

ON THE MARQUE

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MEMBERS CARS PARKING AT BLACKALLS PARK

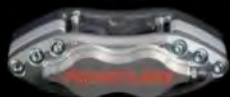
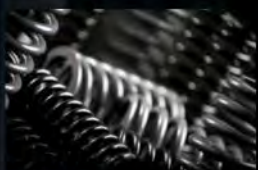
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Club Hunter region Inc.

FEBRUARY 2022



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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.

FEBRUARY 2022

- ♦ ***Thursday 3rd — Square Riggers Natter—12pm to 2 pm Inu Café***
- ♦ ***Tuesday 8th — Committee Meeting at club rooms 6.30 pm
Club Meeting at Club rooms 7.30pm—Covid Rules Apply***
- ♦ ***Wednesday 9th—Mid Week Gathering—11.30 am for 12 Lunch
Wangi Workers Club—Covid rules apply—contact
Kay Bowden if you wish to attend***
- ♦ ***Wednesday 9th — “GEAR” meeting Wakefield Park***
- ♦ ***Sunday 20th — Club Run — Meet at Club rooms –10 am
As Jeff will be away this run is the first to be led by
our new committee member Howard White
contact 61 468 335 419 –or
howardwhite55@gmail.com for more information***
- ♦ ***Thursday 24th — Tuning Run—Meet at Maccas car park
Hexham for 9 am departure. Contact Austin Blanch
on 0434143242 to register***
- ♦ ***Saturday 26th to Sunday 27th—MG Racing at Sandown Victoria***
- ♦ ***Sunday 27th—“MGCCN” Hillclimb at Ringwood—Come and Try
included (Contact G Piper or A Blanch if intending to
have a Go)***

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 Crockert

Christine Hobson

Peter Curzi

Jacob Alley-Sonter

Martin Evald

Sharyn Hill



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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.

MG Car Club Hunter Region 2021 Clubman Results

MGA	1st	Ray Tolcher
MG Magnette	1st	Bob Woods
MGB	1st	Larry Dickason
	2nd	Graham Haywood
	3rd	Rick Neville
MGB GT	1st	Charlie Head
	Equal 2nd	Ian Ashton
	Equal 2nd	Austin Blanch
MGC	1st	Neville Roxby
MGF	1st	Arthur Nicholls
	2nd	Jeff Lauff
	3rd	Anne Pettigrew
MGRV8	1st	Denny Bowden
MGZT	1st	Andrew Gowans
MG HS	1st	Jim Hutton
Non Marque	Phil and Jenny Mudie	
	(Morris Minor)	
MG Mate	1st	Maggie Head
	Equal 2nd	Kay Bowden
	Equal2nd	Shirley Dickason
Outright Overall Champions		
Clubman	1st	Charlie Head
	Equal 2nd	Denny Bowden
	Equal 2nd	Larry Dickason
Sporting	1st	Gary Piper
	2nd	Mathew Blanch
	3rd	Stephen Jones

First **Club night** for quite some time is scheduled for Tuesday night 8th of February at 7.30 pm after the Committee meeting at our club rooms. Covid rules will apply.

The January Breakfast Run was not as well supported as last years however there was still a good representation and as usual a very rewarding social event enjoyed by all.

The opportunity was taken to conduct the annual Presentation of club awards after our breakfast at Blackalls Park and a few photos of the presentations are included on pages 17 and 18.

Regrettably I had printed the magazine copies and posted them before realising that I had left out the Social Director's report and a few other errors. My sincere apology to those members receiving printed copies of our magazine and I will try to be more attentive in the future.

Progress with my MGB.

For reasons unknown my MG decided to malfunction towards the end of last year and I was mystified as to the cause. The spark plugs were showing signs of overheating and a misfire was occurring when the engine warmed up. However the water temperature did not cause concern nor did the engine indicate excess heat being generated. A hot compression test was good.

After replacing the NGK BP6ES spark plugs with new, fitting a new Electronic 45D distributor to replace the badly worn 25D distributor and finally replacing all spark leads with new wire wound leads the engine is now back to it's old reliable self.



Mid Week Gathering February Kay Bowden

Mid Week meeting Wednesday 9th February

venue : **Wangi Workers Club**

Time : approx, 11.30am for 12.00

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

N.S.W. Covid rules will apply

Thank You, Kay Bowden

Around the bend – ravings of your President

2021 has presented up with a number of milestones.

Unfortunately, not many of them are worth remembering. And what a diabolical end to the year. I'm not sad to see the end of it.

My only concern is that twenty twenty two sounds too much like twenty twenty too. I don't want that year again either. This year can only improve.

Last year saw us spasmodically having meetings and runs. A lot of committee meetings were done remotely (and Covid safely). There were a few gatherings but the longer the lockdown went on, some of us were happy staying safely insulated in our little cocoons (a new name for the shed?).

Freedom day arrived and we were all nervous about going out where there may be groups. A major trouble I saw was people thinking only about themselves and not the community.

Who know what the new norm will be. It seems our Premier is refusing to even consider restrictions, no matter how bad things get. We as a club will do what we feel is required to keep our members safe, both morally and legally.

I got an email from one of our clubs advertisers about my article last month. Although it was in particular, regarding MGB oil filters, I thought it expands to a whole subject of MG parts. "Sportsparts" and Bruce Smith has been supporting our club since year dot. Bruce has a huge range of MG parts available for pre 1980s MG's.

"Sportsparts" was started in 1966 by Phil & Marta Redhead, with Bruce taking the reins in 1990. One of the best and almost unique things about Bruce's service is the advice that accompanies the parts you purchase. Gee, I can remember dropping into the "Sportsparts" when it was up on Pennant Hills Road (before the road was widened). Bruce has a wealth of experience when it comes to motorsport as well. He was one of the first to compete in Australia in a Mini in 1961. He drove a Simca Aronde (#32) with Ken Bridgen in the very first "Bathurst Great Race", the "Armstrong 500" in 1963. He came 13th in class B (£901 to £1,000 class) having completed 114 laps.

In later years (and these are the ones I remember) Bruce modified and competed in an MGZA Magnette in Group Na for around 13 years from 1998. He saw 113 mph on the speedo down Conrod Straight at Bathurst. Not shabby for a 1500cc saloon. Looking through records

(you can spend hours on the internet) and Bruce and his Magnette still hold the group Na 1101 – 1500cc lap record at Eastern Creek with a 2':11:"29 (set in 2005).

If Bruce has time (and Covid seems to have made business go mad... in a good way), you can also ask him about Super Constellations through to 747's

Oh, back to oil filters, I wouldn't have thought of "Sportsparts" when it comes to consumables for an MGB but I was obviously mistaken. Bruce may not carry the Ryco Z38 but

'Our normal price for Z38 equivalent filters RX3838 is \$13.80. They are from a very reputable International manufacturer and come complete with the solid tube up the centre'.

Although hard to find the information, Ryco also manufacture parts in the Asia Pacific region as well.

So, next time you're after anything for your pre 1980 MG, give Bruce a call at "Sportsparts".

I found some interesting information whilst surfing the net. It was to do with Formula one racing but is just as relevant to us amateur racers and even for road use

Tyres have a certain level of grip available. Der! I hear you all say. Well the theory is that the amount of grip is finite. It can be used for either accelerating, braking or turning. If I want maximum braking, don't be turning because this will diminish the amount of grip available for braking. Conversely, if you want maximum cornering, don't be braking, because this will diminish the amount of grip available for turning. There is only so much grip available so decide what you want. The idea is to maximum brake in a straight line, then get totally off the brakes before turning in to the corner and allow maximum grip for cornering (be careful how much power you apply).

Sounds simple but how often do we find ourselves attempting to do both at the same time and can't work out why we understeer.

I'm looking forward to a bit of understeer, and hopefully a little oversteer as well. It has been many months of work in the shed to rebuild my race Midget but the light is shining brightly at the end of the tunnel. The wee beastie is mechanically back together and I'll give her a tune up prior to putting the panels back on. It has been a very long time since she was on the dyno so it will be interesting to see if the engine modifications have made an improvement.

My B was re-registered as usual in December with most of the cars from our club that are on historic plates. A quick look at his 2021 log book saw a big increase in the number of times he ventured from the

shed (other than club runs). I actually got to the second page so hit 11 days.

Unfortunately, Bev's Midget has been hibernating. I want to replace the radiator (from an early style to the correct late vertical type) and do a few other things. The aim is to have everything smick for the National Meeting in April.

I tried to start the New Year the right way with a drive in our MG. This I hope is an omen for the year to come.

The end of 2021 saw me change the rear springs from uprated 7 leaf to standard 6 leaf. When the car was lowered, it handled beautifully, but back at standard height, it was a bit nervous at highway speeds. Hopefully the standard springs will soften his back end down. Now I need a few runs to get the springs to settle and get the butt down to a reasonable height. It looks like a 70 drag car.

For those planning ahead, MGCC South Australia have put their hand up for the 2023 Nat Meet. Since it is such a long way, I'd love to hang around down there and attend the big historic meeting at Mallala around Anzac day. Unfortunately Easter is from the 7th April so I'll have to have a think about whether to stay down.

Have fun and look forward to catching up again.
Steve



Well the end of 2021 offered us a few opportunities to compete in some Motorsport events which was great considering when we hadn't competed for the last 4 months.

Austin Blanch, Tim Blanch, & I headed off to "Wakefield Park" for the last "GEAR" event of 2021 on December 1. As expected the day saw a huge number of competitors turn up for the day with a total of 97 cars in the pits. Conditions for the day were near perfect with track offering plenty of grip & the rain holding off until the end of the day.

It was great to see the "GEAR" committee allow Tim Blanch a one off opportunity to have a run in his MGF. Tim competed in the "Mount Drutt" group which were the last group to hit the track and that was good because it gave Tim the opportunity to

have a look at the other groups running & get a rough idea where he should be on the corners & other areas of the track.



It didn't take Tim long to get the hang of it & he was doing some reasonable lap times at the end of the day. He had one spin during the day so as

his grandad Austin says, he found the limit. Your first spin on a track is always a bit scary.

Well done Tim hope to see you back on the track in the near future.

Austin had the "A" circulating quickly & it appears that the recent mods & changes he has



Photos by CHRIS JOHNSON

made have improved the performance of the lovely "A". One thing about MG's you always seem to be able to find things that you can do to improve handling & performance no matter what level you compete at.

I had a very enjoyable day & managed to take over 5 seconds off my previous best lap time which was pleasing & I think it was a combination of improvement in the car, perfect track conditions & hopefully a slight improvement in my driving.

Thanks to the "GEAR" committee & volunteers for putting on a great day at Wakefield Park & we look forward to seeing them all in 2022 . As always anybody interested in attending a GEAR day as a competitor or spectator contact me, Austin Blanch, or Steve Jones for information.

Unfortunately we were unable to field a team for the Team regularity Hillclimb at Ringwood Park so Austin Blanch & I teamed up with 2 "MGCCN" members Bruce Frazer MGA, & Bryn Baverstock modern MG TF (all MG team). We called the team "Hybrid Clubbies". Austin decided to give the "A" a rest for the day & drive the "GT" which I'm sure he had stretched to the limit on the day.



The format for the day was 3 timed practice runs, then nominate a time & for the next 4 runs you had to get as close as possible to your nominated time. You were given time penalties

for being over or under your nominated time with the team getting the combined lowest penalties being the winners.

Our team was placed second out of 9 teams with just 95 seconds behind first place Team "Send it " with Kyle Davis Subaru WRX, Rick Yates Holden Torana, James Graham Hyundai Excel, Katie Moy Holden Torana XUI. The 3rd place was "Team Wheel Deals " with John Finch, Brian Sutton, Rod Berwick and Gregg Noonan, all in Mazda MX 5s.

Thanks to "MGCCN" for a great day of not too serious competition.

The next event on the agenda will be the "HSRCA" "New Year Historics" at "Wakefield Park" on 29 - 30 January. I have entered in the regularity event at this meeting, and there are currently 14 entries in the group so I'm looking forward to my first run in a "HSRCA" event.

Coming Events

Wednesday February 9 "GEAR" at Wakefield Park Goulburn.

Sunday February 27 "MGCCN" "Ringwood Revival" inc Come Try Hillclimb Day.

Bathurst 12hr GT3 race date has been changed to Sunday 15 May .

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

Gary Piper



Clubman Breakfast Run Denny Bowden

The Breakfast Run was a success with Good weather allowing the brave to successfully enjoy the run with open cars. Those with GT's and saloons were run in the closed form of course.



CLUB PRESENTATIONS

Presented by Ian Ashton



“MGZT” 1st Andrew Gowans



“MGF” 3rd Anne Pettigrew



**“MG Magnette”
1st Bob Woods**



“MGRV8” 1st Denny Bowden

CLUB PRESENTATIONS cont.

Presented by Ian Ashton



“MGB” 2nd Graham Haywood



“MG Mate” 2nd Kay Bowden



**“Non Marque Winners”
Phil & Jenny Mudie**



**“Clubman Winner Sporting”
3rd Steve Jones**



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Firstly, Happy New Year to all members of our MG car club – Hunter Region! And to any members having birthdays in February – “many happy returns”!

I have just re-read my report for the February newsletter last year, and oh boy! things certainly didn't go the way we were all expecting! Let's all hope this year will see things improving – especially as the National Meeting of MG car clubs on the Easter long weekend 15-19th April, which is in NEWCASTLE!!!

This year started with the Vice President's breakfast run, which included the trophy presentations for 2020. It was good weather and a great morning AND I was very excited to win a trophy for club run attendance in my beautiful MGF! Thanks Asho (see photo)

As well as the 60'S theme dinner at the Macquarie Club as part of the National Meeting, the other 2 big social Club events planned for this year are a repeat of the St Patrick's Day lunch on Sunday 20th March, and 'Christmas in July lunch' on Sunday 24th July. So please put these dates in your 2022 diary now!



Covid permitting, there will still be the regular get togethers appealing to members of our Club with a variety of interests from 'Square Riggers' luncheons, Club runs, tuning runs, GEAR events, race events, car shows including the 'annual' Euro Day and, of course, our elusive Club Concourse!

If you are a new member, please don't be shy to come along and join in and discover what a great group of friendly MG car enthusiasts we are!

If there is any social event that members (old or new) would like to have, I would be delighted if members would email me a list of events that they would enjoy attending. e.g. movie nights in the Club rooms, games nights (again in the Club rooms), weekends away, tennis or golf days etc. My email address is: at.rose.villa@gmail.com
Stay safe, keep wearing those masks and see you there!

Anne Pettigrew

SQUARE RIGGERS NOGGIN & NATTER

Square Riggers Noggin & Natter meeting will occur this month. Meet at the usual location "Café inu" on 43 Denison Street in Carrington for February 3rd 2022.



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

Bring your chair, or if raining we can sit inside the Cafe.

Come and join us as you will be welcome.



Denny's January Breakfast run was attended by a good group of socially starved MG'ers most with their MG's. Unfortunately, Captain Jeff and his wife Sally were unable to make it owing to family positive Covid cases.

Breakfast was followed by the 2021 trophy presentation. Congratulations to major trophy winners Charlie Head (overall Clubman) and Gary Piper (Sporting) whose names are now on the Club Honour Board.

A complete list of all trophy recipients appears later in the magazine.

2022 will see many events happening. Easter will see Lake Mac teaming with MG's as Newcastle MGCC hosts the MG National meeting.

Euro Motorfest is booked at Newcastle Foreshore Park on Sunday 19th June.

Other activities and car displays will be listed in our monthly What's On as the dates approach.

We will endeavour to organise a couple of weekend away trips during the year, possibly to Mudgee and Tamworth.

A casual coffee at 10 get together once a month at the Lambton coffee and tea house opposite our Clubhouse is also on the cards. Editor Graham assures me they also offer a great range of cakes and slices.

I encourage new members to get involved and come along to the many and varied activities your Club provides. New members who do not have a Club badge please ask me or Denny at any event as they will not be posted.

So we're off to a good start with our breakie run now behind us and look forward to many happy times ahead.

Stay safe, get boosted and observe the normal and obvious Covid rules

Your pro with the mo...Asho



2022 MG National Meeting

"MGs by the Lake"

Bulletin 4 - January 2022



Well, the Omicron strain has caused much concern since Bulletin 3 in November. However, be assured that Nat Meet 2022 will be proceeding, with registrations opening next week. The only thing that would stop the event now is a major tightening of Government regulations.

Registrations open Monday 24th January

Registrations will open on Monday 24th January and close on Wednesday 16th March.

Discounted "Early Bird" rates are available up until Wednesday 23rd February, with savings of \$50 per head for adults.

Careful planning has kept the registration fees low, making this the most affordable National Meeting in recent years.

Entry forms will be available on the Nat Meet [website](#) from 24th January and will be sent directly to Club Secretaries and those who have completed an EOI.

Maximum Numbers of Registered Entrants

As mentioned in Bulletin 3, our social venues will enable us to cater for around 350 entrants, although that would reduce to around 300 if current covid restrictions continue. The motorkhana and hillclimb venues can accommodate around 100 competitors each.

Expressions of Interest have been received from more than 360 people who say they are likely to attend, so it is possible that numbers may have to be capped. If so, **entries will be accepted on a strictly "first come, first served" basis.**

Some Reminders and Event Updates

Photographic Competition:

Remember to bring along your best photos featuring an MG theme or car/s to enter in the photo competition. Entries are to be submitted at Registration and must not have not been entered at a previous National Meeting. Full details are in the Supp Regs. Please remember that the size of photographs is restricted to a maximum 250mm x 200 mm (10 inch x 8 inch). Categories are:

- Best **Action** photograph
- Best **Still** photograph
- Best **Novelty** photograph
- Best **Digitally manipulated** photograph



Scenic Tour Options on Lake Macquarie:

For anyone looking for something else to do on the day of the Concours, other than inspecting all the beautiful MGs, a ferry service has recently commenced around the northern half of Lake Macquarie. Lake Mac Ferry departs from the Speers Point jetty (right at the Concours venue) and cruises to 5 different stops. There are multiple departures throughout the day, and routes and travel times vary between 1½ and 2 hours. See [Lake Mac Ferry](#) for more details.

For those with deeper pockets and a higher thrill tolerance, JoyAir operates scenic joy flights in a floatplane over the lake and the adjacent coastline. Pickup can be booked to collect from Speers Point Park. See [JoyAir](#) for more details.

Theme Night:

Our Theme Night on Saturday evening will celebrate the 60th anniversary of the launch of the MGB, so we will be going "Back to the Sixties". We look forward to seeing plenty of mini-skirts, knee-high boots, flared trousers and paisley shirts as we have a fun time celebrating the "good old days".

Covid-19 Uncertainty

We are proceeding on the basis that Nat Meet will go ahead, but we are aware that many of you will be feeling uncertain about committing in the current environment. With that in mind, the committee has undertaken to refund all registration fees in full if the event has to be cancelled due to a major tightening of Government restrictions concerning Covid-19 management for events.

Note that entries may be withdrawn for other reasons up to 16th March with a full refund. After 16th March a cancellation fee of \$50 will apply and after 1st April no refund will be granted unless Nat Meet is cancelled.

In the meantime, please "roll up your sleeves" for your covid booster vaccination at the earliest possible opportunity, and we look forward to seeing you all at Nat Meet 2022.

Contacts for more information:

Website - natmeet2022.mqcarclub.com.au

Registration enquiries – Rachel Fraser (0401 624 819) – registrar.mqnatmeet2022@gmail.com

Chair - Bruce Fraser (0417 481 480) – chair.mqnatmeet2022@gmail.com

Secretary - Fran Hodgson (0414 449 252) – mqnatmeet2022@gmail.com



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Queensland

WANTED TO BUY

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.

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:

1978 MG Midget MkIII (1500 Rubber Nose)

Colour: White.

Odometer: 25377 miles.

Historic rego 24159H but not current.

The car was last on the road in 2020

but was started regularly up until last.

Current condition looks good and may

just require a good clean up. Hood

good, tourneau, seat covers.

Inspection for condition essential.

Asking price is negotiable but current insurance value is \$14,000 so let's start there.

The car is located in Girvan (that's between Booral and Bulahdelah).

Contact Chris Harris on 0419603337 for further information and inspection.



FOR SALE

2 Used Rear dampers suitable for MGF with Hydrasagas suspension units.

Supplied with a spring conversion kit but little compression dampening. Very little use under car Offers to buy at suggested price \$100 ONO.

Contact A Pettigrew on -- at.rose.villa@gmail.com



FOR SALE

FOR SALE

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

\$45, includes postage within NSW, Contact John
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.

MG Car Club Hunter Region
Minutes of Committee Meeting Held 14th December 2021

Meeting Opened: 5:37 p.m.

Chair: Denny Bowden. Minutes: Frans Henskens.

Present: Denny Bowden, Frans Henskens, Greg Jenkins, Jeff Lauff, Howard White, Anne Pettigrew, Graham Haywood,

Apologies: Stephen Jones, Ian Ashton, Gary Piper, Wendy Croker.

In attendance: Nil.

Minutes: Approval of minutes of previous meeting held on 9th November 2021, Moved Graham Haywood, Seconded Greg Jenkins.

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):

Nothing to report.

Vice President (Denny Bowden):

Historic vehicle registration inspection day has been held and around 25 cars are on the road for another year.

Mid-week Lunch Run (for tomorrow) has the largest participant registration ever! Should be a good day.

Secretary (Frans Henskens):

2021/22 Membership renewals to date: 65 single and 76 family, a total membership of 217.

The Foreshore Park has been booked with NCC for 2022 Euro Motorfest on 19 June with 26 June as backup date.

Lambton Park has been booked with NCC for 2022 MGCCHR Concours on 23 October with 30 October as backup date.

Vendors for both events to be selected and booked. NCC paperwork for both events to be completed and lodged with NCC in due course.

Correspondence received from Ron Robinson:

“You will see from below that the Newcastle Family History Society has received a grant to install air conditioning into its section of the Lambton Mechanics Institute. Last year the Land Manger (Trust) upgraded the electric switchboard and wiring to allow air conditioning to be installed, including to the MG Club House on the first

floor level.

I know the MG Car Club has been less interested in air-conditioning as most of your activities are at night. Given that work is being planned by the Newcastle Family History, I thought I should advise you of the same. Clearly it is your decision but feel free to contact Nova if you wish to have a price attached to the Newcastle Family History Society work.

Alternatively installation could be done at anytime by Nova or others, now the electrical cabling is in place.

Regards and best wishes for Christmas"

Treasurer (Greg Jenkins):

Club Captain (Jeff Lauff):

Twilight Run the Saturday is on – venue (Raymond Terrace Junction Inn) is booked for 30 people. Run leaves Clubhouse at 5 p.m. arriving at venue 6 p.m.

Breakfast Run to Blackalls Park is 16th January 2022, leaves Clubhouse 8 a.m. and includes Club award presentations for 2021. BYO (BBQ?) breakfast, juice, champagne, etc.

Run on 20th February – Jeff will not be here so will be run by Committee Person Howard White.

Sporting Director (Gary Piper):

As per magazine.

2021 saw a very disrupted year for sporting events, we were able to compete freely up to June then lockdown hit & we didn't see any events until the last 2 months of the year. I have been fortunate enough to be able to compete in 2 hill climbs & a GEAR event in the last month. Tim Blanch drove well in his first track event in the recent GEAR meeting. Unfortunately we were unable to field a full team in the regularity Hillclimb at Ringwood Park on Sunday so Austin Blanch & I teamed up with 2 MGCCN members Bruce Frazer & Bryn Baverstock, we called

the team Hybrid Clubbies. The pleasing thing was it was an all MG team consisting of 1 X MGA, 2 MGBs & a modern MGTF, we were placed second just .95 second behind first place, a total of 9 teams contested the event. It was a great fun day to finish the season. I would like wish all members a merry Christmas & a great festive season & look forward to seeing you on a club run, track or Hillclimb in 2022.

Public Relations (Ian Ashton):

- MG Coffee Club next year. Suggestion that we meet monthly at the coffee shop over the road from the Clubhouse - Lambton Park Tearoom.
- 2022 activity calendar - will liaise with Steve Jones about a time and venue to meet about this.
- Membership Officer – this role is currently performed by Greg, Denny & Frans – seems to be working OK.

Suggested adding a magazine recognition of coming month's birthdays.egal

Ria (Wendy Croker):

No regalia sales, and I have forwarded an updated stock list to Greg for the Auditor.

Committee Member (Howard White):

Nothing to report. Howard was welcomed to his first meeting.

Social Secretary (Anne Pettigrew):

Has brought 16 beautifully wrapped prizes for tonight's raffle – hoping the meeting is well attended and for help running the raffle.

Magazine Editor (Graham Haywood):

Went to Officeworks and saw folders at \$5.50 that can be used to store a year's copies of *On the Marque* for addition to the Club library. Will add volumes from 2011 (2010 being the current last volume in the library).

General Business:

Treasurer is taking all the books to the Auditor – audit should be completed by mid-January.

Secretary to send list of Members and contact details to Committee members.

Suggestion that we compile a listing of tradespeople to use for performing work on our cars.

Club Website stats for October 2021:

Site was viewed 1,249 times with the peak being 28 November with 83 views.

The top 5 searched pages were:

Site Home Page - 357 views
Magazine Archive - 224 views
Clubman Christmas Run (cancelled) - 147 views
1968 MGB Mk2 with Overdrive - 53 views
Club Magazine (October Edition) – 41 views

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

- ✦ WordPress to 5.8.2 (Website platform)
- ✦ The Events Calendar to 5.11.0 (Events calendar)
- ✦ Ultimate Product Catalog to 5.0.24 (Regalia catalogue)
- ✦ Jetpack to 10.3 (site security & performance)
- ✦ Ninja Forms to 3.6.6 (webform builder)
- ✦ Knowledge Base to 8.4.0 (Ask An MG Guru)

Facebook stats for October 2021:

Top 5 of the 97 posts in September were;

- ✦ Roger Sheppard - My 77 MGB issues - 466 views, 9 comments
- ✦ Evan Redman - Words cannot express - 417 views and 6 comments

Maurie Prior - Observations on other Clubs - 381 views and 9 comments.

Meeting Closed 6:30 p.m.

Next Meeting:

Tuesday 8th February 2022

The Disturbing Rise Of The MG Opportunist in 2021 cont.

In the meantime hopefully, older restorers and other enthusiasts like me, can keep the flame of originality alive, by restoring cars that may have been destined for the scrapyard. Originality can be very subjective, and even if one simply restores for hobby or pleasure, one can avoid contributing to the outlandish practises of the Facebook crowd, by sticking to originality as much as possible, without the need of being over-the-top obsessive. How else to avoid our beloved MG's from becoming grotesque street rods or worse, and losing the aura of what that special octagon badge stands for? We as enthusiasts, have to keep on, "Maintaining The Breed" (with courteous reference to the author, the great John Thornley).

By Maurie Prior

(member of the MG Car Club, Hunter Region)

The Disturbing Rise Of The MG Opportunist in 2021

I have written about this issue previously and it seems that the situation is becoming more prevalent – the non-enthusiast opportunists in the MG fraternity. I have a great deal of respect and affection for all things Abingdon MG, that is, up until the Brits shamefully flogged off the revered MG Marque to the Chinese, my essay however, is to do with the carpetbaggers who have just recently discovered the MG, and like most of the millennials, are wanting to change everything, because it doesn't fit with their ill-liberal mindset. These people don't restore, instead, they de-value, by whacking numerous bits of chrome on engines, and they paint over rusty panels and gloat on Facebook, about how clever they are.

The physical process of self-restoring any classic motor car is a very demanding activity, and there is usually an untallied financial price to consider as well. There are no short cuts, and anyone who thinks that a quickie make-over will get past the concourse judges, or earn them some fast bucks will have to live with the consequences for a long time.

Maybe not in a financial re-compensation sense, but a moral burden that will never leave. As a prime first hand example of this, I recently had a chap contact me regarding some restored and refurbished MGB car parts. These parts had been collected by me over many years and had become surplus to my restoration activities. My creative sense had prevented me from simply selling off these scruffy but valued parts, so I refurbished them as a value adding exercise, to what I considered a near showroom quality.

The youngish fellow, who contacted me, was into dealing in MGB's – buying up "bargains", tarting them up and reselling for thousands of dollars profit. No judgement from me, as he can do what he likes, but instead of adopting a sincere enthusiasts approach to his venture, he boasted of how much moolah he was making.

Never mind the unwary punters, who he sold these cars to, it was just a financial result that mattered. Now, I am all for free enterprise, and good luck to anyone who can turn a dollar, but there appears to be a generation of younger sports car aspirants, who do not understand or appreciate the history of what MG stands for. Because MGB's particularly, are fairly plentiful and robust, and even better, so easily kept on the road, by dint of their

simplicity, they have become a bit of a novelty to the I-Phone and Facebook set, and these ill-informed youngsters, are snapping up cars for previously unseen high prices, in a form of current faddism.

There is a danger in all of this, as what now appears to be a lack of historical correctness and a departure from originality, these cars have been saddled with mismatched components and because of ignorance, the resultant vehicles are losing their individuality of what an MG really represents. As a senior member of the MG fraternity, I am firstly an enthusiast, I am computer literate, I am a keen observer of many things, and secondly, I am into the internet and anything MG etc.

I get to see the goings-on of the newer MG cohort, who, use Facebook for their exchange of information and parts, and it disturbs me that my beloved MG marque is treated with enthusiastic ignorance. The volume of misinformation and distortion of facts, urges my rebuttals, but common-sense prevails, so while tempted, I abstain from responding and just leave them to it.

The upshot of all of this, is that there is a generation of MGB owners with cars that are not truly representative of their particular model era, and these younger ones are in total ignorance but are quite happy to accept this. Examples of this are MK1 and MK2 cars fitted with Rubber Bumper and Mazda seats, glaringly incorrect interior fittings, incorrect carbies and air cleaners, Nissan engines and gearboxes, etc. Other molestations are the deletion/additions of fan blades, vacuum braking systems, electrical components, and inappropriate "fuel-saving" devices, etc. There are more and more examples of the later, Rubber Bumper cars being converted to chrome bumper versions (and badly done) and more alarmingly, they are increasingly, and most blatantly misrepresented, in their model years. In the future we will see more and more MGB's prostituted by ignorance, but as restorers like me fade away, I earnestly wish, that at least some of these younger generation, will come to realise, just what that MG badge means.

One of the really more beneficial things that happens in Australia particularly, to stem the flow of ignorance, and to "maintain the breed", is the annual MG National Meeting event, where beautifully restored cars are judged by enthusiasts and like-minded owners.

SEE PAGE 35 For Continuation

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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Sportsparts Pty Ltd.	Outside back cover

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 March 2022 edition will be
Monday 21st February 2022

I'm just mad. I've waited my
whole life for 2020's



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in sight.



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