

THE M.G. CAR CLUB HUNTER REGION INC.

SEPT 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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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)
Mobile

VICE PRESIDENT: Neville Roxby (TC, MGA, MGBGT, MCGCT)
Mobile

SECRETARY: Margaret Bond (MGB, MGBGT)
e-mail:

TREASURER: Christine Tolcher (MGB, MGTD, MGTC)
Mobile

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

SPORTING DIRECTOR: Richard Merrick (MGB)
Mobile

PUBLIC RELATIONS OFFICER: Chris Leggett (MGBGTV8)
Mobile 0

SOCIAL DIRECTOR: George Quinn (MGB MkII)
e-mail:

REGALIA OFFICER: Dianne Hinder (MGBL)

CARETAKER EDITOR: Bev Jones (MGB MkI)
Mobile

COMMITTEE PERSON: John Stuart (MGBL GT) e-mail:

PAST PR

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

EDITOR



I'm still here! Nobody put their hand up for this job, so I will be hanging around for a bit longer, but hopefully not too long.

The new committee has had its first meeting with some new faces *around the table and some old faces who have changed places. There is a lot on the calendar for the next few months, so they are already hard at it.

Our Summer Concours is just around the corner and many hands will be needed to make this event successful. How about putting up your hand for a job. At least if you do this early you may be able to choose your chore. I'm sure Richard will be only too pleased to hear from you.

To make things a little easier for some, I have included e-mail addresses of the committee members who have access to this facility. We have also set up a hotmail address for correspondence

and articles to be sent to the editor or caretaker editor as the case may be. The address is:
mgechunterregion@hotmail.com

If you have articles or ads for the magazine, this is the place to send them, or you may like to use a more personal means of communication. It saves me a lot of time if you can supply any articles on a floppy disk.

The Presentation Dinner was a great night. Thanks to Ian and his band of helpers who pitched in before, during and after the event. Also congratulations to those people who won trophies and those who participated in the events. That is what our club is all about, participation. If you do manage to win a trophy, that is a bonus!

The weather is starting to warm up and the days are getting longer. This is the perfect time of the year to be out on the road, preferably topless (the car that is). We have some great runs on the calendar so dust off the cobwebs and get out and enjoy them! Who knows you may even pick up a trophy next year!

Bev - 004
Caretaker Editor

NEW MEMBERS

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

Gerard McKean - MGB - Muswellbrook
Jan McLellan - MGBGT - Balcolyn

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

MERRYL

PRESIDENT



First, I would like to thank the departing committee members for their good work over the last twelve months, and to welcome the new faces taking their places around the table. I would also like to make special mention of the people who contested some of the committee positions at the A.G.M. Though unsuccessful this time, I feel these members deserve special recognition for offering their services to our club. Their willingness to serve is very much appreciated. I would also like to thank those people who had confidence in me by nominating and voting me into this position. I hope I can live up to your expectations.

I will not be working any less harder than I have in the past years - it seems I have been on or around the committee since the Club's beginning, either serving in my own right in various positions, or representing Jeff. However to sit at the head of the table is just that little bit daunting.

You shouldn't notice any great difference in the way things get done, for I'm not one to make changes just for the sake of it. On the other hand I will not be sitting back and letting things drift. I'm not afraid of new ideas and will encourage the committee to look at them when they come along

One problem we have before we start is finding an Editor to replace Bev who has agreed to carry on -for the time being - but has indicated she will find it difficult to juggle time next year. I'm sure you will also thank Bev for the entertaining issues of 'On The Marque' she produced last year.

The magazine is vital to our club. It holds everything together, and it is the link with local and distant members. It seems a lot of people are afraid of taking on the editors' job, but I have seen how very rewarding it can be. If you can help we would love to hear from you. Remember that you will inherit the Club's computer and printer, and there are a lot of people who are on hand to give you plenty of support.

See you somewhere soon!

Merryl Redman MGBGTV8 #232

Have you booked your 2001 National Meeting accommodation yet?.....Contact Merryl -

Can you help?

We are trying to track down a red MGB Roadster purchased by someone in Newcastle from Forster in July 1997 registration number **MGB 459**. If you have any information, please call Kate Leggett on .

MARGARET

SECRETARY



Well, here I go, my first secretary's report – everyone has been telling me what a hard job it is – I guess I am about to find out. My first initiation was the committee meeting where I recorded the minutes with the grateful assistance of Kate. Kate has done an excellent job as secretary over these past three years, making it difficult shoes to step into but I am willing to give it my best go. I still cannot believe that I accepted nomination for secretary but I have made so many friends since joining the Club, I wanted to give something back. I feel it is important to be

involved in "our" club and I hope to see and get to know as many club members as possible over the next year.

The AGM is over for another year and we have new committee members filling the majority of positions, with only two members having served on the committee previously. The committee will be looking for your support as we work our way through the business of running the club on your behalf during the coming year.

We have some fun activities and runs coming up so please come along, join in and enjoy being part of the MG family.

Margaret Bond



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JOHN



CLUB CAPTAIN

The first part of this report is from Terry on the Winter Woollies:

"The winter woollies run to Merriwa was a great day out for the first run of the year. It was wonderful to see quite a few new people turn up for the day out. We had 86 members from Newcastle area, 35 from Dubbo way and 10 from Quirindi, with each group having a stop for morning tea along the way. When we all arrived at Merriwa, there were 66 cars, mostly MGs.

We gathered at the RSL for lunch and a few drinks and there was plenty of room for people to move around and have a chat with old and new friends. I want to thank Bernie Hewitt and Ian Carter for the help they gave in trying to get this run organised and hopefully there can be a run to Merriwa again sometime, to get even more people together.

I wish John MacDonald-Hill all the very best as Club Captain and it would be nice to see the odd wet weather run just to keep up the standards that I set for so long.

I would like to thank Terry for the job he has done for the last 3 years, as I have really enjoyed the runs he has set and I know the time, effort and petrol that has gone into the job.

The "Any Port in a Storm" run had 10

cars involved. Despite the rain clouds, a good time was had by all, finishing at about 11pm. A special thankyou to the fire lighters.

The August 20th run to the waterworks was well attended (no 'T' types though). The cars made a fine display as they wound around the back roads. On arrival at the waterworks, all those present nearly had to reaffirm their wedding vows; the price we had to pay for our picnic spot! Terry's hand made a short appearance after lunch.

The clubman run for Sunday, September 17th will be a run in reverse for those that enjoy MG driving. I'll even throw in a river cruise.

Meet at the Twin Servos (Warnervale) at 10.30am for morning tea with an 11am start for a transport stage down the expressway to Hornsby, where the real run to Galston begins. We will have a relaxing lunch in a great park. (The park has electric BBQs and a \$3 entry fee is required), then an interesting run home on the old roads. Unless you join the afternoon tea group, you should pass the twin servos on your way home by 4.30pm, with plenty of daylight left.

For those that like to buy, not bring, at Galston there is petrol, the usual hamburgers, pies, chips and chicken, a bottle shop and one of the best gourmet delicatessens in Australia.

Looking forward to you joining me on the run.

John MacDonald-Hill

Clubman Run to Galston Sunday 17th September

Meet at Twin Servos Warnervale at 10.30am
for morning tea to leave at 11.00am.

Lunch will be at Galston.

There is a \$3 entry per car to the park.
BYO lunch or buy (electric BBQs available)

Check page 9 for more details of call John on

SPRING ECONOMY RUN

Sunday 24th September

Meet at the clubrooms for a driver's briefing at 1.30pm
sharp then head off on a pleasant afternoon drive of about
70 miles which will finish at Raymond Terrace by the river.
Bring your dinner or buy.

For further details contact Richard Merrick
(BH)

* A Club Championship Pointscore Event*

RICHARD

SPORTING

Well I'm back for another year but you may have noticed that I have changed chairs. I find myself back in familiar territory as the Sporting Director for the next 12 months. This is a job which I am fairly familiar with having spent 2 years as Sporting Director some time ago. I am very excited about the prospect of arranging your championship events over the next year and of course with the National Meeting events this should prove to be a busy calendar year. It is hoped that we will have around 12-14 championship events this year, but as always some events will be determined by availability of venues. One of our biggest and by far most public events is just around the corner.

The Annual Summer Concours is again beginning to take shape with an emphasis on bringing together as many members with visitors as possible. The weekend will include an affordable dinner and presentation breakfast run. I



am hoping this year to draw as many people as possible so spread the word. Running a Concours this size requires a fair amount of legwork on the day of the event, so I will soon be looking for judges, marshalls and other volunteers to put their hand up on the day. If we all do a bit we will all have plenty of time to enjoy the day.

On 24th September 2000, we will have a Springtime Economy Run, commencing at the Clubrooms. Drivers briefing will begin at 1:30pm sharp. All details regarding the economy start will be disclosed in the drivers briefing at the clubrooms. The run will be approx 70 miles. We will be in the finishing location by 5:00pm, destination Raymond Terrace. Dinner will be available for purchase at the finish or there will be plenty of space and daylight for a BYO. All vehicles will be filled **twice**. Once at start and once at the finish. This will be an enjoyable run whether you are a serious economiser or not. Might I suggest that this is the best type of run to have at the moment considering the price of fuel.

Cant wait to see you all.....Oh, and if you want points, bring an MG.

Richie.....037

Sydney Concours & Display Day

Sunday 15th October - Gladesville Reserve
(Cnr Victoria Rd & Crown St - entry via Crown St)

Entry Fee - \$5

Vehicles to be in place by 9.00am, judging commences 9.30sharp,
Further Inquiries

GEORGE

SOCIAL

Well I'm back again for another term and it feels good, I have some new ideas so here goes!



1. For all you people who need a bit of a push to go out for dinner, reserve the third Friday of the month for an outing. This month I have chosen the Hawaiian Sunsets, 171 Darby Street, Newcastle on Friday 29th Sept (I know, not the 3rd Friday this time). Dress is casual, BYO or buy, cost approximately \$32 for two courses. Bookings are essential, no booking no go. Call me on 49695378. I am also looking for a good restaurant around Maitland for October, any ideas?

2. June Long Weekend... I have booked the "Bundanoon Country Hotel" in the Southern Highlands. Cost will be around \$350 to \$400 for the weekend, before you ask, there is no undercover parking. Most meals are included and I have arranged a few surprises. There

are only 13 rooms with ensuites some with shower only, some share facilities. This will reduce the cost of the weekend if you take the shared facilities. It will be first in best dressed, with bookings, deposits will need to be paid early January.

3. If you would like a particular guest speaker, then let me know and you never know until you ask, do you.

We have a guest speaker for the September Club Night on the 8th. Wing Commander Michael O'Donoghue will share some of his experiences in East Timor.

The Natter Night for September will be at Kay & Denny Bowden's, 28 Callan Avenue, Maryland, phone 49514125. Don't forget to bring a plate for supper and BYOG. Tea and Coffee will be provided.

George
GQ 554

PS Please only call me at the restaurant in an emergency. There is an answering service at home.....Thanks

PPS I am looking for a venue for the October Natter Night and November which will be the Christmas Party.

Club Night - 8th September

Guest Speaker

Wing Commander Michael O'Donoghue
will share some of his experiences in East Timor.

CHRIS PRO



Well I'm back, after a break of three or four years not that I've ever been too far from the action, assisting Kate and helping out where ever I could. I see my main role as one of flying the Hunter Region flag and boosting membership. I have always been active in helping people buy and sell cars, after all this is where many of our current members came from. If you know of anyone who is in need of help, let me know. Don't forget to check the 'For Sale' and 'Wanted' section toward the back of this magazine.

You would have been reading in my predecessor, Richard's, column about some of the up-coming events. The Broke Fair is on Sunday the 10th September. As Kate and I will be on holiday, Richard has kindly offered to oversee this event. I believe those go-

ing, are leaving from Cessnock MacDonald's at 9.30 am sharp, but please check with Richard for details.

My first big challenge will be the Mattara Parade on Sunday the 1st October. I have spoken with the organisers and we have been allocated a large display area on the Harbour Foreshore following the parade. In return I have given them a commitment of 20 roadsters. Apparently there are a great number of Princesses, Olympians and V.I.Ps to transport. So please could all you roadster owners from T-types to RV8's give me call and lend your support.

Finally, I had a request from Brian George to investigate the possibility of sourcing some workshop notes for the RV8. After a few emails it appears that a New Zealander is the man. He not only can supply these notes but would like to hear from RV8 owners over here. His name is John Barnes and his email address

John.Barnes@publictrust.co.nz

Chris Leggett
MGV 835

BROKE VILLAGE FAIR - Sunday 10th September

(leaving Cessnock McDonalds at 9.30am sharp)

MATTARA GRAND PARADE - Sunday 1st October

(The parade will be followed by a display on the foreshore)

IAN

EX SOCIAL



I know I said that last month was my last column as *Social Director*, and it was, but I can't ignore the efforts of some very special people.

I'm claiming a win for the team that helped me put our *Presentation Dinner* together.

John Moreman caught me unprepared with whatever he said at the end of the presentations (having been called away from deep and meaningful conversation with the band members), to respond to comments he was making on my behalf. I gather that he was referring to the success of the night, and in my surprised state (I thought he was going to present me with a trophy), I offered some bland thank-yous.

An event such as that doesn't happen overnight, nor is only one person responsible. I had a few ideas about how I would present the night and bounced them off more experienced campaigners. They made suggestions and contributions, and offers of help came in un-solicited. A casual comment by Carm to Jeffery requesting him to make up 'some kind of banner'. Some ideas from me and a rough draft by Jonesy from deep within the archives saw the paper banner depicting the 'secret sporting theme' featuring old and new competitors. A couple of days after the concept was born, I rang Jeff to offer another suggestion for inclusion to the banner 'TOO LATE, IT'S DONE' was

his answer. "Okay!!" I flustered, "if you've finished that, I need some photos put together, again with a sporting theme". "No problem, how many do you want?" I asked the same of Jonesy and got the same response. Offers of posters and memorabilia poured in. Kevin George arranged for Nigel Mansel to drop in with arm loads of posters, and Brian George brought along the laser lights and a truck load of other goodies. Jeff Redman & Robert Bessell offered to assist in the setting up of the venue, but work commitment prevented their attendance. Merryl & Pauline turned up in their place. Len & Veronica tolerated me when I turned up on their doorstep at 8pm Friday night to engage their help in printing the programmes, and then turned up the next day to assist in the set up.

Everything operated like a well oiled machine with a minimum of fuss, and made me look good, so I accept John's kind words on behalf of all the team, and offer my personal thanks to all who helped make it a great night.

The name of the band was 'BREAK-AWAY', and for four old codgers, I thought they were terrific.

Thank you everyone, and thanks to the eighty one people who travelled from as far away as Gosford, the Central Coast, Conrod Straight Bathurst and Dubbo to be with us. Also good to see Mick and Theresa Barclay.

P.S. I thought the food and the venue were great, but I'm biased.

EX-SOCIAL THING-A-ME-BOB.
Ian Nelson V.C.B.

DIANNE REGALIA



Isn't it funny how things tend to happen? I was in the kitchen making myself a coffee while Kevin was on the phone talking to Carol and giving her some information to pass on to Neville.

Suddenly the phone was thrust into my hand and I find I'm talking to Carol about the possibility of doing the Regalia Officer's position for the coming year. I must admit there was no pressure, just a request from Carol asking me to think about the position. We had a pleasant conversation, it finished with yours truly saying I'll give you a call before the Friday night meeting, which

I did and now here I am in the magazine talking to you guys. (How about that eh?)

I am going to do my utmost to keep up the high standard Carol has set over the years as Regalia Officer. I'm also looking forward to becoming more involved with our club. For quite a few years now Kevin and I haven't had a great deal of involvement with the club but hopefully this is going to change and the three of us, Kev, myself and our little blue 'B', again joining in and experience all the joy this special club brings to its members.

I'm looking forward to the year ahead. If I can assist you in any way regarding regalia, please do not hesitate to call me

Take care
Dianne Hinder - MGB 72K

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MGCC HUNTER REGION
ANNUAL SUMMER CONCOURS

Saturday 11th November
followed by dinner in the evening

Sunday 12th November
Breakfast and Presentation

To make this weekend successful we need volunteers to help.
Please offer your services so we can all enjoy the weekend.
Contact Richard Merrick -

wine tasting evening

at the home of Michael and Dianne Collins
32 Mayfield Street, Cessnock

Saturday 4th November

Bookings Essential
Phone Michael or Dianne on

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CHAMPIONSHIP EVENT RESULTS

Motorkhana: 15/08/99

- 1st Brad Leggett
- 2nd Chris Leggett
- 3rd Tony Morgan

Motorkhana: 12/03/00

- 1st Chris Leggett
- 2nd John Moremon
- 3rd Ian Nelson

Navigation Run: 19/12/99

- 1st Steve & Jenny Cornish
- 2nd Terry & Faye Petteitt
- 3rd Kevin & Gail Cornford

Fishing Run: 21/05/00

- 1st Ray & Margaret Bond
- 2nd Faye Petteitt
- 3rd Chris & Kate Leggett

Economy/ Nav Run: 23/01/00

- 1st Neville & Carol Roxby
- 2nd Jeff & Merryl Redman
- 3rd Steve & Jenny Cornish

Navigation Run: 25/06/00

- 1st Mick & Dianne Collins
- 2nd Chris & Kate Leggett
- 3rd Ray & Margaret Bond

Observation Run: 20/02/00

- 1st Kevin & Gail Cornford
- 2nd Neville & Carol Roxby
- 3rd Chris & Kate Leggett

Additional events: Mattara Hill-climb, Sydney Concours, Eastern Creek, Summer Concours and National Meeting.

Club Championship 2000

- 1st Chris Leggett
- 2nd John Moremon
- 3rd Merryl Redman

*Congratulations to all our trophy winners
and to those who participate in the events!*

CLUBMAN POINTSCORE AWARDS

MGA	1st	Chris Leggett John Moremon Neville Roxby
MGB Mki	1st	Stephen Cornish
MGB MkII	1st	Ray Bond
MGB BL	1st	Larry Dickason
	2nd	Dave Walsh Christine Hobson
MGBGT BL	1st	Susan Bingham Terry Petteit
	3rd	Laurie Mead
MGBGT Rubber bumper	1st	Ray Bond
MGC	1st	Kevin Cornford John MacDonald-Hill John Moremon
MGBGT V8	1st	Merryl Redman
MG Midget	1st	John MacDonald-Hill
* * * * *		
CLUBMAN	1st	John MacDonald-Hill
	2nd	Stephen Cornish
	3rd	Ray Bond John Moremon
MG MATE	1st	Jenny Cornish
	2nd	Rhonda Moremon
	3rd	Carol Roxby

AT BRAKING POINT!!

A few years back:

A check of the rear brakes during one of many attempts to fix a rear axle oil leak revealed that I had one seized rear brake cylinder so I went through and did a complete overhaul. I replaced the wheel cylinders and shoes, with a clean up of everything else. Prior to this I had a very effective handbrake (I had extended the levers in the rear brakes to give more leverage, and they were fun in a motorkhana).

I went by the book when I put it all back together and had a devil of a time getting the drums back on. I'm sure Bev can remember all the nasty things that I said, blaming it mostly on the freshly relined brake shoes. I struggled for a day and eventually got them on (though I can't remember exactly how) and they were done exactly to the workshop manuals diagram. The only minus was that I now didn't have an effective, working handbrake. I adjusted adjusters and cables but nothing improved the situation. It was done right so I just put up with it (it would have been nice to have a handbrake on the marbles that they called tar at the Tassie Natmeet).

Recently:

I supervised Richard M do the rear end of his 'B' and a brake overhaul was part of this. New shoes and cylinders were on the list and all other parts cleaned before refitting. The manual was followed exactly again and of course we couldn't get the drums back on. The same language as before was muttered

and after getting totally frustrated we found that if put on the correct way, the handbrake lever fouls the brake rear shoe, holding it proud and not allowing the drum on. This suddenly rang a bell in my head (it's taken over two years to be in the same position again) and I tried changing side (this puts the section that was fouling the shoe higher, meaning things don't rub. Guess what, the drum goes on easily. Hmmmmmm, I wonder if that was what was wrong with my 'B'.

I pulled him apart, rearranged and re-assembled my 'B's back brakes and amazingly, I now have a hand brake that works (just in time for the Newcastle Natmeet. It's a shame I didn't have a chance to practice at one of our motorkhana's prior to attempting the big one). I had another look at the workshop manual and noticed that the handbrake lever in there diagram doesn't have any overhang behind the pivot point, where, in Richard's and my 'B' there is just under an inch behind the pivot. That overhang will hold the brake shoe proud if installed according to the manual.

Obviously the factory installed them the only way that works, but I wonder how many people over the years have mumbled nasty things about there beloved MG's creator because of a difference between the parts used in the diagram in the manual and the parts used in the car.

Stephen Jones

FUEL FOR THOUGHT....

At long last the lower Hunter has the new premium unleaded petrol from Shell called Optimax. This product has been in Victoria for a year or so and has slowly been working its way north over the last few months.

"What does this have to do with an MG" I hear you say. "Quite a bit actually" I reply.

For those of you that are about to do an engine rebuild or even a head refurbishment in the near future then one question that you will have to ask yourself is "will I convert the engine to run on unleaded petrol while I'm at it". This will add a little bit to the cost because of the hardened valve seat etc that have to be installed to go this way, but in the long run, what with leaded fuel soon to disappear it gives you an alternative. I don't know anything about LRP (lead replacement petrol) and its octane ratings but if you do go the unleaded direction then Optimax gives you a big performance boost over any pump fuel that is available at the moment.

Normal unleaded petrol has a minimum octane rating of 92. Premium unleaded is 95 while leaded is around the 96 mark. Optimax has a minimum rating of 98. This is the octane setting that the rest of the world has enjoyed, and built there more performance orientated cars for, since the introduction of unleaded. It's only Australia that's had crap octane rated fuel and car manufacturers have had to detune their products to run here. Now we're right.

I have had my engine built to take unleaded (we won't mention the fact that all these cars that are converted don't run catalytic converters and put out far, far worse emissions than they ever did with leaded fuel, but the EPA is happy with this

situation) and yes, it is pretty warm (it's the driver, not the hot engine). The difference that I get running on Optimax is huge. I can run the engine with more advance without the chance of damaging the engine due to knocking (it's only the driver that gets knocked most of the time). When running on BP 100, Shell 100, Avgas or Optimax my engine timing is set at 8 deg. If I run the old premium unleaded I had to wind the timing back to 6 deg. Considering that the other racing fuels mentioned run out at about \$2 per litre and Optimax is replacing the pump premium unleaded and will be, I suppose, a bit over a buck a litre, (with negligible difference in engine Dyno tests done by MG Workshops in Melbourne) I know which way I'll be going.

You can tell which Shell petrol stations (you can't call them service stations) have Optimax by the big blue signs and the blue pumps. Apparently BP is hoping to bring out a high octane unleaded in the near future. In the end the consumer will be the winner with better quality fuels.

Next we'll ask why we're not paying around 50 cents per litre under GST for petrol. 46.02 cpl is product, 7.64c goes to the retailer and 9.12c is GST. The tax you have that isn't a tax, the excise, amounts to 38.12 cents per litre. And the government said it would take off all other taxes and only add a 10% GST to products. The Oxford dictionary says excise is a form of tax so can anyone explain the difference? If your silly enough to make the promise, you should wear the consequences.



RUMOURS

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

UNBELIEVABLE... were the numbers involved on the 2000 Winter Woollies Run...one hundred and thirty one MG'ers packed into the Merriwa RSL Club for lunch! Congratulations to Club Captain Terry Petteit for the organisation of the most successful 'WWR' ever, and a great way to sign-off after 3 years on the committee! Terry tells me the numbers would have been even greater had a few people that'd booked turned up. Another aspect of this year's run I feel needs to be commended was the choice of destination — Merriwa. A fair drive for those of us from Newcastle, some of whom must've thought they'd end up west of Broken Hill, for I noticed the odd car-bra and 'Darth-Varder shield' fitted! However, I feel the sharing of distance gave consideration to our valued friends from Dubbo and Quirindi. 'Good one', and maybe we can do something similar next year. But I wonder what the locals thought — Sundays in this normally sleepy little town no doubt would be pretty dull (by our standards) but the arrival of all these colourful and noisy sports cars must've been the biggest thing to happen for quite a while!

ALARM BELLS... began to ring for the crew of the Almond Green TF on the way home from Merriwa. The smell of hot Valvoline was noticed in the cockpit just west of Denman, no doubt causing

the anxiety glands to start working overtime. This was the scenario that presented itself to John and Jan Rogers, long-distant XPAG travellers *par-excellence*. A hurried look under the 1954 model's bonnet revealed a sad mess. The oil-filler cap on the rocker cover had come off (fortunately retained by a light chain) but the rockers and natural breathing of the long-stroker had thrown an anti-corrosive film over everything from radiator header tank to the rear number plate. Remember this MG is a first-three-place concours contender, so Our Lad has the next 3 or 4 weeks work already allocated with the cleaning cloths and degreaser!

ANOTHER TF... in Merriwa (What! TWO on the one day??) was the BR 1250 owned by Ian Carter, part of the Quirindi contingent. There was so much confusion that I'm not sure who Ian had as navigator, but I think the other Quirindi TF owner, Colville-dot-J, bludged a lift in the beautiful red MGB driven by my old mate John Taylor. Did I hear correctly plans being made to fast-track (pardon the pun!) the rebuild of John Colville's TF with some go-faster mods following the recent inspiration at the Eastern Creek Historics? Reminds me of a 'Letters to The Editor' I read yonks ago, where a TF owner sought help and advice. Seems he'd carried out some 'performance modifications' which included the fitting of cycle 'guards to the TF and was having difficulty seeing where he was going at night. A very illuminating problem! Take care John!

SHE'S CRUEL... just ask her husband. I hear our new President Merryll, travel-

ling alone in the V8 received a call on her mobile late Sunday arvo from her other half who'd just got home from a trip to Sydney, and wondered where the cook and the MG were at the time. Her answer to the well-known worrier was a classic.... *"I'm just a bit west of woop-woop... there's a strong smell of petrol... and something burning... but the car's going fine... I thl....."* (Silence!) I hear she then turned the phone off, selected her favourite tape and enjoyed a fast, quiet, peaceful and uneventful trip home!

INTERESTING CONVERSATIONS...

flowed at the last club night. In spite of the confusion caused by the AGM being moved back one week, a small crowd kept the lights burning till late at MGHQ early last month. I hear a potential member called in to check-out the locals. Seems he's ex-Sydney, and is relocating to this area, and is a fund of knowledge of what BMC/Leyland/GMH/Ford/ or 'Anything' bits that can be used in MGB's. Interestingly, the very same man carried out the modification of a Valiant diff to fit a concours-winning MGBGT V8 that the current owners are oblivious of! If it could be arranged, a discussion between this bloke and our own 'Mr.Fix-it' Peter Dever would be a priceless lesson on D.I.Y.

THE CLASSIC EVENT...the 'Any Port In A Storm'... guaranteed to sort the men from the boys, the wheat from the chaff, or the real MG'ers from the also-rans. I'm told this year was almost perfect. Terry Petteit couldn't have wished for better — threatening rain, heavy clouds to sea with a biting cold wind — 'Any port In A Storm'... indeed!

Such conditions usually mean most of the softies are in their loungerooms, huddled in front of the idiot box, and thus the sportscars have the deserted roads all to themselves. John and Rhonda Moremon tended the fire at the finish atop Mount Sugarloaf, and welcomed the throng as they arrived after the spirited run from Vice President Merry! starting things from MGHQ. The fact that there were still a few hardy souls swapping yarns in front of the fire in the swirling mist towards midnight augers well for the stiff-upper lip brigade!

REGISTERED THE DAY BEFORE...

the 'Any Port night was Paul and Lauren Broadbent's V8-powered rubber-nose roadster. What a car, and our congratulations for a job exceedingly well done! A full-house fuel injected Rover engine mated to an auto box sits neatly beneath the bonnet. I've seen quite a few conversions over the years, but I can honestly say that this one will be the 'yardstick' by which all others will be compared. Paul's workmanship is so professional that you'd think the car was factory produced. However, before you reach for the tape measure and tinsnips, have a chat with Lauren for I hear she erected a blackboard in the workshop and recorded over 20 'engine-in / engine-out' procedures. If you get to chat with the good lady... ask her to tell you all about 'tingling balls!'

A SPECIAL SALUTE... to Dawn and Bruce Coker, brand-new members and owners of a particularly fetching red MGA roadster. An interesting car this, fitted with widened chromed disc wheels, looked the bee's knees under lights out front of MGHQ just before Any

Port started. This keen pair live in Port Macquarie and had travelled all the way down just to take part in the run. They arrived a bit early and bumped into Secretary Kate and Chris Leggett who took the newcomers in tow to 'David's Kitchen' in the pub just up the road in Elder Street for tea. Despite several offers of accommodation for the night, Dawn and Bruce drove back to Port after the event to be able to participate in an event in the Hastings area early next morning. Do we award medals for keen-ness?

TOUGH GUY and Mr. COOL... turns to water, or so I hear. Rumour heard recently has Chris Leggett in the dingey back streets of Islington. Chris's quest was a bloke who could supply bits for the recently acquired vintage petrol pump — which seems to be the latest accessory to mount in front of your MG's garage. Anyway, the story goes that 'Mr. Cool' took the wrong turn and ended up down a dead-end street, and saw in the car's headlights a lady wearing one of Seymour Michael's ultra short leather mini-skirts, and very little else, sashae-ing over with a "Hi honey.. wanna good time?" Poor Chris, I hear he went to pieces... couldn't find reverse gear, and in panic grabbed 2nd (or was it 3rd?), and zig-zagged out of the street, and back into conservative respectability!

DOCTOR MORTON'S MG WORKS ... is always an interesting place to visit — even though every time I call it usually means I go home with depleted plastic and an arm load of goodies for the MGA. My most recent visit revealed the almost completed red MGB roadster of Robert and Shaun Redman from Bel-

mont North. I mentioned this MG before. It's the one fitted with the genuine centre-lock Minilite wheels. It used to be Nurburg White, but now glows like a toffee apple in blood red — the only colour in my opinion for an MGB!

AN OWNERSHIP CHANGE... is a recent departure from the 'Bee-Hive', North Lambton. Local residents have become used to the comings and goings of various MG's over the last 20-odd years, with some of the sportscars actually under their own power. More often than not the products of Abingdon have been war-weary and battle-scarred, with a small tribe of overall-clad figures being on hand to push the car-cases into their various resting places. Just the other day a sort-of-silver Magnette came back into daylight and was loaded onto a trailer. The destination was Stanford Merthyr, the ZB Magnette's new home, with owners Sue and Les Bingham. We'll keep you informed as to what's happening.

OVERSEAS TRAVELLERS... brimming with stories of their recent trip to Canada are Robert and Pauline Bessell. I hear they saw a few MG's in their travels, all 'pretty ordinary' except for a very straight and tidy MGA. I hope we see some photos.

JUST BACK... from the UK are MGB owners Kevin and Dianne Hinder... and currently 'O.S' on the continent is TD driver Christine Tolcher travelling with her Mum Margaret. I hear this is a month-long holiday meaning Ray, John and Lauren will be 'batching'.

A WORRYING STORY... just learned from a friend in the realty game con-

cerns the plans being made for the 'petition', even before the E.I.S. had motorsport track/complex in the Ring-wood area north of Raymond Terrace. Seems when residents of the Italia Road area heard the word 'dragstrip' being bandied about, they immediately started using words like 'objection' and

COMING EVENTS.....



King Edward Park Hillclimb
- October 7

Wakefield Park Historic Meeting
- November 24 & 25

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AGENT FOR SPORTS PARTS

FOR SALE:

MGBGT 1974 - Bracken with Autumn leaf interior, air cond, heritage certificate, full history. \$12,000 Call Gary (02)49524687-home, 0412 797 894-mob, e-mail - boote@hunterlink.net.au

MGY Tourer 1959 - 95% complete older restoration which has been in dry storage since 1967. Easy restoration. Car in Tasmania but can help with transport. \$8000 Phone: 0419 128 148

MGB MKI Roadster - White, very good condition, reg. until January 2001 professionally maintained, always garaged. Owner about to travel around Australia. JBB 630. \$12,000
Phone 4957 4915

MGA - 1600 Red - needs restoration, going, \$11,000 Phone Jeff Peno 07 47878722 - Charters Towers

MGC GT - only 2,000 miles since full restoration, BRG, black interior. Superb vehicle \$40,000, for details
Phone Neil 0407 889 837 (Vic)

MG1100 - 1966 55,000 miles, Connaught Green, concours winner, pristine condition \$14,000.
Phone: David 02 6231 2092

MGY Sedan - 1947 Cream with vinyl trim, rebuilt motor, body OK needs TLC, no rego - driveable. \$10,000
Phone: 4984 1908

Fibreglass Front Cycle Guards - suit

16" wheels \$250 pair, **Steel Front Cycle Guards** - suit 16" wheels \$300 pair, **Set of J2 front mudguard stays**, polished alloy \$200 pair. Phone Ray Tolcher - 4988 6080

MG MIDGET 1968, white on club plates My owner has hardly driven me since rebuild. I am full of Vizzard '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 1500 tail light plints - 1 set, Boot pull assembly incl latch, exhaust manifold, front & rear orig bumpers - small repairs & rechroming required, best offer - Phone Chris 4934 2707

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. Also selling 1983 SDI Rover (auto) complete \$1000 neg. Will sell together for \$11,000 or separate. Phone Michael 49902378 or 0414 979 579

MGB 1965 original condition \$6000 ono. Phone Chris 4934 2707

FOR SALE *continued...*

Fuel Injected V8 Engine - Aluminium Rover 3.5i complete and running \$1200.00 Phone: Guy 0409 689 1344

MGA & MGB Parts - large range, some hard to get bits. Phone Chris 49342707

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

WANTED

Hood frame to suit MGA MkII
Phone Cameron (02) 63668899

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

Mk11 Roadster with overdrive around \$14,000
B,C or V8GT with overdrive price negotiable.
Phone Chris 4934 2797

PLEASE notify the editor if your vehicle or parts have been sold or you have been able to source what you were looking for....Ed

MGCC of Wagga Wagga

'Gathering of the Faithful' September 16th & 17th

For registration forms and info sheets contact Bev Jones -
For further information contact Tony Elphick -
or Dick Williams -

**MINUTES OF COMMITTEE MEETING OF MG CAR CLUB,
HUNTER REGION, HELD 11 TH JULY 2000,
CLUBROOMS MECHANICS INSTITUTE, LAMBTON**

PRESENT: Merryl Redman, John Moremon, Denny Bowden, Carol Roxby, Bev Jones, Kate Leggett, Ray Bond, Ian Nelson, Richard Merrick, **APOLOGIES:** Kevin Cornford, Terry Petteit, Sue Bingham. **IN ATTENDANCE:** Neville Roxby, Kay Bowden. **MEETING OPENED:** 7.45 PM Denny in the chair. **PREVIOUS MINUTES:** Moved John, seconded Ray **BUSINESS ARISING** Fridge still not checked for leaks **FROM MINUTES.** 10 new sets of vintage plates received, making 65 sets in all. Letterhead paper for Dubbo and Qulrindi received – looks good. Thankyou to all committee for their work during the year. **INWARDS CORRESPONDENCE:** "Jazz in the Orchard 18/02/00, Flyer – Endeavour Credit Union. Flyer – MGCC N.S.W. Concourse, Gladesville Park 15/10/00. 5/11/00 Wet Weather Day. Statements- Commonwealth Bank, Australia Post, Flyer - Frost Bite Autocross – Supp Regs, Invitation – Mc Happy Day, Officials Training Workshop – CAMS Newcastle MGCC 16&17/09/00, ABN received, Flyer – Peter Wherrett, Letter – MGCC Tasmania, Autofocus – 22/10/00, MGCC S.A. "Kimber Run", A/C Printer \$166.08, Invitation – "Country Fair" – Ellalong 18/11/00, Newcastle Restored Vehicle Club – Rally 25&26/08/2001, Marsh – Confirmation of Insurance, Shannons "Report", Flyer – "GOF 16&17/09/00, Letter – Tolchers re return for Club's Incorporation. **CAMS:** State Delegate ? application form for rallies etc. **NEW MEMBERS** Nigel and Vicki Lyons MGA, Ron and Marie Burton MGB, Rick Vincent Associate, **Moved Merryl Seconded Carol OUTWARD CORRESPONDENCE:** Letter to Helen Goodfellow/cheque, Membership receipts and cards Proxy vote forms to all members, **SECRETARY'S REPORT** Helen Goodfellow received refund of membership. Letter from Tasmania discussed. John to reply. Annual General Meeting to be held on the 18/08/00. Fair Trading return to be completed after A.G.M. **MAGA-ZINES:** M.G.C.C. Canberra, M.G.C.C. Geelong, Hunter Region Jag Owners, M.G.C.C. Newcastle, Taree Historic Motor Club, Morrie News, M.G.C.C. Wagga Wagga, M.G.C.C. Auckland, Newcastle District Vintage Car Club, Deepwater Sporting Car Club, MG C.C. Gold Coast, MG C.C. W.A., MG C.C. QLD, **TREASURER:** Account as per list **SPORTING DIRECTOR:** Navigation Run 25/06/00 15 cars. **SOCIAL:** July Natter Night – Christmas in July – Bingham's, Presentation Dinner 26/08/00 Sporting Theme. Photos and Posters etc. **EDITOR:** Copy costs increased .5 cents/copy, Ian Hancock will continue to print magazine labels. **VICE PRESIDENT:** Takings \$80.00, Tall Trees Motel booked for National Meeting **COMMITTEE PERSON:** No report **PLATES REGISTER:** 10 more sets of plates received, 65 sets in all **PRO:** "Adopt – a – Road" person contacted, "Broke Fair" coming up. Richard to contact organisers. **CAPTAIN:** Combined run 20/08/00, Tea Gardens run 24 cars, Ellalong School Run – Richard to liase. ? Cessnock members to attend, "Jazz in the Orchards – Richard to liase with organisers. "Autofocus 21/10/00 – not interested. "Winter Woolies Run" – 30/07/00. **REGALIA:** Grille badges \$34 Sales \$317.00 **PAST PRESIDENT:** No report **GENERAL BUSINESS:** Wine in fridge for raffle prizes. Six competitors for Eastern Creek. Concours arrangements need to be made. Discussion by new committee at next committee meeting. A.G.M. reports by Secretary and Treasurer. Saturday 1/12/00 Club Plate inspection day. Steve to chair A.G.M. Meeting closed 8.35 pm.

DENNY BOWDEN,
President.

KATE LEGGETT,
Secretary

WHAT'S ON ...WHERE & WHEN:

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SEPTEMBER

	Sun	3	Magazine Assembly - MGHQ 7.15pm
	Fri	8	Club Night - MGHQ - 7.30pm
!	Sun	10	Broke Village Fair & Vintage Car Display Day - see page 10
	Tues	12	Committee Meeting - MGHQ 7.30pm - Members Welcome
!	Sat	16	GOF - Wagga Wagga - see page 10
!	Sun	17	GOF - Wagga Wagga
#	Sun	17	Clubman Run to Galston - see page 9
	Sat	23	Natter Night - Kay & Denny Bowden's - see page 6
*	Sun	24	Economy Run -see page 8
!	Sat	30	Great Lakes/Mid Coast Ford Motorfest - Tuncurry

OCTOBER

!	Sun	1	Mattara Grand Parade - see page 10
!	Sat	7	Mattara Hillclimb - King Edward Park
	Sun	8	Magazine Assembly - MGHQ 7.15pm
	Fri	13	Club Night - MGHQ - 7.30pm
	Tues	17	Committee Meeting - MGHQ 7.30pm - Members Welcome
*	Sun	15	Sydney Concours - Gladesville Reserve
	Sun	22	British Car Day & Swap Meet - Hoxton Park
#	Sun	22	Clubman Run

NOVEMBER

	Sat	4	Wine Tasting at the Michael & Dianne Collin's Place.
	Sun	5	Magazine Assembly - MGHQ 7.15pm
	Fri	10	Club Night - MGHQ - 7.30pm
*	Sat	11	Summer Concours - Lambton Park
	Sun	12	Summer Concours - Presentation
	Tues	14	Committee Meeting - MGHQ 7.30pm - Members Welcome
#	Sun	19	Clubman Run

- # 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: 15th Sept