

ON THE MARQUE

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**CONCOURSE 2019 ON BEAUTIFUL LAMBTON PARK
OPPOSITE “MGCC HUNTER REGION” CLUB ROOMS
FEATURING “T” TYPE MG MIDGETS**

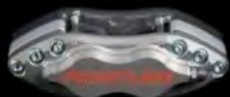
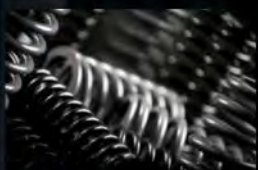
**Written and Published by MG Car
Club Hunter region Inc.**

SEPTEMBER 2021



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AFFILIATED WITH MOTORSPORT AUSTRALIA



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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.

SEPTEMBER 2021

- ♦ ***Thursday 2nd—Square Riggers Natter—12pm to 2 pm Inu Café
CANCELLED DUE TO COVID***
- ♦ ***Wednesday 8th—Midweek Run CANCELLED DUE TO COVID***
- ♦ ***Friday 10th to Sunday 12th—GOF "Gathering of the Faithful"
CANCELLED DUE TO COVID***
- ♦ ***Sunday 12th—MGCCN Hillclimb—Ringwood***
- ♦ ***Tuesday 14th—Committee Meeting 6.00pm at Club rooms
No Club Meeting due to Covid 19 restrictions on
space.***
- ♦ ***Sunday 19th—Clubman Run CANCELLED DUE TO COVID***
- ♦ ***Thursday 23rd—Tuning Run—meet at McDonalds Hexham car
park at 9.00 am—contact Austin Blanch on
0434 143 242 to register.***

MEMBERS TO NOTE

Restrictions due to health orders during COVID have caused many functions to be cancelled and sometimes with little notice.

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
Terry / Terefitia Westaway
David Young
Ross Kirby
Paul Crockett
Christine Hobson
Peter Curzi
Jacob Alley-Sonter
Martin Evald
Sharyn Hill



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MEET COMMITTEE PERSONS FOR 2021-2022

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VICE PRESIDENT



SECRETARY



TREASURER



CLUB CAPTAIN



SPORTING DIRECTOR



PUBLIC RELATIONS



REGALIA



SOCIAL DIRECTOR



COMMITTEE PERSON



EDITOR



NEW COMMITTEE MEMBER HOWARD WHITE

Howard White (a short history)

I came to Newcastle with my family at the age of 5 years.

My step father was a TV technician and also trained as a fitter/machinist His hobby was "hotting up cars" and racing them when he was younger. He loved Jaguar cars and he had a number of these while I was growing up which he fully rebuilt so naturally I followed in his foot steps.

I completed my apprenticeship as an Electrical Fitter/Mechanic at BHP and continued my interest in fast cars with my second car being one of my step-fathers very fast Jaguars.

My first MG restoration was a 1951 TD MG which was a ground up rebuild that I later sold to pay off a house mortgage.

I started work at "Goninan's" in the early 80's working in the commissioning/quality control department and completed my electrical engineering certificate at night.

I first met Graham Haywood in 1990 when I was the commissioning engineer for "Goninan's" on the "EL class" diesel electric locomotives that were



designed and built by "Goninan's" for the "Australian National Railway" and Graham was the "Australian National" Commissioning Engineer.

Graham later came to work for Goninan's in 1996 and a few years later I moved from running the DMU/Locomotive Commissioning department to working in the Engineering department as the "Test and Verification" engineer where Graham

Haywood was the manager.

After 34 years of working for "Goninan's" I left and became the "TasRail" Commissioning Engineer for their new "TR class" locomotives and Graham, whom had retired from "Goninan's", came down to Tasmania as a contracting engineer.

I retired after commissioning the "TasRail" locomotives and travelled to different parts of the world but always remained friends with Graham.

On return to Newcastle Graham revived my interest in MG's and restoration which lead to me buying my 1976 MGB GT which I am presently restoring.

I applied to become a club Committee member as I wanted to become more involved in the running and promotion of our club after enjoying many club-man runs as Graham's navigator in his MGB and assisting him in the repair and maintenance of his MGB roadster.



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.

SOME CLUB MEMBERSHIP RENEWAL IS OVERDUE

1 Renewals were 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. If an unfinancial member and you use your conditional registered car it is NOT insured NOR registered under the scheme. This is regardless of when the car was conditionally registered.

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:

Please contact our Treasurer for details

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)

This months cover photograph is from the 2019 "MG CC Hunter Region" Concours and is an excellent array of "MG T types midgets" being MG TF's, TD's and I believe TC's on the Lambton Park across the road from our club rooms.

The Sporting Director report this month has information about "Team Hunter" members fettling their cars as there is little or no racing during this Covid lockdown.

Gary has also provided an article on the maintenance of the steering column of his MGB rubber bumper car in this issue.

Welcome to Howard White to the committee and he has provided a brief history of himself that is in this issue.

MGCCHR have made a \$200 donation from "Euro Motorfest" proceeds to both "Variety Club" and "John Hunter Children's Hospital".

Progress with my MGB.

I was fortunate to obtain a second new head rest at the same price paid for the first one. So now I have both driver and passenger protection should I be unfortunate to get hit from behind by a less than observant following driver.

The rear window of my hardtop was showing cracking stress due to excess load from the oversize sealing rubber so I have removed the hardtop for rectification repair. However I chose to start on another task as obtaining a new window and rubbers was difficult with lockdown restrictions.

Because of the spare time at home I decided that it was time to remove the badly water damaged vinyl top to the dashboard of my MGB and replace with a new self fabricated one which kept me occupied for a whole week.

See page 23 in this issue for photographs of the task in progress..

My coffee break resting spot



Around the bend – the ravings of your President.

It's hard to come up with things to talk about when you can't go anywhere or do anything (other than home maintenance). "Youtube" is getting a big workout. I'm now an expert on so many things and have a few projects to make. The use of those projects may be unknown but hey, it's exercising my brain and skills.

Even getting the enthusiasm for going to play with the MG's in the shed in winter can be a challenge. More so when you're doing a rebuild that was totally avoidable and not your fault. Thank heavens for mates to keep you on the straight and narrow. NEVER underestimate the worth of just being there (or at that moment on the other end of the phone).

Anyway, the elections were run and won. There were no double nominations requiring a ballot and challengers were thin on the ground. With the exception of our new committee person, Howard White, the committee remains unchanged.

Welcome to Howard, hopefully we will all get to know him a lot better in the near future.

I was going to be away with work for a few weeks down at Perisher Valley. FRNSW does fire protection and primary rescue in the snow fields and since winter sees a huge influx of people, they send permanent fires down for that season.

No, I wasn't going to take either of the MG's (even though Bev's Midget has a heater). The fact that the car would be sitting in a car park getting buried under snow for that whole time and maybe driven two or three times (down to Jindabyne for supplies), might have pushed the friendship a tad. The lockdown put an end to that little adventure. Oh well, back to the shed.

It's been nice to give Evan Redman a hand with the TC refurbishment. Painting a few bits and generally annoying Matt Blanch whilst he's trying to work on the engine seems to be my lot in life. The hard part at the moment is how to legally pick up or drop off parts.

The race Midget is on the reassembly side of the latest rebuild. Waiting for parts is the hardest part and I can't travel to organise repair work. As they say, 'You know the intent so if you're looking for a loop hole in the laws to do things, you shouldn't be doing it'.

Call someone and have a chat. Stay safe... at least the weather is warming up.

See you soon **Jonesy**

SQUARE RIGGERS NOGGIN & NATTER

Square Riggers Noggin & Natter meetings are cancelled for this month. Hopefully we can hold it at the usual location "Café inu" on 43 Denison Street in Carrington for October 2021.

CHECK LATEST LOCKDOWN CONDITIONS ON SERVICE NSW WEBSITE OR HUNTER NEW ENGLAND HEALTH.



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, should we be able to re-commence as you will be welcome.





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Not much to report about Motorsport with a lot of the events cancelled including August "GEAR", "HSRCA" Spring Festival, & several Hill-climbs due to Covid lockdowns.

Hoping that the October "GEAR" meeting goes ahead if not the last meeting for the year in early December.

With no time on the tracks available several "Team Hunter" members are carrying out work on their cars.

Work is progressing well on Evan Redmans TC, this job started as a head off and a look at why it was over-heating but escalated into a complete engine rebuild & tidy up. I think Matt Blanch is pretty happy how it's going back together. Last time I was at Matt's place the engine was sitting on the bench fully assembled and there were a couple of dodgy looking characters (Evan & Steve) painting the engine block. It will be great to see this truly historic car back on the race track.



Steve Jones is getting on with repairs on his race Midget after getting cleaned up at "Sydney Motorsport Park" in the Sydney Festival event. I believe he is waiting for parts to turn up to complete the job so hopefully that happens in the near future.





I believe Austin Blanch has been doing some cooling system modifications to the "A", no it doesn't overheat this is to get the car to operating temperature before running on the track.

I have been doing a bit of work on my "B". Firstly I have done a brake upgrade fitting some slotted & dimpled front brake discs & Hawke road / track pads, also some stainless steel pistons to the front brake Calipers. These



days it's hard to find Caliper pistons that have a decent coat of chrome on them and they then tend to rust badly. I have found that standard brakes on the "B" are ok for the track days I do and I have never looked like losing brakes at any time but, after 4 or 5 events the pads are worn out so hopefully the new pads will have a bit longer life.

I have also changed the folding hood for a pack away type because when I fitted the "Motorsport Australia" compliant roll bar the fold down hood fitted over the roll bar but won't fold down. With the pack away hood I will be able to take the hood off easily. I'm always getting told at "GEAR" meetings that sports cars are meant to run on the track with the top off, mind you I don't hear that on rainy track days.

Coming events subject to Covid restrictions.

Sun September 12 MGCC Newcastle Hillclimb Ringwood Park.

Wed October 13 GEAR Wakefield Park Goulburn.

Wed December 1 GEAR Wakefield Park Goulburn

Stay safe , Stay healthy

Let's get back to enjoying our MGs as soon as we're able to.

The Covid lockdown Club Run for August /September 2021

Hi Everyone just a quick message for this month. Unfortunately once again due to this terrible Covid outbreak, our Club events have had to be cancelled. Every time we think things will improve we get hit with more Covid cases, and of course another extension to the lockdown.

So with extra time due to lockdown, what have you been spending your hours doing?

We can't even take our pride and joy for a spin in the country air.

LGA restricted!

I thought I may go and do the shopping in my MG. However, I decided against it as too many people would want to gather around and view my amazing machine, and that's not on. Besides Sally gets up early and does the shopping.

That only leaves me to do one thing before Sally finds me work to do around the home, and that is find some maintenance task to do on the MGB.

Now what haven't I done???

I could change over the gearbox mounts, tick.

I haven't changed the rear axle seals or re shimmed the diff. That's the task!.

Up on stands the MGB goes.



I decided to take it very slow as I didn't want to finish too quickly as I would have to find other jobs. So over the next three days off I would go into the garage and play..... I mean work on the Diff.

Everything was going very well until I had to remove the pin from the crown wheel. It must have never been removed before as I pushed

and pulled and twisted for hours, having drink breaks in between.
Finally it came out and things were going great.
Time to refit the cogs. Easy. Then fit the outer shims. Easy.
Now the new brass cups. Not so easy!
But finally in, and all bolted up, with new oil and seals.
Job done!

Now that I have finished this job we have just been put back into an extended lockdown, what else can I do?

Until we are let out once more and can give our pride and joy's a run in the fresh country air, be safe, read our Journal or go onto Facebook and the website to find out what is happening in our area.

Hope to see you on the road soon

Jeff Lauff

Now what can I do under here?????????



MGB 76 – 80 Steering Shaft Lower Bearing

Something that may be of interest to those of you who own rubber bumper MGBs.

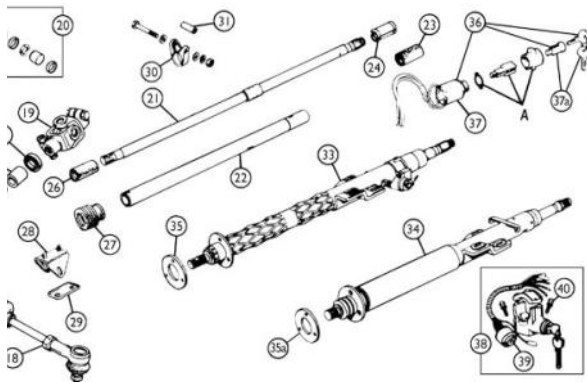
I have had some creaking noises in the steering column of my "B" & I thought now is a good time to find out why. I removed the steering column & found the lower bearing was causing the issue. When I checked out the availability of parts what I found out was that the top bearing is available the bottom bearing isn't. Apparently if the bottom bearing fails you are meant to replace the complete column which is no longer available, great news! The research I carried out indicated that the lower bearing isn't meant to come out of the column but I'm not prepared to accept this explanation. So I removed the steering shaft from the column & then found that the bearing does come out. On inspection of the bearing I found it was very dry & full of dirt & grit so I washed it out several times, blew out with compressed air & packed with a good quality grease. Reassembled the column, noise gone feels ok. On refitting the column I checked the alignment of the steering column shaft & the steering rack shaft where the universal joint is & found it to be way out. This is just another problem as a result of a botched RH drive conversion done well before I owned the car. So I spent some time to rectify this issue. MG apparently had a tool to carry out the alignment.

The collapsible steering column in these cars, I think from 1976 to 1980, were apparently made in the USA by "Saginaw" a subsidiary company of "GM" & were sent to the UK to be fitted in the MGB's. I am not sure if the British rubber bumper cars use the same column or not.

I think if this bearing totally fails that you could probably purchase a bearing from a bearing supplier & have a couple of spacers machined up or maybe have a bush machined to rectify the problem, I'm currently looking into this possibility. The original bearing is a strange looking design & I don't think anybody makes anything similar.

Apparently there was a guy selling a repair kit which included both bearings but that doesn't seem to be available any more.

Gary Piper



The effect of old tyres on your car

Many people have heard that you can tell the age of your tyres by the "DOT Code " on the side of your tyre, also that the age of the tyre is important.

But how many of us shrug our shoulders and say that we do not drive fast so that's OK! Or go to the tyre service and try to do the right thing, like I did, taking the spare tyres off my cars (which in my case were like new with full tread and were manufactured in 2004 & 2012) and go to the tyre service to get "new" tyres fitted. The tyre service people tell you that "you are doing the right thing " and you ask for tyres manufactured in 2021, as you know these spare tyres may never see active service on the cars. You will get re-assured that of cause no problem!

So you can imagine my surprise when I got home and took the "New" out from the back of my SUV and found that it was manufactured in early 2019 (nearly three years old!). Tyre manufactures say that their tyres should be changed every 6 years and the Australian authorities agree with this guide line.

I phoned up the tyre service and told them of their mistake only to be told that they could not ask for tyres manufactured that year that they take what they were given.

I did not believe this answer and phoned another tyre supplier whom said that there was no problem in requesting a tyre manufactured in 2021.

I next phoned the head office of the tyre service that sold me the tyre who told me that yes I could in fact get a 2021 tyre and to take the tyre I had been supplied back to the local tyre service and they would fit a "new" tyre manufactured this year.

This was done and a new tyre fitted after a couple of days.

The problem with old tyres is that the materials used to manufacture the tyres dry out and deteriorate giving us a tyre which can cause the following problems.

1/ The compounds dry out and harden giving us a tyre that does not brake well or corner. I have had this experience with my wife's car and changed the tyres because of this.

2/ The other more dangerous problem is de lamination of the tread from the case causing a blow out in some cases.

Our problem is we have cars which we do not use much hence our tyres look like new with full tread still after many years so we need to treat this like a service on our car and change our tyres like we would do our engine coolant on a time bases.

A few years back Paul Walker and Roger Rodas were killed in Paul's car and it was found that one of the causes of the crash was that their tyres were 9 Years old. I know that we are not fast drivers but is it worth taking the risk with our loved ones and cars!

Please consider these words and "Safety Fast!"

2022 MG Car Club Victoria - Calendar

Supporting MG Foundation, Victoria Australia

Artist: Colin Bodie

After a professional career as an illustrator, MGCC Victoria member and MG enthusiast Col Bodie has created a unique whimsical and satirical take on MG Owners and their cars.

In retirement, Col has donated his time to entertaining our club with reminders each month of our own foibles of MG ownership in our magazine.

For the 2022 Calendar year, Col has produced 12 original illustrations, in a simple calendar format to suit any office, kitchen or shed.

Col's services are donated free of charge, and all proceeds after p&p are directed to the MG Foundation of Victoria.



Image: Courtesy July 2021 Wheel Spin, the official Journal of the MGCC Victoria



MG Car Club Foundation

About the Appeal:

The Foundation are launching an appeal to assist with further upgrades to the historic Rob Roy Hillclimb track. The hillclimb track history goes back to 1935, and at the time of construction, Rob Roy was one of 3 purpose built hillclimb tracks in the world, the others were Shelsley Walsh and Prescott in the UK.

Recently the MGCCV won a state government sponsored community motorsport grant of \$495,000 (maximum was \$500,000) and the MG Club Victoria is contributing an additional \$100,000. This funding will allow:

- Resurfacing of the existing track;
- Adding a new optional chicane;
- New tyre cleaning pad
- Sealing of the return road
- Constructing a new bridge over the gully avoiding the track; and
- Improving spectator seating and uncover areas.

But there is more to do:

Whilst we are privileged to have been acknowledged and awarded funding by the State Government and Motorsport Australia, there is more to do. Such as adding additional spectator comforts, sealing the entrance road and improving the administration and competitor facilities.

NOTE: Guest speakers are available to speak to your club in person or over video link (if interstate) of the history of Rob Roy Hillclimb and the redevelopment plans.



Image: The above illustration honours the start line of the historic Rob Roy Hillclimb, under the restored brake shoes archway.

DASH TOP VINYL REPLACEMENT

The task is very difficult even when the steering column is disconnected and the centre console has been removed to provide access for fingers. Also the use of small spanners by feel is required as you cannot see the nuts etc. Eventually I had to also remove the fresh air vents along with accompanying ducting to remove the top dash panel.



The old vinyl and cardboard backing were used as templates to mark out and cut a new vinyl top and MDF backing that was undercoated and top coated with epoxy enamel. The vinyl top was then glued with contact adhesive to the backing and also to the front of the dash behind the padded beam.



Re-assembling with the new panel was just as difficult but I eventually won and am pleased with the end result albeit with a little less skin on my fingers and knuckles..



MG Show and Shine 2021

On behalf of **MG Australia**, we are thrilled to be launching our 2nd annual Show and Shine event.

With the help of the MG Car Club Hunter Region, our inaugural Show and Shine event last year helped to bring together over 330 MG owners from across Australia and raise vital funds for Australian Red Cross. I want to again say a huge thank you for your club's participation, which meant we could bring our virtual Show and Shine concept to life.

As key custodians of MG's legacy, your participation not only helped us to showcase the wide range of classic MG vehicles in Australia, but it also demonstrated the renowned MG Car Club spirit to the next generation of owners – and all the while contributing to a worthy cause that gives back to the local community.

As lockdowns are still affecting many of us, we will again be hosting our Show and Shine event online. However, this year we will be simplifying the process of submission.

Exhibitors can enter by using a competition landing page which will link their submissions through to a viewing gallery on the MG Motor Australia website. We will continue our support of Australian Red Cross and offer great prizes for all MG owners, similar to last year's event.

Show and Shine will be launching this year on **Wednesday 15 September and concluding on Friday 15 October 2021.**



VFACTS July 2021 – MG Australia maintains top-ten presence as ZS/ZST range marks important milestone

Sydney, 4 August 2021: As the Australian automotive retail industry continues to recover ground in an increasingly challenging 2021, MG Motor has further consolidated its top-ten placing in the VFACTs rankings for July.

With more than 3300 new MGs sold across the country in July, the ZS/ZST range also achieved a first for MG in Australia, featuring in the top ten of overall sales across all vehicles from all brands.

The award-winning ZST contributed 1786 sales to MG's July total, lead by the value-packed ZS, the newly updated ZST range and Australia's best-value electric SUV, the ZS EV.

Complementing the ZST, the MG3 light hatch maintained its leading position in its category, while the HS maintains a top-ten position in the competitive mid-size SUV space.

Solid inventory supply throughout June and July allowed MG to weather the round of retail disruptions felt across the country, which is unfortunately set to continue into August.

"This is a challenging time for us all," said MG Motor Australia and New Zealand CEO, Peter Ciao. "We are here to assist our customers in any way we can."

"Once again we are humbled by the support shown to us by Australian customers, and we are committed to ensuring the best ownership experience for them all."



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



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

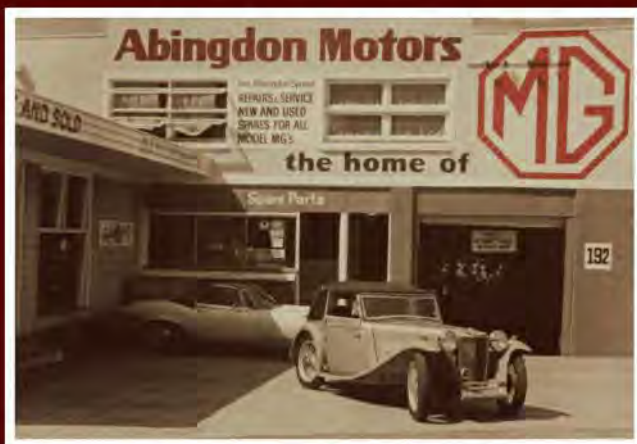




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(Not Sundays please)

MOTORING LIBRARY ARTICLES FOR SALE

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

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

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.

The Vinyl curtains allow easy access to tie down and secure the vehicle and the upgraded single axle provides sufficient strength plus allow easy manoeuvring.

Includes;

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

Fitted with light truck tyres.

Frame tilts with hydraulic ram for easy loading/unloading.

Mechanical disc brakes and spare wheel.

Aluminium frame, roof and nose cone.

Vinyl curtains on sides and rear.

Front storage boxes.

Split rear ramps.

Loads of tie down points.



Internal 4000mm long x 1970mm wide x 1540mm high External 6000mm long x 2450mm wide x 2070mm high NSW registration till 24/9/2021 Tare....840kg. ATM.1890 kg INSPECTION WILL NOT DISAPPOINT Ring Albert 0428687304

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..

A dual axle car trailer can be added to the deal for \$2,500.00.

1860 cc capacity,
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Lightened flywheel,
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engine fully balanced,
competition clutch,
extractors & free flow exhaust,
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Electronic ignition,
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FOR SALE



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

One of the rarest colours – Vulcano.

NSW Registration (MGF097) to November, 2021. 75,700 km on clock.

Good tyres. 5 speed manual. Head gasket has been done. Suspension changed to coils and adjustable shockers. Regularly serviced and maintained.

Always garaged and covered when not on road.

Ring Gary 0419 236565. Price **\$12,000** ono.

Located Belmont North, NSW.

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 October edition will be
Friday 23rd SEPTEMBER 2021**



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