Seconded Graham Haywood.

Business Arising:

Please note that historic plated cars operated by members who have not renewed their membership are possibly now not registered and not CTP insured.

Reports:

President (Stephen Jones):

Do we hold a Concours to be conducted soon after the National Meeting.

MG Car Club has requested not before.

Vice President (Denny Bowden):

December Club meeting

To be held on usual Tuesday night, not delayed because of NSW re-opening on the 15th.

Preparation of the rooms for such a meeting – need working bee to make it look good after the painting.

Photo session to be held at Club rooms with Sonia Hornery on 2 December.

Historic registration inspection date 4/12/2021,

Are we going to do a toy collection for the Salvation Army?

Need to check with Salvos whether this initiative is being conducted in 2021.

Secretary (Frans Henskens):

2021/22 Membership renewals to date: 65 single and 75 family, a total membership of 215.

Correspondence received from Damien White (ph: 0437 920 763) of Circuit Italia: they have become aware of a Facebook site purporting to be Circuit Italia which is not associated with them. The photos on the site are hill climb activities - Ringwood? If any of our members are responsible for the site, they are asked to remove it.

Treasurer (Greg Jenkins):

Club Captain (Jeff Lauff):

Proposed November Run is on departing Clubhouse 10 a.m. November 21, involving scenic tour heading to Greta for lunch. All BYO.

Christmas Twilight Run 18th December, departing Clubhouse 5 p.m. destination Junction Inn, Raymond Terrace, arriving 6 p.m. Please contact Jeff Lauff to book.

Sporting Director (Gary Piper):

As per magazine.

GP is doing a hillclimb this weekend.

Tim Blanch has special permission to do a one-off Gear run on 1 December in his MGF.

Regularity hillclimb is on again 12 December.

Public Relations (Ian Ashton):

Results are in for Club point score. Presentation will be in the morning after **Denny's Breakfast Run on 16 January.**

Euro Motorfest will be on Saturday 18th June 2022 at the Foreshore.

FH to book venue with NCC.

Regalia (Wendy Croker):

Has sold 2 polo shirts. Has sold last grille badge.

Do we order more, order involves a largish number (~50)? Will look into cost.

Committee Member (Howard White):

N/A.

Social Secretary (Anne Pettigrew):

Christmas in July – raffle income broke even with the cost of prizes, including all 30 members present receiving a small gift bag of goodies from Santa & his elf!

Clubnight (Christmas) in December.

Having chocolate wheel again (popular last year) with chocolates & candy canes as consolation prizes.

Will need some substantial prizes, perhaps approach Tracey in Repco at East Maitland.

Need to do a better job of introducing new members, perhaps a regular new members get together next year.

Do the National Meeting social activities need our involvement and/or assistance?

Offer has been made, up to MGCC social organiser.

Magazine Editor (Graham Haywood):

Nothing more to report.

General Business:

Club Website stats for October 2021:

Site was viewed 1,148 times with the peak being 29 October with 83 views.

The top 5 searched pages were;

Site Home Page - 418 views

Magazine Archive - 220 views

Classifieds Home - 149 views

Club Magazine (October Edition) – 63 views

1968 MGB Mk2 with Overdrive - 41 views

Website backend updates are regular and ongoing. Updates applied in September were;

The Events Calendar to 5.10.0 (Events calendar).

Ultimate Product Catalog to 5.0.22 (Regalia catalogue).

Jetpack to 10.2 (site security & performance).

Ninja Forms to 3.6.4 (webform builder).

Knowledge Base to 8.2.2 (Ask An MG Guru).

Facebook stats for October 2021:

4 people were granted membership of the Club Facebook Group and 2 unsubscribed.

There are currently 248 members of the Group. At month end there were 250 members of the Group.

There were 205 active members on the Facebook group, posting, reacting and commenting on posts.

Top 5 of the 96 posts in September were;

✦ Austin & Sue Blanch on Tuning Run to Wingham - 376 views & 12 comments.

✦ Evan Redman – Reuniting TC3306 with its engine - 509 views, 3 comments, 1 share.

Maurie Prior - Jaguar XK140 picture - 305 views, 5 comments, 1 share.

Our contact at Tyrepower has left. Ian Ashton has spoken to them about new liaison person.

Cubhouse working bee is to be held next 10 a.m. Monday 15th November.

Meeting Closed 7:20 p.m.

Next Meeting:

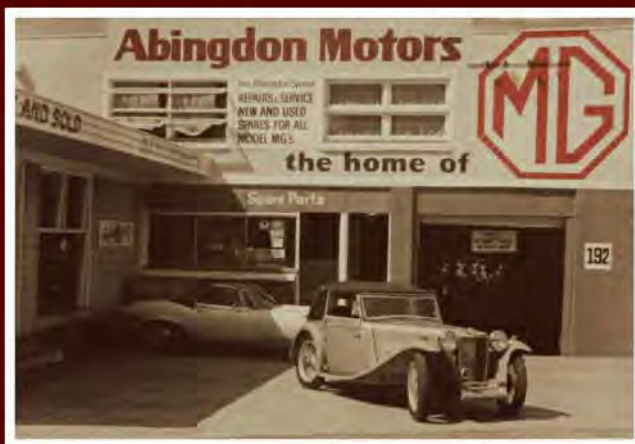
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Im actively looking to buy a good / well restored example of a MG TF 1500 and wondered if any of your members may be interested in selling their pride joy.

Could you please circulate my details to your members or otherwise make TF owners aware of my contact details perhaps as WANTED section in the clubs magazine.

Many thanks
Bruce Piper
0414960777



WANTED TO BUY

I am looking for early MGB 5 inch wide steel rims and hub caps fitted to early MGB GT's as per attached photograph to fit on my MGB GT.

Please notify me on ray.sharon@bigpond.com or 0425245100 with price and location



FOR SALE

“MGB SALES BROCHURE”

16 full colour pages in landscape A4 format. Cover states “with five bearing crankshaft 1800 c.c. engine”. Very good condition. Has “L1420” hand written in biro on the cover (for L read pound sterling symbol). \$25 excluding postage. Or pick up in central Newcastle.



“MGB SERVICE MANUAL”

This manual specifically relates to MGB BL O/D YHN9 825 Registered in NSW as BJN 532 and purchased new by John



Hills from P & R Williams on 23 October 1970. Part No. TP619D. Pertinent document for any owner of a similar MGB. 16 A5 pages including the plasticised cover and full Maintenance Schedule. Good condition.

“**Owner’s Manual**” for **Diamond Dot** car radio fitted to MGB BJN 532 by Talent Car Radios at Kogarah on 22 October 1970. 16 A5 pages including the cover in good condition.

“**Austin Morris Dealers and Service Centres in Australia**” Leaflet listing all dealers, locations and tel. numbers. A4 in size but folded into eight panels. Printer’s code indicates 1970 in line with documents above.

As these three items are related to each other they are offered as one lot at \$25 excluding postage. Or pick up in central Newcastle.

Email Rob at robertanddenny@gmail.com

MOTORING LIBRARY ARTICLES FOR SALE

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

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Metal tool box mounted on A frame.

Ramps slide out from under frame and are held in place with screws to prevent movement during loading. Turnbuckles provided to anchor restraining chains during transit.

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Complete Workshop Manual for a modern MG TF,
480 Pages of mechanical instruction with pictures
at a bargain price

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Fletcher mb 0407 704 853



For Sale



1997 MGF. Convertible. Very original car. Two owners, current owner 20 years.

One of the rarest colours – Vulcano, Good tyres, 5 speed manual.

Suspension changed to coils and adjustable shockers. Regularly serviced and maintained. NSW Registration (MGF097) 75,700 km on clock.

Car is for sale as a project.

The motor has an issue which has not been accurately diagnosed. Statement below from Mechanic who has looked after the car in Newcastle.

“After dismantling engine to inspect the head gasket I am confident that there is no fault with the gasket or surface of the head. It was however noted that one of the liners protruded higher than the others. This could possibly affect the sealing surface for the gasket or indicate that the seal at the bottom of the liner has been damaged.”

Located Belmont North, NSW Always garaged and covered when not on road.

Contact Gary - 0419 236565.

Car is for genuine sale, price negotiable.

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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CLUB MEMBERSHIP ENDS JUNE 30 NEW YEAR OF MEMBERSHIP STARTS 1ST JULY

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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 February 2022 edition will be
Friday 21st January 2022**



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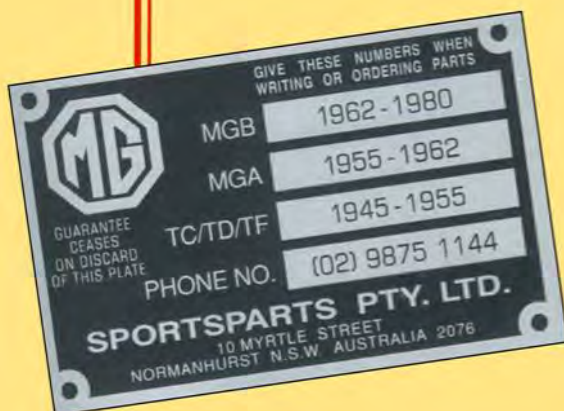
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