

THE M.G. CAR CLUB HUNTER REGION INC.

NOV 2000



'ON THE MARQUE'

M.G. Headquarters
68 Elder St. Lambton
Postal address PO Box 503
Wallsend N.S.W. 2287



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A PERSONAL INVITATION

ROBERT & JOAN

**Saturday and Sunday
11th. and 12th. November 2000**

Your club will be staging the Annual Summer Concours
in Lambton Park opposite MG Headquarters

...and you and your MG are invited!

Naturally we'd love you to join us for the whole weekend,
however it's OK to option all or any part of the fun.

Following the Concours we will be having a Dinner
at the Alder Park Bowling Club New Lambton.

Sunday morning we are having a short run
to Breakfast and Prizegiving at
Newcastle City Bowling Club King Edward Park.

Concours will cost you just \$5 per MG

Dinner \$20 and Breakfast \$10

which you will agree is outstanding value.

Again we are supporting the Rescue Helicopter.

'Please try to come!'

More details from

Richard Merrick or Chris Leggett



MG Car Club HUNTER REGION Inc.

"Proud to be ALL M.G. !

COMMITTEE

*Affiliated with
the MG CAR CLUB UK
Affiliated with the C.A.M.S*

***MG Headquarters
68 Elder Street
LAMBTON***

PRESIDENT: Merryl Redman (MGBGTV8)

VICE PRESIDENT: Neville Roxby (TC, MGA, MGBGT, MGCGT)

SECRETARY: Margaret Bond (MGB, MGBGT LE)

TREASURER: Christine Tolcher (MGB, MGTD, MGTC)

CLUB CAPTAIN: John MacDonald-Hill (MG Midget, MGB, MGC)

SPORTING DIRECTOR: Richard Merrick (MGB Mk I)

PUBLIC RELATIONS OFFICER: Chris Leggett (MGBGTV8)

SOCIAL DIRECTOR: George Quinn (MGB MkII)

REGALIA OFFICER: Dianne Hinder (MGBL)

CARETAKER EDITOR: Bev Jones (MGB MkI)

COMMITTEE PERSON: John Stuart (MGBL GT)

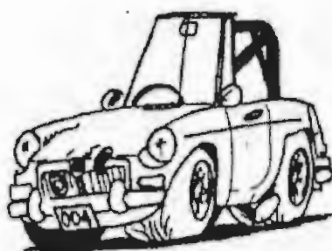
PAST PRESIDENT: Denny Bowden (MGBGTV8)

The Committee welcome your telephone calls,
however would you call before 9.00.pm.

The opinions of correspondents, individuals and advertisers herein are not necessarily
those of the Committee or the M.G. Car Club Hunter Region Inc.

BEV

CARETAKER
EDITOR



Hello again, yes I'm still here. No takers for the job. Oh well.....

Firstly I would like to thank Peter Dever and Maurie Prior for sending me articles about what they are doing with their MGs. This is what our magazine needs, more input from the members. This is interesting to other members and could inspire them to tackle projects they may not have contemplated before. One of many reasons we become members of a club with a common interest, is to share knowledge and experiences. I know that there is always someone out there who can offer a suggestion or a helping hand when there is a seemingly unsolvable problem plaguing your pride and joy. We have called upon this wealth of information many times over the past 20 years. I'm sure Peter and Maurie would be only too happy to share the knowledge gained from their projects.

Summer Concours is only a days away now and it is important that we all bring

our cars out for this big event. Don't forget there are jobs for everyone and I know any help you can offer will be appreciated.

Christmas is almost upon us and once we are over that hurdle, National Meeting 2001 will be just around the corner. At our club night you will be able to have a look at the venue for the speed event - Wakefield Park. This is a great opportunity, so don't miss out!

Also I would like to urge all members to participate for our club at this National Meeting. Every time you participate, you earn points for your club. You don't have to drive like Fangio or Peter Brock, or Nelo, just have a go. How about we get a few more ladies out there. Don't let the blokes have all the fun!

This meeting is probably our best chance for improving our standing in the pointscore for the Wratten Trophy so how about we all put in the effort and see what we can do. I would love to hear Hunter Region listed in the top four centres, but we need everyone to participate, it's not that hard. Who knows, you may decide you like it as many of us already have!

Bev - 004

Natmeet Participant 2001.

NEW MEMBERS

We extend a warm welcome to you, and wish you a long and happy association with the club.....

Trevor & Kerry Risstrom - Orange - MGB Mk1
Brendan & Beryl Elsey - Eleebana - Associate

We look forward to meeting you at a club event soon!

MERRYL PRESIDENT



You just can't be everywhere, try as you might!

The last month or two at our place has been very hectic. Thanks to the recent unbelievable deals on airfares, the chance to visit my daughter who lives in Perth presented itself. So off I went, which meant that I missed a few club events, including a committee meeting.

Club affairs were in very good hands, Vice President Neville filled the chair at the committee meeting, and I hear the run to Broke and the day down Galston way were very enjoyable and well attended. The last one I really am sorry to have missed, and I would have dearly loved to have seen the faces of those driving through Galston Gorge for the first time.

I'll never forget my first trip through this spectacular piece of road on the way to Amaroo Park quite a few years ago. I was passenger in a TC with the driver chasing his mate in a Lotus 7. Even now he's still convinced his ancient MG is every bit as good as a Lotus. But that's another story.

Back home Neville and I have had a meeting with a representative of the City Council to finalise the matter of fire warning devices for our clubrooms. Of course our responsibility to our members and guests attending MG Head-

quarters is our first priority. At the same time we must also be sensitive to the very special nature of this wonderful heritage-listed old building. How ugly it would be to see fire stairs bolted to the outside, like those awful New York tenement buildings. I'm sure the solution is not that difficult and too hard to find.

In the mail we have received a letter and video from MGCC Canberra with some details of what we can expect next Easter at the 2001 National Meeting. Bev will include the letter elsewhere in this issue.

On a personal note I would like to offer my thanks for the kind words sent to me from the crew at Quirindi via John Carter, and also the surprising E-mail all the way from New Zealand, which you read in last month's magazine. Thank you John, and thank you Sue Martin, the President of the MGCC Auckland.

Now with a bit of luck I might be able to get the committee to give me an expense account, and if the cheap airfares extend across the Tasman, I might just pop over to say good-day to Sue. But most likely, and down to Earth, I'll probably settle for a drive in the MG up to Quirindi to see John and all those wonderful characters up there.

Meanwhile, I hope to see a whole lot of you at the Summer Concours, or perhaps at Wakefield Park later this month.

Bye for now
Merryl Redman
MGBGTV8 #232



MGCC Hunter Region Inc
Annual Summer Concours

proudly sponsored by NRMA



Saturday 11th November 2000



Lambton Park opposite MGHQ

Elder Street LAMBTON

Entry \$5 per vehicle

Gates open 8.00am - Judging starts 10.00am

Saturday - Concours and Dinner

Sunday - Breakfast Run and Presentation

For further detail s contact Chris Leggett (02)

** A Club Championship Pointscore Event **

'On The Marque' NOVEMBER 2000

MARGARET

SECRETARY

We are fast approaching our busy Summer Concours and Christmas period. Thanks to all those who have volunteered to help with the coffee and tea stand at the concours.

Don't forget to have a look on club nights at the booklet of general information that is on the bulletin board – you never know what you just might find that could be helpful. For those of you who missed the black Friday club night on the 13th, it was a good turnout with only two members forgetting to dress in black and hence having to speak on

topics such as why batteries have water in them. They were good sports and the gravedigger – Doug Graves – complete with shovel was a big hit.

We were unable to make it to the Sydney Concours & Display Day on Sunday, 15th October, but congratulations to all those members who did attend and came away with a trophy.

The secretarial position is proving interesting and challenging and a great way to be involved with the club – at least we have a laugh at the committee meetings, as most committee members seem to have trouble understanding my Australian accent!

See you soon at a club event.

Margaret Bond



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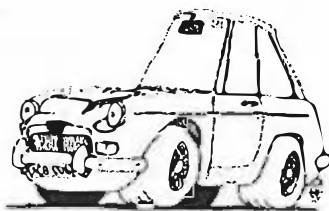
NORTH ARM COVE NSW 2324

Tel: (02) 4997 3432 Fax: (02) 4997 3462

Email: needham@myallcoast.net.au

JOHN

CLUB CAPTAIN



October's run and with grey skies above, a fine assortment of 14 MGs left MGHQ for the run to Tomago House. We drove up over Stockton Bridge, a leisurely run through Fullerton Cove and Medowie, then around the edge of Grahamstown Lake to the morning tea break. A cuppa and feeding the already well fed duck, a good thing he didn't know some were already contemplating Christmas Dinner! Annette Cosh's Y Tourer parked next to the well polished J Van (Denny Bowden was already waiting for us). What a great sight the two vehicles made. Then off on the short run down Masonite Road to Tomago House, the grounds with huge old trees providing shade (yes, the sun was out by now) for a marvellous venue for a picnic lunch. An inspection of the house and chapel was very interesting, showing the life of the rich in a bygone era.

The Clubman point score is looking interesting so far, with Dave Walsh, Larry Dickason and Ian Nelson level pegging. Larry and Dave are tied in the MGBL class, Ian Nelson in the MG-BGTV8 has Meryl Redman and Ian Ashton hot on his tail. The Cosh's

have, with the Y type, already been on two runs. For T types, John Rogers and Jeff Redman have both been to one run, Ken Campbell on two runs with his lovely primrose MGCGT. Also on two runs are John Stuart MGBLGT, Ray Bond MGBBGTLE and Stephen Cornish MGB. It is great to see an MG Magnette out with Trevor Allan, although I believe it won't be long till his MG Midget will give me some company. This is by no mean everybody - I will let your know how you are going in a future report.

November's evening run looks like being very well attended with 20 couples already booked in. We will meet at MGHQs at 4pm and leave at 4.10pm, to allow a bit of time for those attending the Lambton Village Fair. It will be a run to Fraser Park for a glass of champagne and canapes (BYO unfortunately). Then, for those that wish, dinner at Gwandalan Bowling Club. If you haven't let me know you are coming yet, please do so by phoning me on 4396 6573 or 0402 078899. The food is good and reasonably priced. The club is ideally placed on the waterfront, so I hope a nice night will let us dine al fresco (on the balcony).

A big thank you to all who have supported the clubman runs so far. I hope you have had enjoyable times.

As always, see you on the run.

John MacDonald-Hill.

Evening Clubman Run - Sunday 19th November - Fraser Park Meeting at MGHQ - 4.00pm

Dinner is available at Gwandalan Bowling Club. If you would like to join us for dinner after the run please phone John. Bookings essential

RICHARD

SPORTING

Summer time....Well almost, but it is definitely Summer Concourse time. I don't need to remind you all that this weekend after magazine delivery is our annual **Summer Concours**. It is not too late to attend, please just turn up on the day. I am available 24hrs (*You're brave putting that in writing...Ed*) a day for details if it is required. If you have not already done so, please let me know as early as possible if you are able to assist with anything on the day, especially JUDGING. If anyone would like to attend the dinner or breakfast and won't be at the Concours, it is critical that you let me know A.S.A.P

I must thank all in advance for the generous offers of help for this weekend, I'm sure the event will be one to be proud of.

Wakefield Park 25/26 Nov. The annual pilgrimage by the Team Hunter faith-

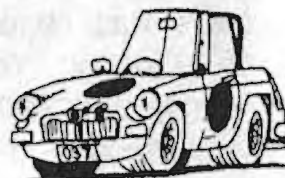
fuls is on once again, The years are going quicker and quicker. There is simply no better atmosphere in NSW historics than at Wakefield Park. This has, over the last 6 years become a popular event for all who attend. Whether you're motivation as a driver, spectator, historian, socialisor or shopper. I can guarantee you a great weekend. This year we have 6 Team Hunter entrants so there is sure to be plenty of action on the track as well as the usual many great stories in the pits.

Wakefield Park will also host the speed events for the very fast approaching Canberra National Meeting, this might be a great chance to check the venue for those keen Natmeet competitors (of which I hope there will be many).

Accommodation might be at a premium at this late stage but you will never know unless you check it out so give me a call and we will see what we can do.

Hope to see you all at an event soon.

Richie....037



Economy Run results- page 26

VINTAGE REGISTRATION

(Club Plates)

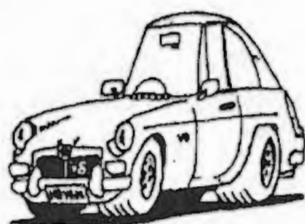
A reminder to all members with a car on club plates, or any member wishing to put their vehicle onto club plates, this year's inspection day will be on Saturday 2nd December from midday until 2pm at the Caltex Service Station, Minmi Road, Maryland

I will be sending out documents to all member with a vehicle currently on Vintage Registration. Anyone with an MG that is 30 years old, or older wishing to have their car on Club Plates, please phone me for more information.

Denny Bowden - Vintage Plates Registrar

CHRIS

PRO



This month has seen us successfully complete the Mattara Parade and once again I would like to thank the 18 members who supported our effort. Led by Denny in the J Van, our cars made a very impressive spectacle as we made our way up through the Hunter Street Mall and then on to the Harbour Foreshore. Unfortunately the lack of support from the Mattara organisers saw a slightly chaotic entry into the park area and consequent unloading of Princesses and Olympians. The high public profile this event attracts definitely makes our efforts worthwhile.

As many of you know the Sydney Concours was conducted on Sunday the 15th October. Yours truly attended to distribute advertising leaflets for our own up-coming "Summer Concours".

Many thanks to Steve Jones for the leaflet artwork and Jeff Redman for the information summary. Entries were down on previous years, consequently, I distributed some 150 or so leaflets.

I must say that the N.S.W. Club have really "scooped the pool" as far as picturesque clubrooms and concours venues are concerned. A few of us had a "cleansing ale" and took in the beautiful harbour views. Congratulations must go to all Hunter Region members who made the journey, as I believe all came away with a trophy.

Finally, I would like to add my call to all of you out there to come along and support our "Summer Concours". We need every Hunter Region car on the park to continue the success that this, our premier event, has enjoyed in the past. As my old sparring partner Jeff Redman said last year, "this is your club, its ongoing development is in your hands".

Chris Leggett

CHRISTMAS PARTY NATTER SUNDAY AFTERNOON 3RD DECEMBER

Please join us at Quinn-Bradley-on-Tighe,
107 Henry Street, Tighes Hill for lunch and an afternoon
of Christmas celebration from 12 noon.

Bookings are essential! Phone George on
\$25.00 per person, BYO - Drinks



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GEORGE

SOCIAL

Believe it or not it's time for the silly season to start. You know, No I can not make it then, how about this date? No we can not make it then because we already have something on. How about we just give it a miss for this year and book it in for next year. I don't know about you guys (sorry Jeff) BLOKES but I am getting grey hair anyway! The following is not subject to change, so there!

Anyway if you are interested, we had a great time in Hawaii and spent lots of money. It's easy with only 50cents in the \$1.00, but it was still worth it. It must be our third time there. I can recommend it to anybody, lots to see if you want or just do nothing like we did. Missed the plane on the way home had to stay an extra 3 days damn it was hard to take.

Now get out the diaries, make some notes if you are going, go to the phone and book in.

Club Nite Friday 10th November: Due to the Summer Concourse being the next day, we will probably have some of the Dubbo Connection in town and probably a few Sydney sidlers wanting to square off after their concours and get a few trophies back. We will be having a look at a video of Wakefield Park so those attending the National Meeting in Canberra next year can

check out the track. Could the locals PLEASE BRING A LITTLE EXTRA THAN NORMAL TO COPE WITH THE INFLUX FOR SUPPER.

Monday Munchies 13th November: Jesmond Park next to the 'Adopt-A-Road' sign, Yes some people did go last month even if they did travel all the way from Stockton, they intend to conserve petrol and travel together next time. Kevin, you where seen speeding past just as well the camera is on the other side of the road.

Dinner Friday 17th November: Gina's on Beaumont, 47 Beaumont Street, Hamilton. Entrees \$7.00 to \$14.00 Mains \$17.50 to \$26.00 Sweets \$7.00.

BYO Wine Only. Entertainment Card \$25.00 value one main for one. As nobody booked (as yet) for Jessies on The Water, at least we will be able to be, it's go to this one. Bookings You just never know who might be good dinner partners.

**** CHANGE OF DATE ****

Natter Night - Now Natter Afternoon for Christmas Party

Sunday 3rd December

Start: 12Noon

Where: 107 Henry Street
Tighes Hill

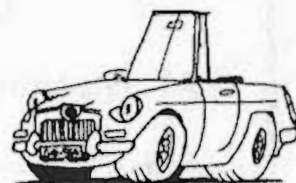
Cost: \$25.00 per head

Grog: B Y O

Bookings:

No booking No Come

George - GQ 544





PREVIEW VIDEO ...WAKEFIELD PARK



"The video of the Wakefield Park motor racing circuit is to give MG Car Club members an idea of what to expect for the speed event at the 2001 MG National Meeting. Wakefield Park is about ten kilometers south of Goulburn on the Bungendore road. It is about a one-hour drive from Canberra.

The video shows facilities and the circuit. The circuit is very open with good run-off areas. All of the circuit can be seen from the viewing areas near the main facilities or from a public area at the top of the circuit.

The intention is to have two runs each of four laps with four to eight cars in each session. There will be a half a lap to warm up, three timed laps, and half a lap to wind down. The fastest of the six laps will count.

We will be requesting entrants to give circuit times on their entry forms, where they are available, so that hopefully we can grade the sessions and separate the faster and slower cars.

The video is a combination of parts from videos of a Supersprint on the new circuit and historic racing on the old circuit. It shows MGCC Canberra cars at the Supersprint, and Alistair Clarke in his J-type during a HSRCA race meeting. Percy Hunter's silver 1947 'Profillo' TC is also featured. We hope to see these cars and other racing MGs at the event.

The event will also be suitable for people with no previous track experience".



The video will be shown at the November club night on the big screen. It will be of great interest for those who are intending to enter the 2001 National Meeting, as well as the crew who will be at the Wakefield Park Historic Races on November 25th and 26th. We also have exclusive in car footage!

LETTER



I have been reading with interest the 'RUMOURS' column over the years and I noticed my name mentioned in relation to a Valiant diff. ther removed or cut back on the central side as the diff is offset and it will interfere with the box.

I have always wondered who the writer is and I have presumed it was ???? but this recent article introduces an MG A and as ???? does not have one it has to be ***** maybe! Are you anonymous or has ???? purchased a new car.

(I have left out the names of those Peter is accusing so you can guess for yourself...Ed)

Back to the diff. Well I have either a Valiant diff or a Ford Diff in my V8 which I installed during the car's restoration in 1994.

The reason I say Valiant or Ford is when I went to the dump to retrieve and experiment with the 2.9 diff I was able to purchase two for the price of one for the sum of \$20.00 from the caretaker and I took one off a Valiant and one off a Ford and I used the one with the least amount of play.

The conversion to MG is probably one of the simplest and most rewarding things I have done to the car. No parts are necessary at all not even seals the same MG axles are used as well as the drive flange brakes and backing plates.

The pre 12 volt battery models have to have the driver's side battery box ei-

The axle tubes on the Valiant diff have a larger diameter than the MG and as luck would have it the MG diff tube will fit inside the Valiant tubes with a little grinding or turning down of the MG tubes in a lathe.

The reason I say this is the Valiant tubes are cut off approx 100mm on one side and 200mm on other side (because of the larger offset) from main diff centre where existing tubes are inserted into diff housing.

The splines on the MG axles and drive flange are the same as on the Valiant diff, hence to calculate the length of the MG tubes the axles are inserted in the diff to achieve this (Note: The original MG diff width should be measured before cutting off the tubes to establish the width of the conversion, better still use an old worn out diff).

I believe the same conversion can be applied to a limited slip diff and I have managed to purchase one for \$150.00 and will use this in my next conversion.

I allowed an extra 75mm on the MG tubes and was able to move these in and out the Valiant diff to achieve the correct width, once this is done a tack weld to hold in place then off to some-

one with a large lathe to make sure all is true and welding is completed. That is all that is needed to achieve a very cheap alternative to the 3.09 original.

This method allows original MG stabilising bar attachments, spring hangers and backing plates etc on tubes to be reattached with ease. The Valiant drive flange is discarded and the MG flange is attached in its place using the same seal.

I have now done 30,000 miles with no problems no leaks and I actually trued my diff up myself manually, the speedo was reset by New England Instruments at a cost of \$72.50. A friend in Port, on my advice, has done the same conversion and is extremely happy with it.

Just one other interesting piece of information is using a Girlock caravan over-ride brake unit as a clutch master cylinder. I found it is an easier installation as the connection to the brake line faces the front of the car and it has a slightly larger displacement for use with the MG 'C' clutch when converting to V8 power, the friend above mentioned was having trouble with engaging reverse gear as it was crunching and the caravan brake remedied this problem.

As I said, mine could be a Ford diff but as they are both Borg Warner with the same markings I could not determine which it is but I do know it is a great conversion.

Finally I would like to thank all the new executive for putting up their hands and I must say I feel selfish sitting back unable to assist and benefitting from such a great club, and if more articles are required on my conversion or should I say conversions I have many hurdles that I have overcome particularly in the gearbox overdrive area which may make interesting reading to some convertes.

I read recently in MG World that a B series engine could not be done in a "T" series. Well I did this with my first TD on a temporary basis for 2 years back in 1968 because of the cost of repairing the lemon I had purchased. I was able to buy an excellent 1500 Morris Major motor with gearbox for \$20.00 and it performed well for those 2 years..

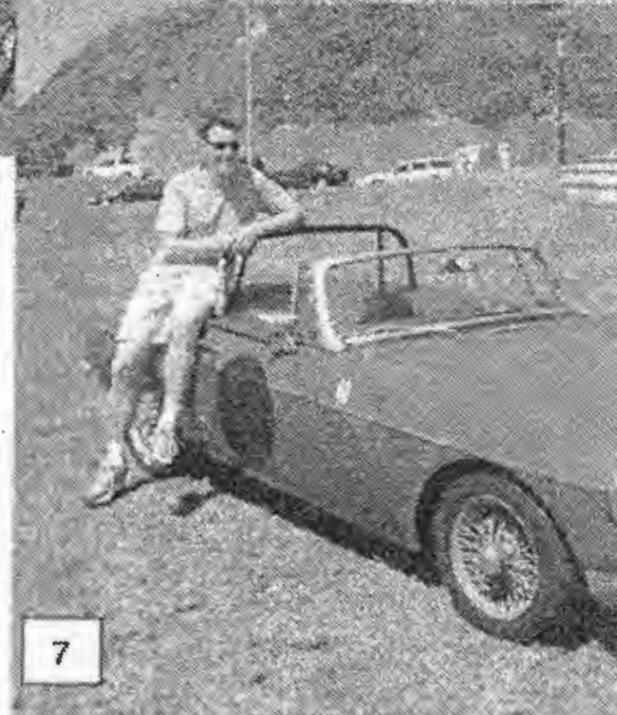
At present we are not going to form a branch in our area as the locals seem to enjoy the local Vintage car club, I will have to contact our new local members Dawn & Bruce Coker they maybe interested in joining Carol Ian Lois & myself on our breakfast runs.

Good wishes to the new Committee
Regards

Peter Dever

PS I would also like to advertise my '77 MGB Roadster for sale. (See page 28 for details)

If you still haven't booked your 2001 National Meeting accommodationContact Merryl Now!



MATTARA PROCESSION 2000

1. A pride of MGs at the clubrooms.
2. Kevin Hinder and Denny Bowden discussing the appropriate rear vision mirror angle for the princesses in the procession.
3. All hurry up and wait at the start of the procession. Kevin Cornford adjusts his mirror.
4. John McDonald Hill adjusting his rear mirror
5. Miss "R" and Miss "A" cuties asked to be photographed on Gary Boote's MGB "because it was the shiniest!"
6. Where is miss "M"?
7. Richard Merrick, wishing he had adjusted his rear vision mirror
8. Cool down at the finish.

Photos by Gary Boote



HOW TO FILL A BOTTOMLESS PIT

...By MAURIE PRIOR

The last time I wrote, the re-built diff was ready to be fitted into place (well almost). Anyway it has been very professionally put together with new seals, bearings, shiny black paint etc. and while I was at it, I ended up fitting new leaf springs, suspension bushes, telescopic shock absorbers, brake lines, renewed brake shoes, and cylinders. So now, the "bottomless pit" has a completely renewed rear end! I am really looking forward to driving it when I finish putting it all back to-gether. It's been off the road now since the week after the Winter Woolies.

It was always my intention to re-do the diff, but a cracked cylinder head discovered at the end of the Katoomba trip made the decision to operate earlier than intended, that much more advantageous. So out with the motor and gearbox.

The box received new seals and the overdrive was serviced. While all this was happening, I decided to fix the heater. The flap control cable had let go and it had hot air all the time and this is an air conditioned car! Anyhow, that was fixed along with a new rubber seal. Gawd, what a job fitting that turned out to be! I needed a skin graft and blood transfusion after that lot, and lots of goshs and gollies were muttered for what seemed an eternity that particular Saturday arvo!

Anyway with the diff done, the gearbox

and overdrive serviced and the heater fixed, it was time for the engine!

This was something I dreaded financially, but was looking forward to with interest as I had never removed a car engine on my own previously. I had to disconnect the air conditioning system to get at the motor but all went well. The really interesting part from my point of view, was in stripping the engine totally and examining what had caused the bottom end clatter these last three years. After all, this was supposed to have been a 'reconditioned' motor, or that's what I was told when I purchased the car initially!

Surprise Surprise! All that had been done were new pistons, rings and big end bearings, which as it turned out was an absolute waste of time. The oil pump was stuffed, and as a consequence it had suffered poor oil pressure which, along with badly pitted cam followers, worn out camshaft, extremely scored big end and main bearings there was a lot of metal in the sump and I guess that was to be expected.

So now off to "Dr Mears" for a consultation, thorough examination and prescription, which translated means lotsa \$\$\$\$\$\$! I was really expecting this expense and had put it off since the Tassie National Meeting, however the time had come to bite the bullet and re-build this motor correctly.

RUMOURS

The octagonal goings-on of MG owners in the Hunter Region as overheard by The Octagonarian...

TARGA TASMANIA ... next year could have TWO MG's entered from this area. (Good heavens, this may even rate a brief mention in the local rag's motoring page!). I hear the George brothers, Kevin and Brian, are thinking of running the 'BGT with which they won their class in the last Targa, while Ian Nelson is firming his plans to run the Black Tulip roadster with Dr. Len Lambert as navigator. Exciting news, and we'll keep up to date with developments as they come to hand.

THE APPLE ISLE... is a popular holiday destination, particularly if you enjoy driving — even more so if you are in an MG. Just ask anyone who attended the National Meeting in 1998. Rumour has it that two MGB's from the Hunter may be paying a visit for a holiday at Easter next year. Larry and Shirley Dickason are planning a touring holiday along with David and Juene Walsh. Lucky devils! Meanwhile....

A NATTER NIGHT... at Larry and Shirley's home is coming up so I'm told. However this has caused some concern in certain quarters. One lady who will remain un-named has requested signs to be placed along the road, or maps provided in case people get lost — I kid you not!! Honestly, with all this panic, you'd think the Dickason's lived in the back-of-beyond, rather than just down

the road at Cooranbong! It says a lot for the quality of some of our 'navigators'.

THE MATTARA GRAND PARADE ... went off quite well, and 'well-done' to our new PRO Chris Leggett. A lot of effort was needed by Chris in the weeks leading up to the event to organise the 20 MG roadsters that were requested to carry the past Olympians and other dignitaries. Many owners of soft-top MGs were unavailable for that particular day, but with some phoning-around by our PRO, I hear it all turned out extremely well in the end.

ATTRACTING ATTENTION... was the club's display at the end of Mattara parade. An MGF owner and his wife were drawn to the sight of all the assembled MG's. It's a small world, seems they bought the red 'F from a local car dealership, where it had been traded by Ian Hague. I guess this leaves just the one MG, the green rubbernose roadster, in Ian's garage.

CONCERNED... was Gary Boote, who feared he may be allocated an overly-large passenger for the parade. So you can imagine how he felt when told he'd drawn a *weight-lifter*! Relief was felt when the friendly face of Greg Heyman was introduced, weighing no more than 10 stone.

THE HILLCLIMB... a week later saw three stalwarts representing the club - all in MG's naturally! I hear at one stage 'Team Hunter' held first, second and third places in class - Ian Nelson, Richard Merrick and Steve Jones. In fact watching the news Saturday evening, a great bit of 'vision', to use

the correct TV term, which had been videoed from the cockpit of Steve's Mk1 MGB up through Perce's Pinch, and there clearly visible was the 'Hunter' sticker on the windscreen top. 'Good One' Jonesie. Reading the Programme

I noticed a two-page feature on locals, or *some* of them, who'd competed in the Targa in machinery ranging from a Mazda RX7, Brock Commadore (as spelled), Datsun 240Z, Fiat 124's and Leyland P76. In the Targa this assembly had managed placings ranging from 6th., 22nd., 38th., 77th. to 134th. If Kevin George's entry in the blue MG-BGT had been accepted for the Hill-climb, they could've added a **Class Winner** to the top of the Targa list.

SHAPING UP... is a good entry from Team Hunter for the up-coming historic race meeting at the ever popular Wakefield Park down Goulburn way. At the time of writing the exact line-up is unsure, but I hear a special hand-made head gasket and a different diff ratio are being fitted to a TC in a race to have the old thing ready, and a certain MGB's engine is still in a thousand pieces on a Melbourne bench, so I'll have to tell you all about it next month.

But I can mention news that the entire Governor's Hill Caravan Park is now booked solid, filled with a big contingent of competitors and 'extended pit-crew and supporters' from the Hunter. This is a great place, and I well recall the after-race post-mortems and drinkies at sunset beneath the gum trees while sitting amongst the race-stained MG's. Legendary stuff often rivalling the action on the track itself. It's amazing just how the lap-times tumble, and the heriocs behind the wheel become more lurid and desperate with

each round of cleansing ales or wine! A pity my long suffering MGA cries out for attention, and my conscience forces me to stay home to work on it, for how I'd love to be part of the fun!

INTERSTATE... recently was one of our better-known characters. A whirlwind visit to South Australia was required to view a sparkling MGCGT automatic, which he's thinking of buying. I believe it's a colour called 'Sandy Beige' with un-marked red interior, and from the photos I saw it's a very attractive combination. I'm not going to tell you any more about this story, all in good time. Be patient. Amazing isn't it, not all that long back the MGC model was a rare beast in the club's ranks, with just the tartan red GT owned by John and Margaret MacDonald dash Hill plus the project GT underway up Port Macquarie way in Peter and Lois Dever's garage. Now they seem to be coming out of the woodwork, which is great. I'll have to ask Secretary Margaret for a run-down on how many are on the books, and the owner's names. In fact it would be interesting reading to see a listing of ALL the MG models on the roster.

THE TC SPECIAL.... the building of which was being contemplated a few months back by Brian George has taken a step toward reality, or so the rumours go. I hear the bodywork re-timbering and reconstruction has been contracted and already started. I've also heard Brian's sniffing around a 'Racing MGTC engine' advertised recently in the Trading Post. When it's all up and running it will of course be good to see another TC on the road... or track?

THE SYDNEY CONCOURS... saw quite a successful 'raid' by the contingent who travelled south early last month. Early reports filtering back as I write tell of a class win for Peter Morrison in the blood-red 'BLGT while we seem to've had a strangle-hold on both *Concours* and *Road* classes with 'V8GTs. A first to Colin Bailey's black rubbernose, second to Denny Bowden, while Ian Nelson gained third, both in Damask chrome bumper models. Chris Leggett's white 'V8 came first in the *Road* class. John and Jan Rogers familiar TF gained a second place, as did Brian and Jannette George's RV8 in their respective classes. Ken and Benny Campbell's MGCGT won its class (as I just knew it would!) as did John and Rhonda Moremon's MGA Coupe. All of which is a terrific result, and our congratulations. This year saw the event move from Wiley Park to Gladesville Park, which was a pretty venue so I hear. Numbers were well down with a little over 100 MGs entered - can there be only *three* MGF's in Sydney that were intrestested? Comment from those who attended is less than supportive of the new system of judging that was trialled. This entailed owners judging their own classes. I hear a number of owners flatly refused to be involved. Back to the drawing board.

PUNCTURED....by the response from O'Neill's Tyres was one of our well known T-typers trying to buy replacement 'boots' for his older MG. I hear it's running 16" wheels and has been quite happy shod with AVON Tourist crossplies. News is that AVON has been taken over by US-based Cooper Tyres (or is that *Tires* in 'Seppo-speak?), who

promptly junked all crossply tyre production. The choice for those running older cars is now limited. From Olympic 'Air Ride' round black things, which are better suited to Morris Commercials and box trailers, or for those intrested in brisk driving, you take a giant leap to the Michelin Pilote and Englebert vintage racing rubber. The price range we're talking about ranges from around one hundred and seventy bucks for the Olympic thingos to just over five hundred dollars for the Michelins — and that's *each*. The choice, admittedly limited, is yours!

CLUB PLATES... or more correctly, the permit to operate an un-registered vehicle, is in for some dramatic changes according to a news item I saw recently. The RTA is considering hiking the charges and placing restrictions on such vehicles owners. Listed were reductions in the number of vehicles that would qualify and a move to a Conditional Registration Scheme. This scheme would see the introduction of 'administrative fees' and increased Third Party insurance premiums. Funny, I thought the usual line on insurance premiums rises was that they were caused by increased frequency and number of claims. There must have been a dramatic number of crashes involving vintage and veteran vehicles lately. Strange thing is, I can't recall the last time I saw a Bentley or MG upside-down off the road, and it's been quite a while since I last saw an Austin Healey or Alvis wrapped around a telegraph pole. But I'm easily fooled, for am I not the person who thought Peter Reith was an honest politician? Honestly!

A BUSY FELLOW will be our Gary Midget for her graduation in May. I Boote over the next few months as wife wonder if that could be brought forward Jeanne has finally received word that so the very quick Dr Boote can fly the after four years of working on her thesis flag for the Hunter at the National Meet- she has qualified to receive her PhD. ing in Canberra. She's even more com- Mr Boote has promised Dr Boote that petitive in the Midget! she will be back driving her white

Springtime Economy Run 2000

Results (all in Miles Per Gallon)

Under 2000cc

1 st Ben Douchkov	41.84
2 nd Steve Cornish	34.46
3 rd Stephen Jones	30.07
4 th Larry Dickason	29.19
5 th Ken Campbell	28.51
6 th Maurie Prior	28.34
7 th Christine Tolcher	27.26
8 th Ray Bond	26.17
9 th Gary Boote	24.92

Over 2000cc

1 st Denny Bowden	25.48
2 nd Merryl Redman	25.01

Gary Boote earned himself the coveted Lead Foot award with 24.92 Miles / Gallon

Special thanks to the Event Secretary Megan Jones.



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MGB 1977 Roadster - Converted to chrome bumper, completely restored, damask red, minilite wheels \$18,500
Phone Peter (02) 65848404

MGTC Parts - Various parts (see club notice board for details) including Race Motor 1500cc with 1 1/2" SUs & extractors
Phone: Graham 48459751

MGB MkI 1967 - Red with black interior, good condition, hood and tonneau good, overdrive gearbox, full rego 'til Feb 2001. \$12,000
Phone David - (02) 4945 4109

MGB Competition Accessories - 4 x 6" Performance Superlite Mags fitted with Bridgestone Potenza 520S tyres - 50% wear - \$1000, 4 x Costello (look alike) mags with Yokohama 008 (2 x 50% worn, 2 x 60% worn) - \$300, Bosch Racing Spark Plugs, dual platinum probes, Mintex Brake Pads - fade free 50% worn \$50, VDO "Mini Cockpit" with sensor pick up and cables \$250, Racing Suit single layer single piece Nomex (blue) Fit 36" waist & 6'1" tall person \$150. Phone Tony Pennell 65731174(h) or 0419 79 1114(mobile)

MGB MKII 1972 - White, excellent paint & mechanicals, good upholstery & hood, very original, drives well. Last model out of UK. \$17,500 Phone John Trist - Denilquin (03) 5881 2044 BH or (03) 5881 2712

MGYT complete, part restored, many spares. Over \$20,00 spent, \$12,000 takes the lot! Offers for parts or all considered up to 7/1/01. Phone Geoff (02) 6365 5200 or 0408 226 839

MG MIDGET 1968, white on club plates My owner has hardly driven me since rebuild. I am full of Vizard 'A' series high tech stuff ie high lift roller rockers, lightened nitride crank, 45 webber, fully balanced 1400cc, 5 speed package, begging to go on club runs or historic racing, sick of cobwebs. \$9,600
Phone: 4943 9813

MGA/TF Wire Wheels - reconditioned/painted, ready to go, set of 5, \$150 each. Phone Chris 49342707

MGA - 1959 Roadster - Red with black interior, chrome wires, full restoration completed Dec '93, only driven 2,000 miles. \$23,500. For details phone Darren: (02) 6656 4221 - AH, (02) 6652 7451 - BH

MGBGT - 1972. White, 12 mths rego, good condition, \$10,500. Phone Michael 49902378 or 0414 979 579

Fuel Injected V8 Engine - Aluminium Rover 3.5i complete and running \$1200.00 Phone: Guy 0409 689 844

MGY SEDAN - 1949 excellent condition, good tyres, sunroof, good mechanical order. \$11,000 ono or will swap for MGBGT with cash adjustment. Phone Denis Burns 65521071

MG MIDGET - 1971 MkIII - white, 3 ground up restoration less than year

ago, balanced engine, new tyres, refurbished wheels, many extras. Reluctant sale \$12,500(neg) for details phone - Richard 0412 543413

MIDGET SPARES - 4 refurbishes wire wheels with Dunlop Formula R tyres (70% rubber) \$1200. Set of lowered rear leaf and front coil springs \$400ono. Phone Richard 0412 543413

2 MGBs

1977 - Ready for sandblasting or painting, on trolly with wheels, converted to RH drive.

1978 - complete car with mini cooper lookalike alloy wheels, LH drive.

3 V8 Motors - 1 x Buick 3.5lt, 2 x Rover 3.5lt, 2 Steering Racks, 5 New Tyres 185/7 R14, Dashboard Mould for Foam Filling Dashboards, 1 set V8 extractors, 1 set Rover extractors, 1 set V8 pistons 20thou oversize, various other parts.

\$16,500 the lot

Phone: J. de Boer 03 63272617 (Tas)

MGA 1959 - Twin Cam Fixed Head Coupe. Fully restored, excellent car, runs perfectly, looks great in Tartan Red. \$49,000. Call Ray 4988 6080

Myford ML Bench Lathe with chucks and tools \$1200 Phone Ray 4988 6080 or 4962 2294 (BH)

WANTED

J & S Hardtop for MGB

Phone Vince - 68845702

MGB Mk11 Roadster with overdrive around \$14,000, B,C or V8GT with overdrive price negotiable. Phone Chris 49342707

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**MINUTES OF COMMITTEE MEETING OF MG CAR CLUB HUNTER REGION,
HELD 12TH SEPT 2000, CLUBROOMS MECHANICS INSTITUTE, LAMBTON**

PRESENT: George Quinn, Neville Roxby, John Stuart, Denny Bowden, John MacDonald-Hill, Dianne Hinder, Bev Jones, Christine Tolcher, Margaret Bond, Richard Merrick APOLOGIES: Merryl Redman and Chris Leggett IN ATTENDANCE: Carol Roxby, Kay Bowden, Ray Bond MEETING OPENED: 7.40 pm Neville Roxby in the Chair. PREVIOUS MINUTES: previous minutes were approved with one erratum under video tapes for the interest of members should read "Neville" not "Denny" will investigate. Moved George sec. Denny. BUSINESS ARISING: NRMA Fest - John MacDonald-Hill asked are we interested in attending the on Australia Day in Sydney. Will request application forms, members will be asked at Club if Interested. Guest Speakers - Denny noted how well the guest speaker was received on the previous club nite, suggested a speaker needs to be recruited fairly often. Discussion of speakers followed George noted many speakers now request a fee for their services. Power Point - remains to be moved by a licensed electrician. Neville will approach Larry Dickason. Magazines - Neville will ring Rhonda Moremon re mailing the club magazines. Fire Hazard - No reply received from Trust. Neville will broach council unofficially to ascertain where we stand and then the Trust will be approached. INCOMING CORRESPONDENCE: Letters Received - Kevin Cornford re proxy voting procedures. Bev will ring Kevin re printing letter in the magazine. In order to change procedures an extra-ordinary meeting would be required. It was agreed we would tighten up the procedures within the rules we currently operate under, Request from Adrian Needham re advertising in the club magazine, Letter received from Lambton Business Chamber asking us to participate in Lambton Community Fair, Sunday, 19th Nov. Request will be forwarded to Chris for action, Letter from Port Macquarie Heritage Club inviting us to attend events run by their club, Letter received from Newcastle City Council re renewal of contract for 'Adopt a Road' scheme. Richard will complete the application and liaise with the Council officer. Flyers The Tax System Essentials, Shannon's Vintage & Classic Vehicle Auction, Mattara Hill Club information and application, Australia Post Impressions, Sydney Motor Show 2000, 2001 Qantas Australian Grand Prix October, 2001, Melbourne, Motel Formule 1 special rate. Advertisements - Brakemart, Stella Group, Smithers Race Car Technologies, AFO Website group. Newsletters - CAMS newsletter and State Council Meeting Guidelines. Magazines received NEW MEMBER Patrick & Margaret Tinson MGBGT Moved Denny sec. John OUTWARD CORRESPONDENCE: Thank you letter to Alan Newman for supply of J Van parts, Letter to Bob Owens, NCC requesting application for Summer Concours. SECRETARY'S REPORT: Application form for change to ABN re change of public officer has been requested. TREASURER:

SPORTING: Richard requested the Secretary send letter to CAMS informing them of committee changes. An economy run on the 24 September. Concours Meeting - dinner to be held at Adler Park Bowling Club (\$20.00/head). Breakfast, John has two choices \$9.95 at Valentine's or \$8.95 Newcastle Bowling Club. \$5.00 entry fee. Cost approx \$65.00 per couple for the weekend. Next sub-committee meeting, 26th September, 6.30 pm SOCIAL: Dinner, the 3rd Friday of each month - no response. Will try one more venue and query interest at Club nite. EDITOR: No report. PRO: No Report VICE PRESIDENT: No Report COMMITTEE PERSON: No Report PLATES REGISTER: No report. CLUB CAPTAIN: John will be doing an article on Clubman points for the magazine. November run will be followed by dinner at the Gwandalan Bowling Club. October run moved to the 22nd as it clashes with the Sydney Concours on 15 October. REGALIA: Sales Club Nite \$69.00 PAST PRESIDENT: No report GENERAL BUSINESS: J Van - brakes are being done by Capital Brakes. Thank you to Trevor Allan for his help. Revive Monday munchies with a notice in the magazine. Richard suggested a Friday get together. John asked whether the Club would consider supporting the spina bifida unit at the John Hunter Hospital. The secretary will check previous minutes to see which charity has been nominated for the year. Cash donation has only been to the one charity nominated each year. John will write a letter detailing request. Membership forms - the renewal form and new membership form has a clash in the fees outlined. Will honour the forms that are coming in but the Editor will revamp the membership form/mailling slip for the next mail out. A filing cabinet will be purchase for the club rooms. Ray Tolcher will chase this up. The Committee members are requested to bring a plate on club nites. Dubbo members and point score system - John will liaise with Bernie and investigate further. Denny has had queries re a Central Coast group similar to Dubbo and Port Macquarie. For discussion at the next meeting. Club banner - needs an update, Jeffrey Redman will be asked to look at current banner. Christmas party will be held on 2nd December Meeting closed 9.40 pm

NEVILLE ROXBY
Vice-President

MARGARET BOND
Secretary.

WHAT'S ON ...WHERE & WHEN:

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NOVEMBER

	Sun	5	Magazine Assembly - MGHQ 7.15pm
	Fri	10	Club Night - MGHQ - 7.30pm - see page 10
*	Sat	11	Summer Concours - Lambton Park & Dinner
	Sun	12	Summer Concours - Breakfast & Presentation
	Mon	13	Monday Munchies - Jesmond Park from 12.00noon
	Tues	14	Committee Meeting - MGHQ 7.30pm - Members Welcome
	Sun	19	Lambton Fair - Display
#	Sun	19	Evening Clubman Run to Frazer Park & Gwandalan - page 6
	Sat	25	Wakefield Park Historic Race Meeting
	Sun	26	Wakefield Park Historic Race Meeting

DECEMBER

	Sat	2	Vintage Registration Inspection Day - see page 7
	Sun	3	Christmas Party - see page 10 for details
	Sun	3	Magazine Assembly - MGHQ 7.15pm
	Fri	8	Club Night - MGHQ - 7.30pm
	Tues	12	Committee Meeting - MGHQ 7.30pm - Members Welcome
#	Sun	17	Clubman Christmas Run

JANUARY

	Sun	7	Magazine Assembly - MGHQ 7.15pm
	Fri	12	Club Night - MGHQ - 7.30pm
	Sat	27	Oran Park Historic Meeting
	Sun	28	Oran Park Historic Meeting

- # These events contribute to your Clubman Points
- * These events contribute to your Championship Points.
- ! These are events organised by other groups to which we have been invited.
(Members are entitled to use MG's on Vintage Plates if they wish).
- + Events organised by the 'Hunter's Dubbo Chapter' .. Phone Bernie Hewitt
- > Club Night is on the second Friday of each month. MGHQ from 7.30pm.
- > Committee Meeting is on the Tuesday after Club Night. at MGHQ 7.30pm.
Members welcome.
- > Natter Night is an informal BYO social evening held towards
the end of the month.

DEADLINE FOR NEXT ISSUE:
17th NOVEMBER

