

ON THE MARQUE

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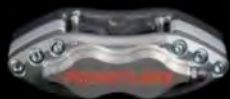
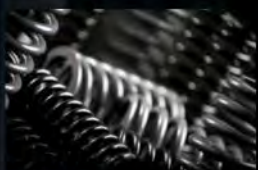
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Club Hunter region Inc.

JULY 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.

JULY 2021

- ♦ **Thursday 1st Square Riggers Natter—12pm to 2 pm Inu Café**
- ♦ **Tuesday 13th—Committee Meeting 6.00pm at Club rooms**
No Club Meeting due to painting of rooms and Covid restrictions .
- ♦ **Wednesday 14th—Midweek Run— Swansea Hotel 12 noon**
Contact Kay Bowden to Register.
- ♦ **Thurs 15th to Sat 17th—Proposed W/E Tuning Run.**
- ♦ **Thursday 22nd—Back up if W/E not run is usual tuning run**
contact Steve Jones 0412 495 234 or Austin Blanch
on 0434 143 242 to register.
- ♦ **Sunday 25th—Clubman Run—XMAS in July lunch at Morpeth —**
Contact Jeff Lauff Jlauff55@dodo.com or Anne
Pettigrew at.rose.villa@gmail.com to attend.

AUGUST 2021

- ♦ **Thursday 5th -Square Riggers Natter—12pm to 2 pm Inu Café**
- ♦ **Saturday 7th—MGCCN Hillclimb at Ringwood**
- ♦ **Tuesday 10th—Committee Meeting 6.00pm at Club rooms**
Club Meeting AGM 7.30pm with QR code entry.
- ♦ **Wednesday 11th—Midweek Run— General Washington Hotel**
Stockton 12 noon Contact Kay Bowden
to Register.
- ♦ **Friday 13th—Proposed Film Night starting at 7pm—Check web**
page & fb for confirmation
- ♦ **Sunday 15th—Clubman Run—Meet at Club Rooms 10 am -**
Contact Jeff Lauff Jlauff55@dodo.com to register
- ♦ **Wednesday 18th—GEAR meeting at Wakefield Pk Goulburn.**
Contact Gary Piper 0419 490 936
- ♦ **Saturday 21 to Sunday 22—Rylstone Classic rally - contact**
Steve Jones 0412 495 234 for details
- ♦ **Thursday 26th—Tuning Run—meet at McDonalds Hexham car**
park at 9.00 am—contact Austin Blanch on
0434 143 242 to register.
- ♦ **Saturday 28th to Sunday 29th—HSRCA meeting at Wakefield**
Pk. Goulburn—Contact Gary Piper 0419 490 936

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 at "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
Phil / Glenys Powell
John / Astrid Perdriau
Alan Priest
John Ray
Laurie / Kris Sullivan
Ian / Carol Tracey

Peter Thomas
Clayton Thomas
Andy Webmaier
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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.

CLUB MEMBERSHIP RENEWAL IS OVERDUE

1 Renewals are due by end of June 2021.

Those on historic registration MUST not allow their membership to lapse because it is a necessary condition for their concessionary registration.

2. There are three possible renewal fees as follows:

Single Membership (Full or Associate) is \$60

Family Membership (Full or Associate) is \$70.

Student Membership (over 18 and full-time student) is \$25

3. PDF of "*On the Marque*" club magazine by email is included in Membership.

Printed copy incurs an extra \$60 per annum.

4. Payment should be made by EFT as follows:

BSB: 062-817

Account Name: Hunter MG Car Club

Account Number: 0090 3262

Description: Name(s) of renewing Members

5. After payment has been made please send an email with payment details

(date and amount of payment,

whether renewal is Full Single/Family,

Associate Single/Family,

or Student,

and whether additional fee for printed copy of magazine)

to our Treasurer Greg Jenkins (gregjenkins204@gmail.com)

6. When renewing it is NOT necessary to complete a Membership Application/Renewal form.

If Membership details (e.g. email or postal address, phone number, vehicle details) have changed please advise the Secretary Frans Henskens by email

(henskens@henskens.com.au)

To follow on with the front page theme of “MG wheels” this months photo is of a MGB GTV8 alloy wheel that was also fitted to some special LE MGB GT's. (Photo courtesy of member Howard White)

An unfortunate result from our Club Run in May was that two members MGB's suffered Clutch issues. I am pleased to inform that both cars are mobile again.

When you next attend a club meeting you should notice that the club rooms have been painted, courtesy of our landlord after successfully applying for a grant from the State Government, and completed by Master Painters.

Many thanks to the organisers of the Euro Motorfest that we finally were able to put on even during increased Covid restrictions.

A pictorial record of the event is included in this magazine.

It is now time for all committee members to re-nominate for the committee positions and also for any other members whom may be interested in becoming more involved in the running of our great club.

Progress with my MGB.

I have been unsuccessfully searching for used head rests so when I saw an E-bay advertisement for discounted head rests of the exact design for my car I ordered them. However only one was left so only my driver's seat has the additional head protection.. Now I cannot consciously have a passenger until I can provide the same head protection for the passenger seat.

I wanted to provide protection from a potential rear end collision but also have added an LED brake light to the roll bar of my car to improve the warning of my use of the car brakes to following drivers.



Around the bend – the ravings of your President.

It has been a very eventful month for the club. The Mechanics Institute has had its electrical system upgraded to a standard where we could install A/C if we ever won the lottery, and the whole inside has been painted. This was a bitter sweet moment as we have now permanently lost the brilliant artwork that was on the eastern wall. Done by the late Jeff Redman, it will now be a memory that lives in our hearts and heads. We can still see his brilliance every time we look at the J Van. We need to do something to honour his work for the club, just not sure what yet.

Speaking of the J van, it finally has new shoes. The ones on it still had plenty of tread, but were now bullet proof and run flats. As with all older vehicles, the only thing rarer than the little commercial, is the choice of tyres. Only one make and style was available and they were a very pretty penny. It will make the J van far more drivable. Now I just need to get the old girl to start. With her age, she likes to stay asleep whenever possible.

You will read elsewhere in the magazine about Team Hunter's exploits at the Sydney Classic race meeting and a nice list of work to be done as a result.

I've been for another run to Tamworth to see how club member John Colville's TF is fairing with the mouse plague. My article from last month on my attempts to mouse proof the TF proved disappointing. Major damage is being caused to the carpet, seat belts and even the tourneau. I've pulled the seats out and cleaned up the damage. Fortunately it doesn't look like they've hit the wiring yet.

I have revised the mouse proofing by cutting the rubble buckets



down a bit and inverting them. They are now on top of the axle stands and this time I'm hoping that gravity will work in my favour. As the mice climb the stands, they have to then go upside down and climb down the slippery side of the bucket, somehow get around the



lip whilst upside down and then climb the slippery outside.
Only time will tell.

If you want rain, let us know. The “Euro Motorfest” day did it again and unfortunately, it was delayed a week meaning we had a clash. The township of Lambton turned 150 late June and the club was invited to join in the festivities on the 27th and that was our backup day for the “Euro Motorfest”.

As it turned out it was the perfect day... weather wise.

Covid got in the way again with a major State lockdown. The Lambton celebrations were cancelled but we felt we had just enough freedom, with a few strict measures in place, to go ahead with “Euro Motorfest”.

The age old question, I have lent a few people some bits and pieces over the years, and occasionally I need them. Unfortunately I never write down who borrows what (a lesson to be learnt there). So does anyone have my MGB distributor (the spare from my races kit) and my petrol transfer pump?

There will be a question mark over the club night this month with the current lockdown. Please keep an eye on the clubs website or Facebook in case we need to cancel. You will definitely need to call editor Graham and book in if you are thinking about attending. The number of participants will be reduced with the change in distancing laws and masks will be mandatory inside as well as QR code entry.

Stay safe and get vaccinated. It's the only way.

See you soon

Jonesy

SQUARE RIGGERS NOGGIN & NATTER



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

A weekend of ups, downs, and sideways.

Well that is probably the only way to describe Team Hunter's weekend at the "HSRCA" Sydney Classic race meeting. Things were looking positive with the weather co-operating for once. The last two meetings that I'd been to, I needed a wet suit, not a driving suit. This time, the sun shone and everyone was happy.

Matt Blanch had entered his MGB in "Group S", I was entered in "MG Racing" and Austin Blanch had put his MGA in the "Super Sprint" class. Everything was plodding along nicely until the Victorians decided to lockdown Melbourne. This didn't stop a couple of morons from Melbourne going on holiday, through NSW to Queensland. If that wasn't bad enough, whilst infected. The "MG Racing" crew are far more civic minded and did the right thing. With no prospect of release in time, they withdrew.

That left me hanging slightly in the wind. Despite negotiations with the left hand, the right hand hadn't been told and even with two days to go, and the official entry list released, I still hadn't been officially allocated a group. I was eventually slipped into "Group S" as an invited car with Matt.

Bev and I were the first to arrive and set up the Team spot on the skid pan. The rest of the team arrived and our base was set.



Qualifying was the first event for everyone on Saturday morning. Austin went first and set the pace. He was in with lots of scary fast touring and sports cars. The group was that fast that despite a good time of 2':04", he was down towards the back part of the field (I know that spot). Fortunately this group are sent out with 3 second gaps, fastest to slowest. The aim being that everyone gets a clean run.

Matt and I hit qualifying. Matt hit a blistering time of 1':52" but unfortunately blew a Welch plug on lap 3 and pulled out. My best was dead on 2' with me in my usual spot down towards the back.

My clutch wasn't playing the game and was slipping regularly. This was an omen for the weekend with it getting worse as time went on.





In race 1 Austin took another 2 seconds off his time. Matt was running around western Sydney instead of the track, trying in vain to source a welch plug, so he could get back on the track. That left me as the lone team member in "Group S". The clutch was getting worse, especially with a standing start, but I still took a few seconds off with a 1':56".

Race 2 was to be a night time race under lights. Again Austin's "super sprint" group were on first at 5.30. It was interesting to watch as the disc brakes started glowing under heavy breaking. The cooler night slowed the times somewhat with



Austin dropping a couple of seconds.

Matt had officially retired and I found a tinted visor wasn't the best after the sun went down, no matter how many light poles there were around the track. "Group S" hit the track at 6:45pm for 6 laps. Again I'll blame the cooler night and now badly slipping clutch for slower times as I dropped back to just over the 2 minute mark.

Sunday dawned fine. Austin set a best lap of 2':03" in his morning run.

I lined up and was not confident of being able to put any power down. This was exactly how the race went. I found myself having a great dice with Greg Prunster in his Bug-eye Sprite at the back of the field.

All was fun until the last lap when for some reason known only to the driver of a Porsche, he decided that the inside of corner was the place to overtake me. There was a few centimetres of track to the left and several metres to the right. Guess which side he went?

I had checked my mirrors before taking the corner and saw Greg but no one else. The first I knew was a bang and I was thrown sideways across the track at over 160kph.

He had taken out my passenger side front suspension, tearing it apart. I held on for the ride and ended backwards in the kitty-litter.



No action was taken against the instigator of the incident and I'm left with a nice bill for repairs. Fortunately, I'm insured with "Shannons" and have race insurance. That left me winching a sad Midget back on its trailer while Austin was getting ready for his last run as the last "Team Hunter" competitor still mobile.

Austin set his best time of the weekend with a 2':00" and jumped up the results too. He did well to keep a couple of V8 Mustangs, a V12 Jag, an Escort and a Torana at bay.

Overall it was a hard weekend for the team.

Matt is pulling the engine to see if there is any internal damage.

I have a full suspension rebuild and will pull the engine and gearbox to change the clutch... again.

Austin's A is still going nicely.



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Steve Jones, Matt Blanch & Austin Blanch recently competed in the "HSRCA Sydney Classic" at Sydney Motorsport Park in near perfect conditions.

Matt competed in the "Group S" category with Steve also competing in "Group S" as an invited entry. Austin competed in the "Super Sprint" event. The group met with mixed fortunes over the weekend with Matt having a Welch plug come out of the block effectively putting an early end to his weekend.

Steve had issues with a slipping clutch & was involved in a high speed incident with another competitor. Fortunately no injuries were sustained.

Austin drove well all weekend to stay out of trouble & record a P/B lap time for the Sydney Motorsport Park Circuit. Thanks to Steve Jones for his report & pics on the event.

I competed in a Hillclimb at Ringwood Park on the shorter A2A course. The first run was on a cold wet slippery track & it was obvious that the late model all wheel drive cars would be the quickest on the day. On the second & third runs the day warmed up & the track dried up a bit giving competitors a chance to improve their times considerably.

However the fourth run saw rain falling again & it was take it easy to bring the car home in one piece.

Quickest time on the day was taken out by a Subaru WRX driven by Adam Single, 2nd being Theo Poteris Ford Focus RS, 3rd being Karen Wilson Ford Focus RS.

In my group "Production Sports Classic 1.4 to 2.0 litre" fastest time was taken out by Jeff Newy in an MGB.

On Wednesday June 9th I competed in a "GEAR" day at Wakefield Park. We had an early start leaving home at 3.30 am and when we arrived at Wakefield Park at 7.30 it was a cool 5 degrees.

We went out for practice with light rain falling on a cold wet track so it was like ice skating and on the third lap I went for a infield excursion at turn 2 after a bit of circle work on the black stuff (yes Austin I found the limit). The first event showed a big improvement on practice with a bit more grip. On the second event the track was offering up some good grip and the tyres were actually starting to work as they should so we could settle down to put in a few good laps. The third event saw the rain falling again and back to a greasy track. A lot

of competitors chose to put their cars on the trailers and give this event a miss. But I figured I'm not going to learn how to handle a wet track if the car's on the trailer, so out I went and took it easy, no spins this time however a fair bit of sideways though. Thanks to the all the "GEAR" volunteers & the Wakefield Park team for a great days Motorsport.

Coming events .

Wed August 18 — GEAR Wakefield Park Goulburn.

Sat , Sun August 28, 29 — HSRCA Spring Festival Wakefield Park Goulburn

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



Photographs of cars in garages at Wakefield Park



May Tuning Run 2021

I hadn't been on a tuning run for months. The hot summer sun and wet weather are of course not ideal driving conditions for open MG's. Then there are other distractions too numerous to list; including forgetfulness. But the last Thursday in May was one of those amazing autumn days when driving an open MG amongst the autumn tints and the brisk wind under blue sky was just too good to pass up.

The main contingent dutifully left Macca's Hexham at 9:00am sharp, proceeding up the Pacific highway and Bucketts Way to Booral and then across the mountain through Girvan and Crawford River to Bulahdelah. This is a remarkable road which was originally the Pacific highway to the North Coast. Before that it was a stock route. It's now an alternative route; but not for me. I much prefer the winding road through the rainforest and open plains as the preferred route to Bulahdelah whether or not I am in an MG or daily hack.

It's "remarkable" in that it is the only smooth category "B" road in the region.

The second contingent from Stroud and Clarencetown arrived at Bulahdelah an hour later (I mis-read the published start time!) for coffee at "Olivers". At this point John and Jude retired the B from the run and limped home to Clarencetown to sort out a grabbing brake calliper. It is often the case that these tuning runs of no more than 100kms in length, provide a good test as well as a way to blow some cobwebs out. For me, this run was the motivation I needed to sort out the fast idling problem with the carbies on the MGA.

The next leg of the run took in the Old Pacific Hwy from Bulahdelah to Nabyac via Wootton. Now this was a perfect MG road; winding, cambered roads without traffic through stands of tall flooded gum and rainforest. This road is perfectly suited to the gearing of the MGA and with the exhaust note under load bouncing off the forest sides it was an enjoyable drive. I remembered the annual family holiday trip to Tuncurry via this stretch where my dad's Vauxhall Vanguard with overloaded box trailer struggled to make the hills, and then struggled to stay in brakes on the other side.

Nabyac pub provided good value meals and a time to natter about motoring things etc. There are two other first-class caf  s in Nabyac so if you are ready for a short break on your way up north next time,

it is worth stopping there. Sharon and I decided to return to Bu-lahdelah via the Pacific Highway; which was a mistake. The road was fast with impatient drivers and semi -trailers intent on passing the "A" regardless it seemed, of the speed limit. I don't enjoy driving MG's in modern traffic, even though I can keep pace with it. If I had the racing "bug" I might have a different view. I would rather stay with the country roads which our cars were designed for.

Come and enjoy the June tuning run, weather and other distractions permitting.

RGT

TUNING RUN REPORT

Austin Blanch

Tuning Run June

24/06/2021

Well, I have to say this tuning run was certainly different...the plan originally for this Thursday's tuning run was a run down the old Pacific Highway and have morning tea at Doyalson...then continue down to Hawkesbury still on the old highway and up the mountain to have lunch at Pie in The Sky...but having considered the weather we decided to cancel Pie in The Sky and have lunch at Brooklyn... but again a change of plans due to covid. So, meeting at MacDonald's we set off to Cessnock to the vineyards this turned out to be the most expensive tuning run that we have had to date. First stopping at Sabor Desert Bar for morning coffee and experiencing a difficult time in what to eat for the selection is eye watering as well as mouthwatering. We then set off on excellent MG roads visiting a number of wineries...careful in our tastings due to driving. Lunch was at Harrigan's Irish Pub which was excellent. The day certainly reminded us of just how fortunate we are to live in close proximity to so many excellent destinations including how small the MGB roadster boot can be when trying to fit in a few cases of wine...agree Rick?

Regards Austin.

On the Marque Pro Report.....Ian Ashton

Despite having to postpone "Euro Motorfest" for a week due to bad weather I am very pleased to advise that the Event held on Sunday 27th June was a great success!

Despite a last minute Covid announcement which required mandatory wearing of face masks and NO car clubs representing Sydney or Central Coast Clubs or the presence of any trade displays who cancelled, we welcomed 111 cars through the Variety Club's inflatable arch to the sun filled arena of Foreshore Park.

My thanks must go to our MG Committee who despite a fairly fresh start to the day were there to help with the set up from 7am.

Thank you also to our many MG members who brought their MG's along and enjoyed a great day of social interaction with fellow motor-ing enthusiasts albeit through a face mask!

On 25th July many of us will be celebrating a Christmas in July lunch at Morpeth but you must be quick and register NOW by contacting social director Anne asap!

Yes we are halfway to Christmas which reminds me to tell you to highlight Sunday 21st November in your diary as the date for our annual Toy Run and Club Presentation Day at Rathmines Bowling Club. A reminder that the All British Day is scheduled for Saturday 31st July also at Newcastle Foreshore Park.

Please also give some thought to the Annual General Meeting / committee elections coming up on 10th August in the freshly painted Club room.

Although the committee enjoys looking after member's interests by organising our many activities, some may want a rest from the Club committee commitment or at least some assistance with certain events....more hands make light work!

Please endeavour to support our Club sponsors, more recently Tyrepower at Gateshead who sponsored the three People's Choice Trophies at Euro Motorfest.

Enjoy your MG with friends and stay Covid safe by ensuring you have the jab and complying with Covid rules

Your Pro with the Mo....Asho

“EURO MOTORFEST” 2021

Held on Newcastle Foreshore park on Sunday 27th July 2021
Denny Bowden received 2nd prize for Peoples Choice car of the show for his beautifully presented MG Magnette.



An overview of the MG CC Hunter Region display of club members cars on the day with a glorious winters sunny day.



A collage of cars, photos from fb





2022 MG National Meeting

Bulletin 1



Greetings to MG enthusiasts around Australia and further afield!

With the 2020 and 2021 National Meetings having been cancelled due to Covid-19, we are thinking positively that 2022 will be a better year for us all and we are well advanced with planning for the 2022 National Meeting.

You are invited to join MG Car Club Newcastle for "MGs by the Lake" 15th to 19th April 2022!

The event will be based around Lake Macquarie over the 2022 Easter Weekend. We look forward to welcoming you and your MG to this beautiful part of Australia. Lake Macquarie is the largest coastal salt water lake in Australia and is renowned for its beautiful scenery and variety of water sports. It is a city in its own right, just 25 minutes' drive from the centre of Newcastle.

Lake Macquarie City Council has come on board as a major sponsor and we are grateful to them for their support.

All the traditional activities and events!

All social events will be held at Club Macquarie in Argenton. A variety of accommodation is available close to the main venues, including 36 rooms on-site at the club's own motel.

Friday - Registration & Noggin n Natter

Club Macquarie is just 5 minutes' drive from the Lake, and is the venue for Registration and all the evening social events. There is ample space for Registration, Scrutineering and the Noggin n Natter including the Rocker Cover Racing.

Saturday -The Concours

The Concours will be held in beautiful Speers Point Park, right on the shore of Lake Macquarie, with a large paved area available on the off-chance of inclement weather. Speers Point Park features many shade trees, picnic facilities and one of the best children's playgrounds you'll ever see. Food and drinks will be available during the event, or there are many cafes and restaurants in Warners Bay - a 5 minute drive around the Lake.

We are planning an optional scenic cruise on the Lake for those who aren't directly involved in the Concours and want to see more of this lovely area.



Sunday - Speed Event

Those with the need for speed will be able to test themselves and their cars on our recently extended and improved hillclimb at the Club's Ringwood Park complex, an easy 40 minute drive north of the Lake.

Monday - Motorkhana

The motorkhana will take place right alongside Lake Macquarie at Rathmines, a 20 minute drive from Club Macquarie. This is where the famous Catalina Flying Boats were stationed during the 2nd World War, and the area is steeped in history. Competitors can be assured of interesting motorkhana tests to challenge their driving and navigational skills.

Sunday and Monday - Touring Events

Lake Macquarie will be the backdrop for the Observation Event and Kimber Run. Participants will enjoy the scenic landscape and interesting roads, and maybe a few testing questions to sort the field.

Saturday and Monday - Social Events

The Theme Night and Presentation Dinner will be held at Club Macquarie. As 2022 marks the 60th anniversary of the launch of the MGB, we will be going "Back to the Sixties" for our Theme Night. Ladies, start searching for your old mini-skirts and knee-high boots, and men, dig out those flared trousers and paisley shirts (if you're game!) for a fun time celebrating the "good old days".

Tuesday – Farewell Breakfast

The farewell breakfast will be held right on Lake Macquarie at the Belmont 16 Foot Sailing Club. The venue overlooks the sailing boats moored on Belmont Bay, a scenic 20 minute drive along the Lake's edge from Club Macquarie. The Delegates' Meeting will follow at the same venue.

A Special Note about Accommodation

MGs by the Lake will coincide with the Australian Deaf Games being held in Newcastle and Lake Macquarie, which will create additional demand for accommodation in the area. The NatMeet website provides a list of hotels, motels and apartments that are convenient to most of the event venues, and we strongly encourage you to make reservations as early as possible to ensure you secure your preferred accommodation. There are 36 rooms at "Macquarie 4 Star", part of the Club Macquarie complex, and these are expected to be in high demand.

To ensure you are kept up to date, please go to our NatMeet 2022 website, click on the "Express Interest" button and provide your contact details so you will be added to our email list to receive further bulletins and updates.

Contacts for more Information:

Website - natmeet2022.mgcarclub.com.au/

Chair - Bruce Fraser – chair.mgnatmeet2022@gmail.com

Secretary - Fran Hodgson - mgnatmeet2022@gmail.com



I like to think that I am a reasonably fit and active male, now at my age of 81, and I am additionally fortunate, in having a zest for life.

During my life, I have been told by a few different people, that I am – demanding, intolerant, sceptical, disruptive, argumentative, bombastic, etc, and some were a little kinder with describing me as being questioning, curious, clever, creative, and even artistic.

However I can say with some conviction - that I do not believe in dishonesty, or failure, which are both, absolutely, non-negotiable standards of mine.

All those criticisms and attributes aside, my most recent critique was that at my advanced age, why on earth would you start another MG restoration project?

In reply, I say it is because I can, due to my fairly decent state of physical and mental health, but most importantly, it is because I cannot sit around waiting to die. I need to be busy, and what better way is there, for an MG enthusiast, to restore an old car back to its former glory? I need stimulation and retirement for me, doesn't mean inactivity. I am also a keen caravanner, and am likely as not, to be traversing the desert country of Central Australia, when MG restoration enthusiasm falters.

Which brings me to the thrust of this article, the quality or otherwise of an MG restoration?

I have carried out three MGB restorations over the past twenty five years, and I am currently into my fourth, a "barn-find" MGB GT.

This car was terribly neglected by the previous owners who did precious little maintenance to it, with the result that some serious corrosion has appeared and some serious mechanical failures exist.

It wasn't unexpected and when I bought it sight-unseen from Perth last Christmas, I wasn't disappointed. I am happy because I got what I paid for, which brings me to another point, the hidden problems in "restored" MG's.

I am aware that many people don't have my repair skills, and are unwitting victims of non-disclosures when buying a classic MG. External inspections usually reveal the polished and shiny bits etc, but the in-nards, which are hidden, are the weak link.

There have been many instances recently, of keen MGer's paying a lot of money for allegedly "restored" cars, and discovering mechanical problems that should have been repaired previously, or which should have been disclosed before any money changed hands.

I find this attitude by sellers, to be totally reprehensible, and feel tremendous sympathy for a misinformed buyer, with them facing unnecessary and costly repairs. My further point is this, when I restore an MG, it is rebuilt to as new condition, and that means no shortcuts, and anything that needs repairing/replacing/rectifying or simply renewed, is done on principle, because that is how I want the car to end up and it is how, I would wish to be treated.

Each of my previously restored MGB's, had its engine professionally reconditioned whether it needed it or not. Each car, received a new wiring harness, new shock absorbers, every nut, bolt and screw removed, then replated, and replaced. Every suspension bush/shackle/sleeve, or split pin was renewed. The brake system was totally rebuilt with all new parts, brake lines, cylinders, connectors as was the clutch system, with a new ring gear, spigot bush, pressure plate, clutch plate and the throw out bearing and fork even earned a new rubber cover.

Rather than prolong the "what parts I replaced" part of my story, it is needless to say, that I wasn't happy until it was like new, and the result was my satisfaction of knowing it was as good as I could make it.

So, if anyone has purchased a "restored" MG and all of the above was not part of the restoration, then it wasn't restored, it was given a clumsy make-over, and there is a big difference.

I hope that when any of my restored MG's come on to the market, the buyers will have the benefit of my "over the top" treatment and respect what I have done.

I am often reminded of the great Jeff Redman, whenever he was offering up something for sale, he would politely say, with a twinkle in his eye, and a grin a mile wide, "Please form an orderly queue!"

MG Pre-War and TYme Event 2021

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

The information and registration form can be found at:

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

Inquiries concerning the event may be sent by email to

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

or by phone to:

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

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

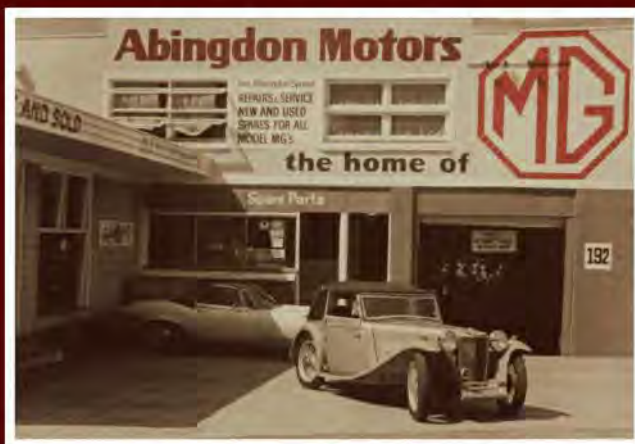




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FOR SALE. \$8500 ENCLOSED TILTING CAR TRAILER

This trailer was purpose built to suit a MG TC, but will equally suit any small car or other purpose.

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Includes;

Hot dipped galvanised base with upgraded heavy duty axle, springs and bearings.

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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..

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Located Belmont North, NSW.

MG Car Club Hunter Region
Minutes of Committee Meeting held 11th May 2021

NO MEETING MINUTES FOR JUNE ACCOUNT NO ACCESS TO CLUB ROOMS DUE TO ELECTRICIANS WORKING ON POWER SUPPLY UPGRADE TO THE BUILDING.

And that, my friends, was car seat safety in the 70s!



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

**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 August edition will be
Thursday 22nd JULY 2021**



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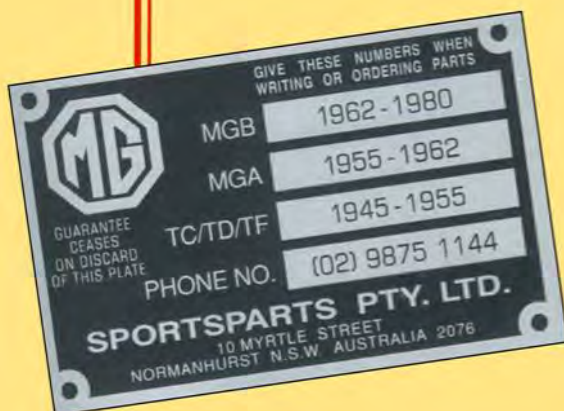
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