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Hunter Region



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MG Car Club Hunter Region

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however please call before 9.00 pm.
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Partner: Bev
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Home

Social Director

Geoff Smith
Partner: Lyn

Regalla

Geoff Gallagher



Gavin Fry

Another very full month of Club activity to report - the runs, the soggy start to the Concours season, King Edward Park Hillclimb and a great new project from Alan Brown. We'll probably alternate that with Robert Gibson's P Type restoration to keep them both on their toes.

There has been a lot of discussion about future directions for the club in the magazine and around the traps generally. The important thing is that people are thinking about their club and the things they'd like to be involved with on a regular basis. The Committee is working hard to provide the variety of activities our members seek, so it should be an interesting time over the summer months when MGs come into their own.

King Edward Park was again a great weekend of motorsport. Newcastle is unique in having such a wonderful inner-city hillclimb course and long may it remain in use. In my day job I work for Newcastle City Council and I'm always delighted to see that Council is prepared to get behind this great local event. Too often local government can be the spoiler when it comes to motorsport [witness the MG Newcastle Club's dire experiences with our neighbours in Port Stephens] so it is good to see the positive attitude prevailing in Newcastle. Letters of support and encouragement to Council never go astray and if anyone would like to know who best to direct them to, you can contact me by email - as opposite or at work on gfry@ncc.nsw.gov.au.

I always enjoy putting together the articles on MG history, so please excuse me if I went a little overboard on the letter 'K' this month - so many great images of a great car. Had to finish here with a fabulous photograph forwarded by Matthew Magilton - it was taken from the passenger seat of K3030 as it was being passed by a pair of P3 Alfas at the recent Lobethal Classic ... motor racing in its purest form!



Editorial





Peter
Currie

President

Welcome to the 2010 club year. I would like to take this opportunity to thank all the 2009 Committee members for their commitment and dedication to the success of the Hunter Region Car Club during their term in office. Most would agree the club continued to prosper during this period. We saw a number of tasks completed during this year, some of which started a couple of years back. The 2009 committee set its self a number of goals at the start of their term, one of which was to provide members with more opportunities to get out and about and enjoy their special cars by offering more variety in either the social or sporting sides of the club. We re-organized the way the committee functioned, resulting in the up to date minutes being published in the Magazine. In all I feel it was a good year and I thank you all for your part in making it so.

The new Committee has hit the ground running and we have had our first committee meeting and discussed some interesting goals for the year. The biggest and by far the most important objective for this Committee is to promote and enhance the MG Marque. This will be a double edge promotion in an attempt to protect the MG Marque as we know it and the other to encourage new membership also protecting Hunter MG Car Club. Both these objectives are universal, one as our Parent club back in the UK is also having a major recruitment drive. They are attempting to encourage younger membership with the MG F and TF models mixed with a little Sporting activity to increase the interest. We feel it is about time the club had a little project and with this in mind and with some wonderful donations from some of our members we have something to talk to you all about - but I'll leave that to Geoff Smith.

We intend to hold a couple of Motorkanas, not just the one prior to the nationals and we intend look at hiring Ringwood for a closed Hunter MG Car Club days, a non-time event to allow people who think they might like to have a go but aren't really sure if its worth the time and trouble to set up their car. To be a true MG Car Club I feel we do have to offer our membership a little of everything - Social, Sporting and Restoration. It's up to the members, as it has been for the last umpteen years or so, to tell your committee what you like and in which direction you want this club to go.

It was very disappointing not to fill the position of Public Relations Officer again as this job isn't that hard or time consuming. You just need a computer and have the ability to sent and receive emails. It is a very important position for the smooth functioning of the club. Just remember if we all don't share the load maybe next year we will have more than one position to fill. With the Stephen Dellaca moving up North we lost more than our Club Captain and Web Master. It didn't get mentioned it at the AGM as Stephen was willing to slowly hand over the job during the next month or so. Bill van der Veen has volunteered to talk to Stephen Dellaca about talking over this role, so thank you Bill.

Peter Currie
President

Club Christmas party 14th of November - CASINO NIGHT AT DOYLE'S PALACE. This years Christmas party will be held at Steve and Eileen's house at 6, Blandford Street, Fennel Bay 6pm start entry \$16 per person. Which includes a scrumptious Chinese buffet, desert, tea and coffee BYOG. On entry everyone will receive MG\$500 play money to have fun with a flutter on the roulette wheel, chocolate wheel and Geoff's famous horse race. Prizes will be awarded throughout the night and the person ending with the most money at the end of the evening will win the grand prize. The dress for the evening will be "James Bond" style. So gentleman dust off those tuxedos and ladies bring out your best "frocks" and bling bling!!

IMPORTANT – if you have not already booked your place and you would like to attend please phone ASAP as we need numbers for catering. Entry will be by ticket only and tickets will be available at the club night 13th November. However tickets may be purchased on the night but must be pre booked.

Club night 11th December: Our neighbours downstairs, the Newcastle Family History Society, have invited us to their club rooms at 8:30pm to talk about family history. If you are interested in digging up your family history you might find this very interesting. They have in their possession 180,000 parish and cemetery records and lots of history from the Hunter and Newcastle region. After their talk we will return to our own club room for supper.

While on the subject of our suppers I would like to take the opportunity to sincerely thank all those members who have supplied the loveliest cakes and sandwiches during the year on our club nights, everyone will agree they are very appreciated.

CONCOURS

I still need helpers for the BBQ and set up so please ring me on to let me know if you can help. We will be starting at 7am approximately.

Finally I would just like to welcome our new committee and look forward to working together during the next year.

Geoff Smith





Hi everyone, I'm your new Sporting director for the next year. It would be nice to have some fresh blood to hopefully take the club forward to 'infinity and beyond'... but you're stuck with whinging old me. I'm sorry about the spray last month (well I'm not really because you deserved it) and those of you that know me may have been surprised. I'm usually very slow to anger and will go out of my way to avoid a fight but when I'm pushed and pushed, sometimes I say what I'm really thinking. I did give you some solutions as well, so if you want to keep everyone happy...

Yes, the club has evolved and I really must move with the times to keep up. As you move forward you have to look backwards occasionally so a) you don't forget our heritage and b) your not walking around in circles. Something this club has never ever in its history achieved, is winning the Wratten Trophy at the annual National Meeting. This is the overall winning club of the Nat Meet (taking into account the number of members and distance travelled). In the old days we came close, and we've had excellent attendances at most meetings, but we've always failed because the majority of our members attending don't compete. Every wife/ child/ boyfriend etc has to have a go in every event they are able to. They don't have to win, they just have to have a go because every competitor is 1 point. No points are allocated for your fancy dress or dancing prowess at the social events (or we'd win), you have to drive your MG (which is what the Nat Meet is all about). Take 5 minutes to complete the motorkhana tests, it doesn't matter. Go the wrong way is irrelevant, you tried and got your point.

Nat Meet 2010: Next year the meeting is in Adelaide and I'm sure there will be a litany of excuses. Mine is we've spent all our money on race MG's and kitchens. Both look good but the lolly jar is not very full (an optimist, as opposed to very empty). They are running their speed event at Mallallallalla and I'd love to have a go there. The National Meetings are the only chance I have to have a run at these far away places. In 2011 (yes that's the one after) the meeting is in Newcastle. We get the luxury of being at home with out the headache and very hard work. Our fudge factor (that's the members v distance calculations so don't ask me, I don't think anyone really knows how it works) won't be very good but we should have big numbers... if only we competed.

From the sea to the sky: Mattara/ King Edward Park Hillclimb was a hoot again. I have pedalled Monty up a few times and even picked up a placing, (and prize money... does that make me a pro). Myf though, was a whole new experience. Even on very old tyres we rocketed up the hill at speeds I've never done before. Since I was alone in my class, I set out to beat the class record that had stood since 2002. On the first run (and I had no idea how Myf would handle) we smash the class record by almost two seconds. By the fourth run I shaved a total of 3".33 off the old record and I may well be the fastest MG to ever run up the hill. If you want to see the action from inside the cockpit with me, and work out why I called it Sea to sky, log on to www.youtube.com/watch?v=_SqJe2EX_5M and see it all.

More class than... It sounds like there are changes afoot to the classes at the hillclimb. I can understand this as I was often the only car in Myf's class. My times are more than competitive if they throw me in with the B's (up to 2 litre) so I won't be disadvantaged really. It means my records will stand forever.

What GEAR am I in: Bev and I (with Myf), Austin and Matt (with Austin's A) and the Stevo boys in the Morry Major all headed south for what could only be described as a miserable day at Wakie Park for the October GEAR meeting. Bev was driving Myf again, and like her first time in April it was bucketing down. This time it was almost sleet. Austin kept his A on the black stuff and was happy with the grip his new Toyo's gave in the lousy conditions. Matt (also in Austin's A) found the limit with a spin at the end of the straight. Not to be outdone, and again the old tyre proved that you can't beat new rubber when Bev got fairly dizzy, spinning a few times. She ended up with 2 dryish runs and I think she'll have another go, maybe in December. All the action is on youtube. If you have looked at my King Eddy park runs, just click on the 'GriffinRacingMG' icon near the clip and it will show you all of the video's I've done.

D & D or Displayed and drowned: Myf got cleaned up after her gardening at Wakie and to prove she's not just a goer, we took her to the NSWMGCC Concoors. The trip down was in the company of the MGCC Newcastle crew as this doubled as our interclub challenge presentation run (though the weather put pay to that). Newcastle pretty well dominates the hot radiator events through number of MGs competing, and again will have taken out the interclub challenge. Back to the Concoors and the racing class was dropped and combined with the specials. That put Myf against fairly standard road cars including three RV8s. On the track she would have eaten all of them for breakfast, but in a static display she had her work cut out for her. Myf eventually took out 3rd place (I think as the best pool).

Drive day: Is anyone interested in trying out their MG (or other) on the track? Once a month Eastern Creek has a drive day. You can run with your CAMS 12S licence and it costs \$120 for the day. It is 20 minutes on 40 off (while other

groups run). I know Steve Doyle is a regular so is anyone else interested? They are almost always on a Friday and from 9 to 5 or whenever you've had enough. Please let me know and I'll throw up a few dates. It is about the same price as GEAR and saving several hours worth of travel and fuel and without the accommodation costs.

Team Hunter... what's next? Unfortunately I was working over the weekend when the FoSC Wakefield Park meeting was held in October. When I checked the entry list prior to the event (and when this is being written) Asho and his support team were the only Team Hunter players on track I hope he did well again. The next Team get together will be for the HSRCA Eastern Creek Meeting on the 28th/29th of November. We'd love to see some supporters along. The Blanches and Jones' will be staying at the Plumptre Hotel (our regular haunt) so if anyone needs accommodation as well, this is where you'll find us. Good meals, cold beer and good friends. Throw in the racing and it sounds like a good weekend. Competitor or pit crew, drop me an email and let me know your coming.

Spirit & Polish: Our big day to shine is here again with our annual Concoors. It would be nice if we could get every member to bring their MG(s) along and have it on display in the park over from MGHCQ. Take the opportunity to give the car the annual big clean (even vacuum under the seats) and we'd love to see your pride and joy... bring the MG too. That reminds me, I better pull the finger out and start cleaning MG's. With Myf all done (even washed the seat) after the Sydney Concoors, that just leaves Monty (my B) and Bella (Bev's Midget).

It's an 'all hands on deck' day with every class needing at least 2 judges. It's a good chance to learn about different MG's and how to maintain them. You will be called upon on the day to help so please make it easier on the organisers and volunteers. Contact Denny Bowden or me.

If anyone was thinking of going to the MGCC Newcastle Motorbana that is on the same day as our Concoors, it is now a dirt event and at Ringwood.

Regards,

The very Rev'n Steve Jones

Midweek Run to **PATERSON INN**



A good turnout for the Paterson run, including [clockwise from left] new members Bob Sainsbury and wife Leonie from Coal Point, Mick Walters, Steve Doyle, Larry Dickason, Nev and Roz Roals, Shirley Dickason and Glenda Laurie.

"I'm available when everyone else is closed!"

Les Bingham

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Morpeth Cranky Handle Rally





It was a great day out for the October Club Run to Morpeth's 'Cranky Handle Rally' - where the theme is machinery needing a crank handle to start. MG Hunter members don't need a cranky handle for an excuse to start a good time ... a run in the MG and great company is all that's required.

Opposite Top: New members Julie and Brad and Sue Halliday
Opposite below: Two old relics in the guise of Bill VanderVeen and Geoff Smith

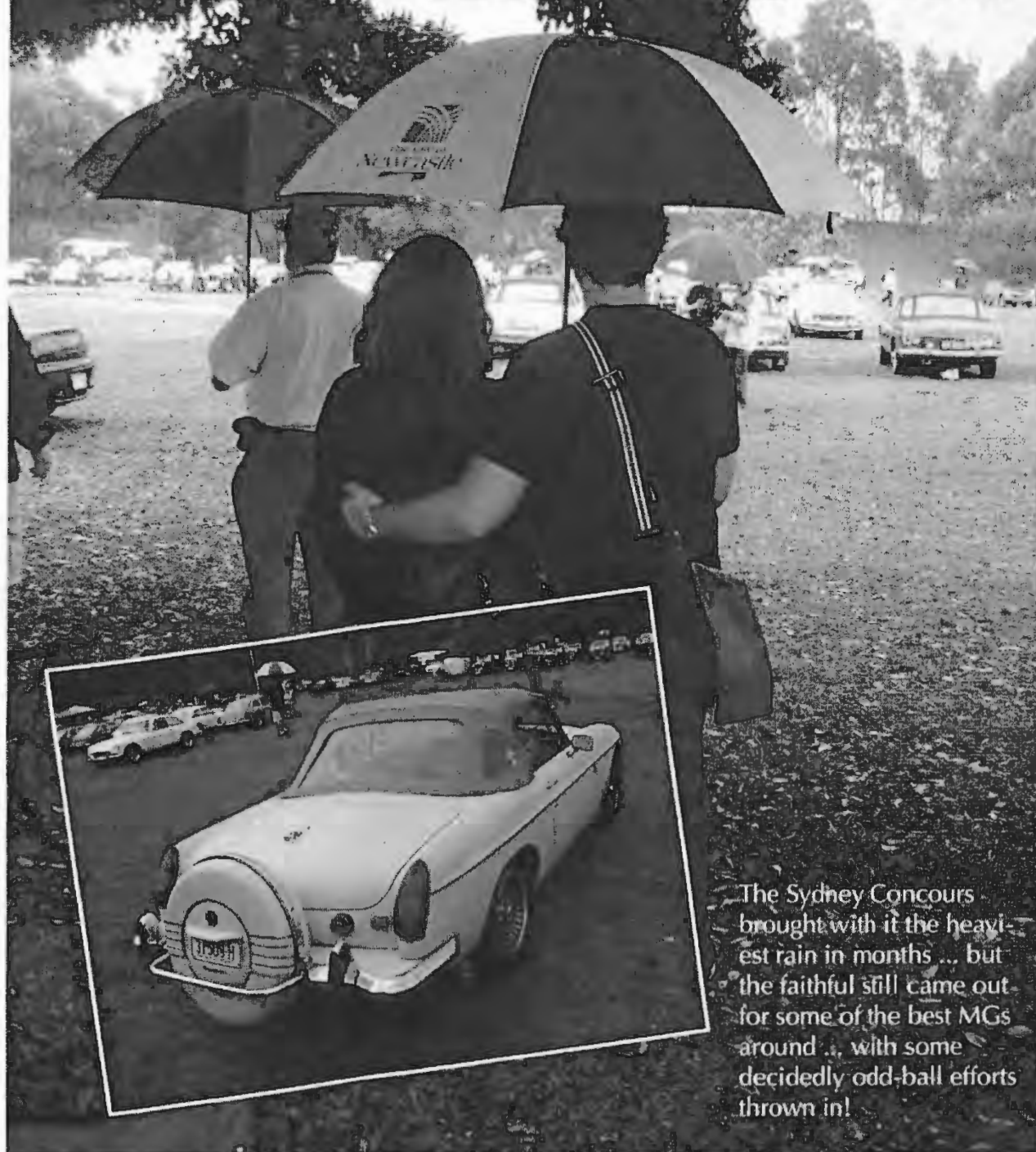
Above: Our brand new Club Captain John Flucker getting the good oil from Denny Bowden

Inset: Jan Van der Veen and Roz Curry



SYDNEY CONCOURS

GLADESVILLE 25 OCTOBER



The Sydney Concours brought with it the heaviest rain in months ... but the faithful still came out for some of the best MGs around .. with some decidedly odd-ball efforts thrown in!



Above: some of the large MGA contingent well equipped for the weather, Centre: Brenton Elsey and Ken Campbell flew the Hunter Region flag, with Ken sensibly choosing the Magnette as the best car for the conditions.





Steven and Bev Jones out to prove that the Newcastle crowd are a hardy lot - and that Myf has a place on the Concours field as well as the race track.

Personal Announcements

Peter Smyth is seeking information about the use of the BMC 'Blue Streak' 6 Cylinder in an MGB - please direct any information / advice/ experience to Peter on



Two types of T-Type - Above a heavily modified TA with 16" wheels, cycle guards and plenty done to the engine, while below a pristine early

model TC shows its class - and how a good hood and side curtains should fit. The day proved a perfect test for hood fit and weather tightness.





Midweek Luncheon Run

Wednesday 18 November
Meet 10.30 am
McDonald's, Edgeworth
for run to
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Further Information:
Mick Walters

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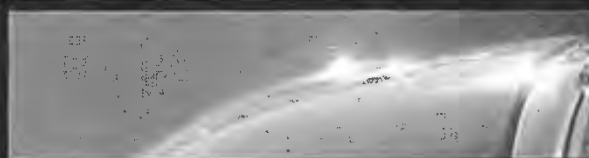
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Socks - White Sports or Black Business with red MG logo	9.00 each
or 2 pairs for	17.00
Medallions Inaugural MGF Meeting	5.00
National Meeting (Collectors Item)	20.00



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Double Wine Elastic Coolers assorted colours \$12

Stubby Holders round with MG logo \$5

Socks Black or White \$6 a pair

Place mats 450mm x 450mm with MG logo \$3

Aprons navy or black with MG logo \$7

Mens beige Business shirts \$30

Geoff Gallagher



MG CAR CLUB

Hunter Region

CONCOURS

Sunday 15 November 2009

Lambton Park, Elder St., Lambton

New Members

Wayne Colfax is no stranger to MGs, as he's been in the motor industry for most of his working life. It is only in recent times that Wayne has found the time to work on his own car, but the result has been worth the wait. Wayne has added some mild custom features to his beautiful black MGB, including boltless bumpers, twin Jag XJ6 fuel fillers and a very stylish custom interior. Wayne had the MGB at King Edward Park on the Long Weekend and we look forward to seeing more of him and the black beauty.





Exquisite detailing on the Wayne Colfax MGB - XJ6 fillers were a way of dealing with the 'bitty' detail of the standard car - bumper and numberplate treatment is particularly neat.

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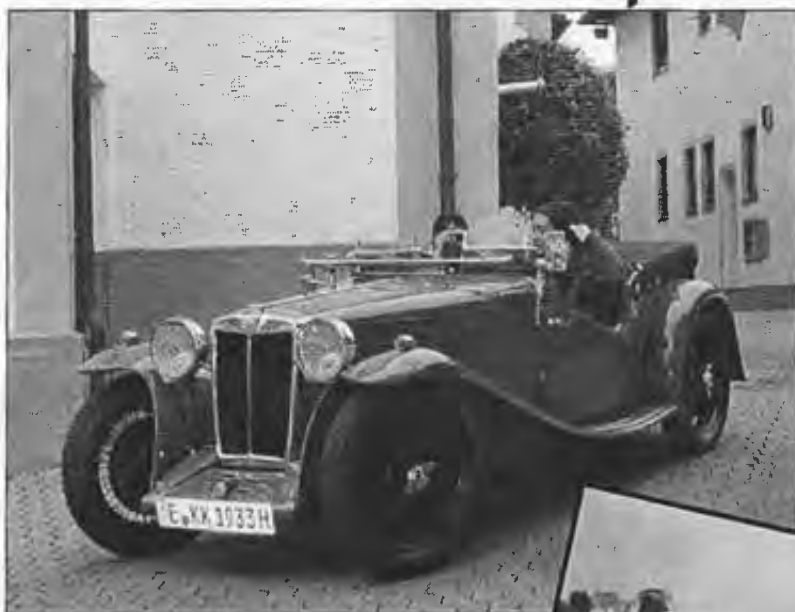
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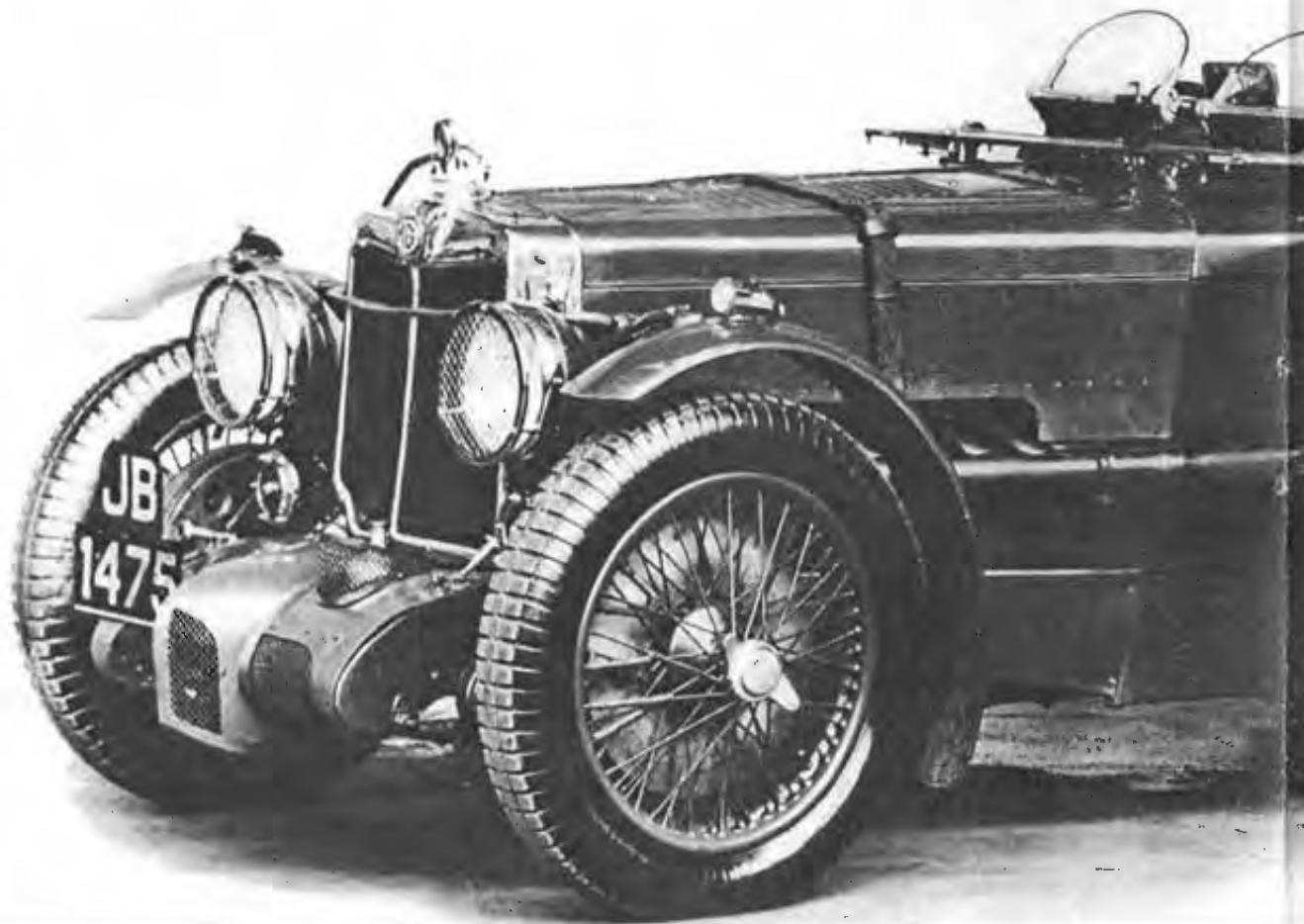
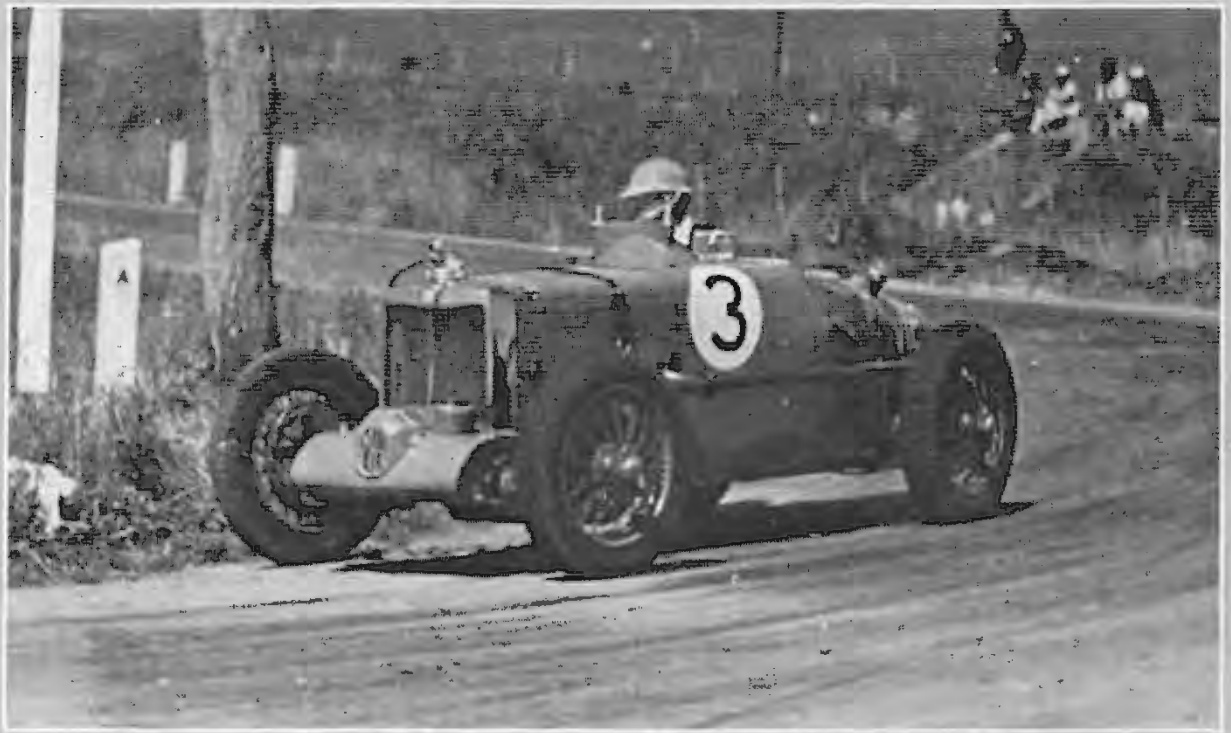
The MG Alphabet



K

MG enthusiasts all have their particular favourites, but one letter stands out above all others, the magic K. While the K1 and K2 saw, in typical thirties MG style, both the good and the ordinary, the K3, just 35 in number, is the pinnacle of the marque. Above: Elegant K1 tourer, centre and below, K3 Magnette racer.







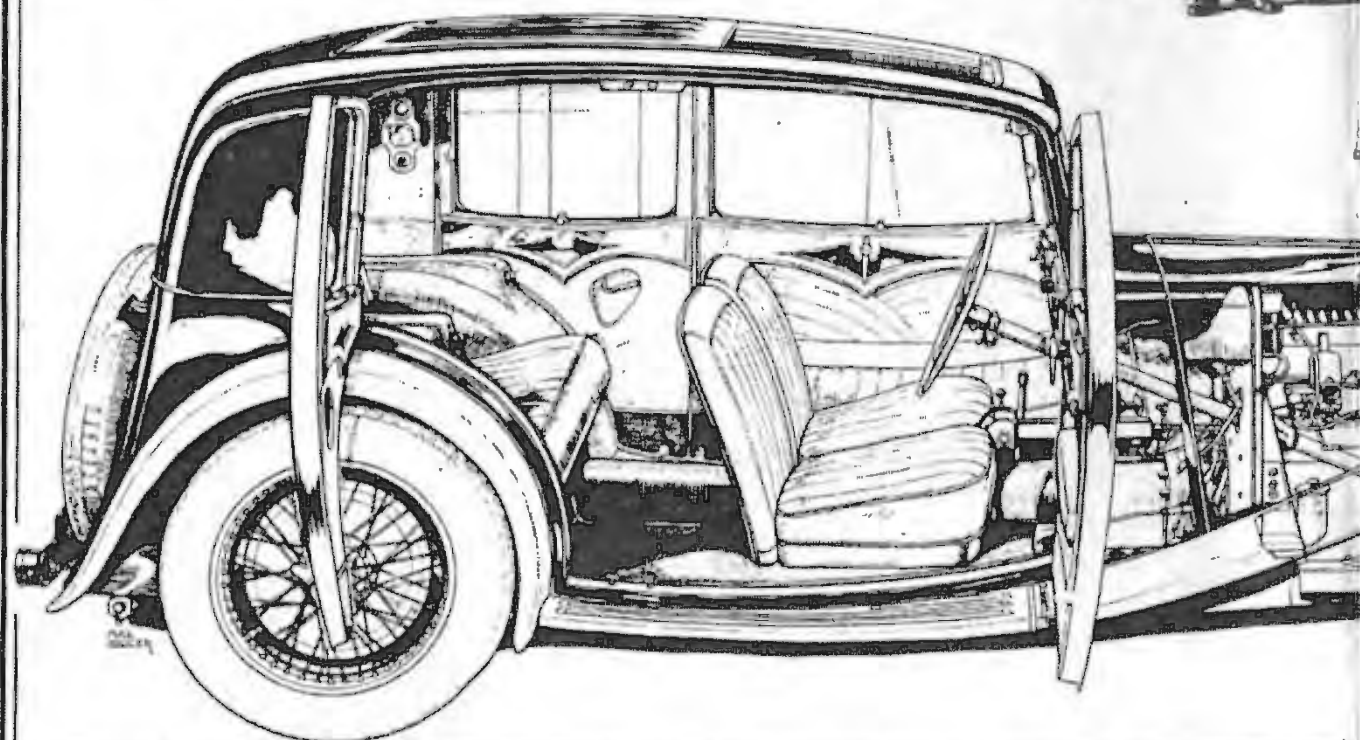
Australia is fortunate to have seven of the original 35 K3s built. They dominated racing in this country from the mid 1930s until the early 1950s. Above, K3s in the same corner at Lobethal, SA, fifty years apart - Left, Colin Dunne in the ex-Prince Bira K3030 in 1938, Right, Adam Berryman in K3002, the second car built and driven in the Mille Miglia by Henry Birkin and Bernard Rubin, at the Lobethal Classic in 2008. Left: Factory press photograph shows the distinctive K3 features including front mounted supercharger, huge brake drums and external exhaust. K3s came in two body styles: the typical slab tank or pointed tail and side mounted spares.



The position of the K3 in the MG Pantheon - and the sheer passion it invokes is seen in the saga of K3015-2. Assembled from a diverse group of genuine parts on the basis of an un-numbered factory replacement chassis, it was eventually given the official suffix '2' to differentiate it from the car built up from the wrecked K3015 chassis. Despite its chequered history it recently set the MG auction record of £231,000 - more than half a million Australian dollars.

K & KN MAGNETTES

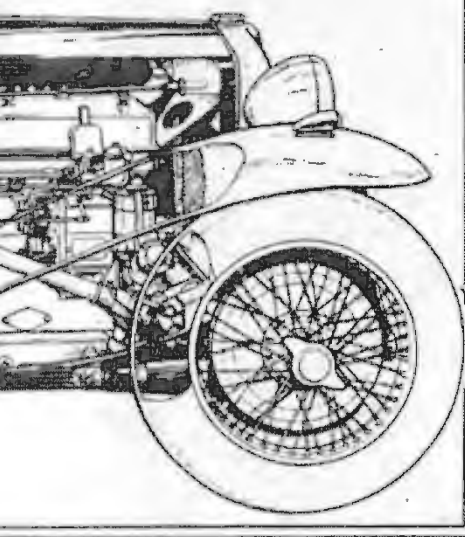
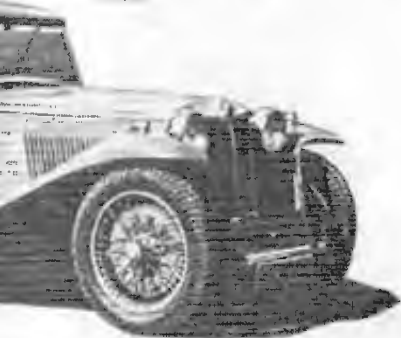
M.G.'s entirely new 1933 K-Type Magnette, with six cylinders, 1,086 c.c., and triple S.U. carburettors, was announced at the 1932 Olympia Show in October—though the month before *The Autocar's* photographer had spotted an early production model at Beggars' Roost, Devon, and photographed it (shown here). Subsequently in September 1934, in preparation for the Motor Show, a new KN Magnette was announced—with chassis similar in all respects to the K-type, but with the larger, twin-S.U., 1,287 c.c. N-Type engine. The N-Type followed the Midget in body style, with open, sporting two- and four-seater coachwork. The new KN Magnette (shown in the drawing) was aimed at the sporting family owners, with a reasonably roomy, pillarless saloon body, extra elbow room being achieved by fitting sliding windows, with the consequently slimmer doors.



Another shot of Colin Dunne and K3030 at Lobethal. Below: Glorious supercharged six of just 1100 cc in K3001. the very first K3.

Centre: Otto Stone in K3016, a car he owned and raced for more than 25 years. The car is seen here at the first Historic race meeting at Oran Park in 1967. Bottom: K3s at the factory undergoing race preparation - at today's values more than three million dollars worth in the one room.

The pillarless K1 sedan was an interesting concept, although many such cars have been cut up to create K3 replicas.





There must be some dark flaw in my character that needs to be satisfied no matter what amount of frustration, effort and stress, it seems I just need the challenge. Notice I didn't say no matter the cost! The financial controller does have her say.

I have only recently completed (if there ever really complete) my previous project of restoring a historic Formula-Vee, some of you may remember seeing it at Euro Day (2007 I think?) during the process, anyway after nearly four years, my 1975 Venom was

ready to go! Fresh rebuilt and historic sealed motor, many replacement parts, Dunlop race tyres (control tyre), and a fair bit of investigating to chase and confirm the car's history, then obtain CAMS historic logbook and Certificate of Description. Then: BANG, Sandra is diagnosed with breast cancer, doesn't that change priorities! Talk about a speed hump down life's highway, it's full on medical appointments, blood tests, pathology, specialists, surgery, dentist, and of course, waiting rooms! Chemotherapy is all planned out and scheduled





Alan's obviously stuck for things to do ... with a garage stuffed with kayaks, bikes,

and race cars there is just room for the newly fabricated chassis - the man likes a challenge!

with the first course two weeks before HSRCA Wakefield Park on 19/20 September. On best medical advice Sandra should be well enough to enjoy the weekend, being only one week before the next cycle starts, (4/3week cycles then 12@1 week cycles). So just before close of entries I sent off my entry, the first full race meeting in the VEE, you beauty!!

Race day approaches and Sandra is not responding to anti-nausea medication as she should and it's clear my bride of 42 years (AKA team financial controller) won't be travelling anywhere! So cancel accommodation, notify event secretary and clearly no more racing till this is beaten! No racing, no holidays, no long trips, no sailing (cruising). As primary carer I need to be around home, so what to do? - I've always liked clubmans and about a year ago I bought the book *Build Your Own Sports Car on a Budget*, but it dealt with modern mechanicals and independent rear suspension, so my BMC bias ruled that out. I followed the classifieds and motoring websites, but nothing suitable. I had a look

at a JB clubman one MG Newcastle member had for sale, (same as Carl Stevenson's) - close, pretty to my eye, but all FORD mechanicals. Back on the phone to Jim Bayliss, again. Jim assured me at his age he'd had enough, but commented that the cars turned out quite good, built to the book! Several enquiries later I was referred to a business called BIBLIOZ (Biblioiz.com) and they were able to source a copy of the previous edition which dealt with earlier mechanicals and a rigid rear axle (banjo). So what about a donor car? After a bit more homework I settled on the Morris Major Elite. I'm told the Elite has fine spline axles, improved gearbox and the 1620 motor (MGA Mk2). OK, back to E-BAY! I may never own a car with the raw beauty of Brian George's or Redo's racing TCs, or the attention to detail in the ballsy MGC Sebring of Nev Roxby, but how about an MGCLUBMAN? I feel a project coming on!

Alan Brown

KING EDWARD PARK

Hillclimb October 09



Newcastle motor-sport enthusiasts have been coming to King Edward Park to race on the hill for more than fifty years, with the October long weekend event being an annual feature since 1963. A spectacular coastal backdrop in the inner city makes this course unique and with an efficient and highly professional organisation by the MGCC Newcastle, the event continues to gain the support of the people of the region. With quality fields and close competition it should continue for many years to come.



Main image opposite: The rugged coastal features make for great spectator vantage points [inset] MGs still compete, but in lesser numbers than years gone by. This page, Steve Jones and Myf show the right line through the hairpin, [inset] when too much power can be too much! Fearsome XY Falcon GT managed to negotiate the course with huge wheelspin and minimal traction.



Hal Maloney and his P-76 are always crowd favourites, the big car being thrown around with the verve and skill befitting one of the region's premier historic rally enthusiasts. The 'Targa Florio' special edition got its title when Evan Green drove one to success in the 1974 World Cup Rally. Green made the fastest time in Sicily on a course which included part of the former Targa Florio circuit and Leyland

celebrated by introducing a limited run of 300 P76 *Targa Florios* in celebration.

[Below] Traffic jam in the starting area with a diverse selection of tourers, led by a V8 engined Mitsubishi Sigma, awaiting their run.

[opposite] Afternoon delight - Beautifully prepared 240Z sweeps to the crest of the hill against a backdrop of blue sea and rolling surf.





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Torana 'with the lot' takes the hairpin at speed. While the wing was perhaps unnecessary for hillclimbing, the car was a crowd favourite.

Photographs: *Gavin Fry*

Robert - Ph/Fax: 4946 2272
18 Edward St., Charlestown 2290

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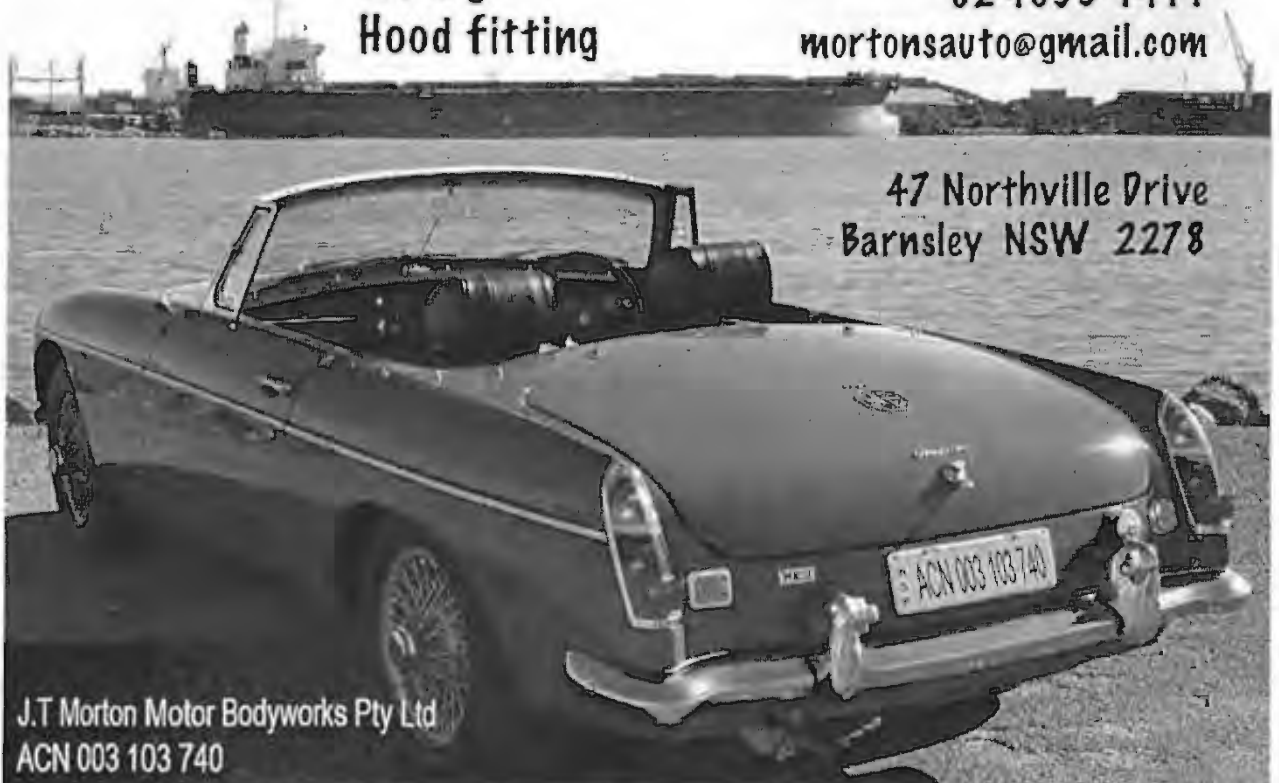
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1983 MG METRO 3 door hatch
1275cc alloy wheels, older restoration
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Robin Wilmot : ph 0400 193 579

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Cars, Parts ...

And sundry items

MGB Mk1 1963 Ferrari Red, 6" wires, Over-drive gearbox, 9.5/10 in all departments, Fully rebuilt/restored 1996 (history and pics come with car) formerly owned by Ron Crome/MG club member Comes with MGB 630 plates Monogrammed soft cover
Vickie Vance 02 6332 5050 vickie@vickievance.net



MGB MkII 1970 Camino Gold, Reg. until Nov '09 MG3101, Excellent condition throughout. New seats, Alloy wheels, new hood - any inspection welcome \$15,400 ONO, always garaged, excellent mechanical condition
Alan Bennett 02-4369 6363 Gosford area



FOR HIRE Car Trailer ph Ian 4959 2823 or 0429 592 823

Dorian Timer as required at race meetings. \$10 per event ... as long as I'm not competing! Ph Steve Jones 4952 3486 or 0412 495 234. or John Moremon 0414 684 794

PARTS FOR SALE

MGF Hardtop, Black in colour \$2200
John Kennedy 4369 3830

MGB Mk1 Parts - 4 speed non-synchro gearbox (needs overhaul) - \$100, Tailshaft - \$75, Cast Iron header (needs new studs) - \$50, Aluminium bonnet (minor damage to front edge) - \$150 Phone Paul Whitworth - 4942 7103 or 0458 490082

Racing parts -

One 45mm DCOE Weber with selection of jets - \$450, Custom made roll bar to suit MGB Roadster race car. Built by CAMS approved specialist. Chrome Moly tubing- Extremely strong, with the benefit of light weight. Cost \$2400-sell \$1200. 'Helmet to Helmet' Communications head phones/ Mics. Used once. Cost \$300 Sell \$175. Ideal for rallying.(Targa anyone??)
Contact Ian Nelson-02 4959 7280
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E-mail..nelsonic@bigpond.com.au

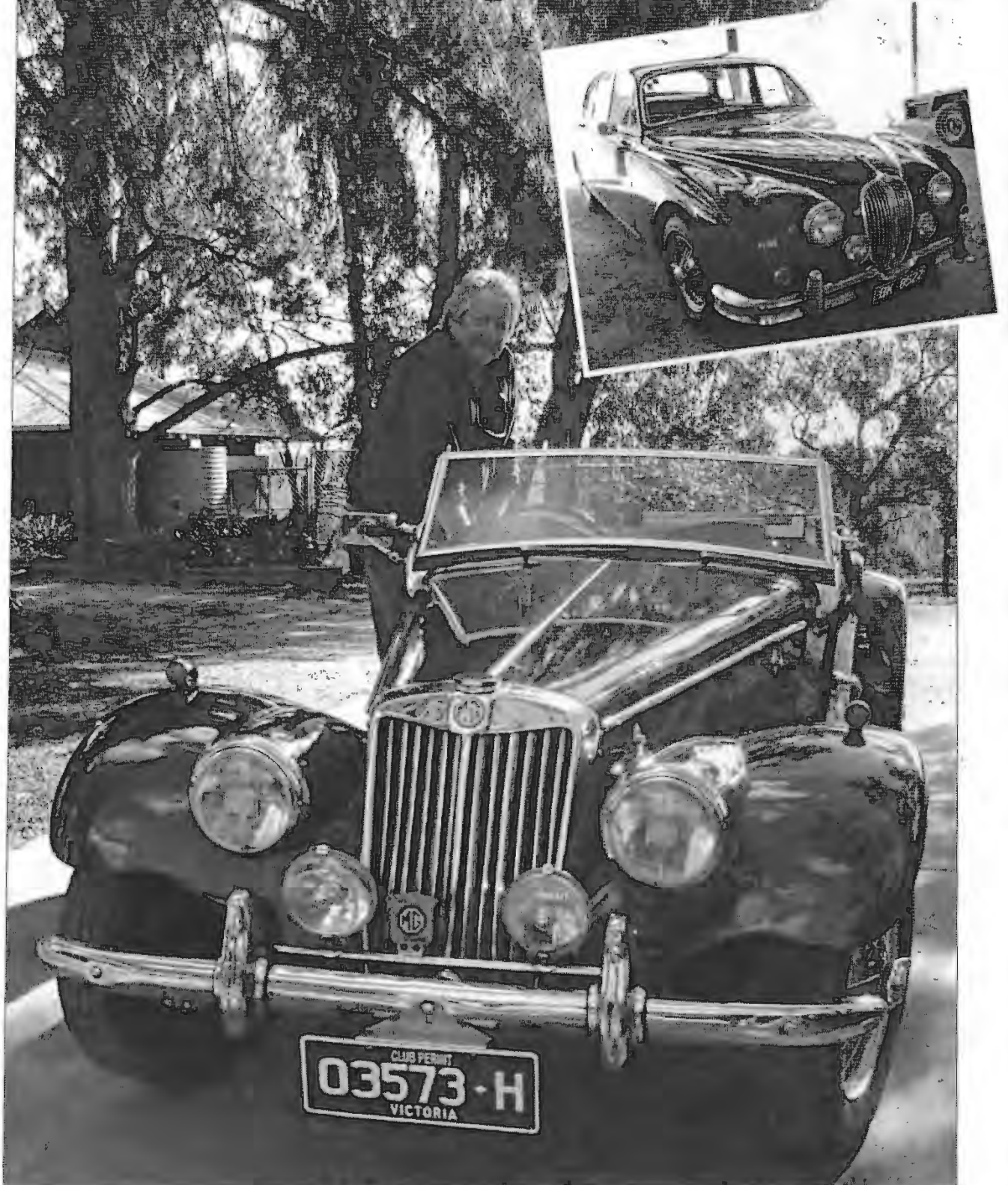
Wanted: 5 bearing short motor, set of mag wheels - Performance brand or similar, MGB tonneau cover Peter Smyth 4955 7311

Wanted: 3 bearing MGB engine, only block and bearing caps required as a minimum, but more would be great. Definitely only a "short" motor required...
Matt Blanch 49 874 275 or 0425 344 814

Wanted, 1275 'A' series motor (the block without side cover plates) for 'just in case' spare/s. Mini 1275 will do but Midget is better. Bare block or full motor.
Also Wanted MGB windscreen frame. Bottom and sides needed. Contact Steve Jones 0412495234

Not just the MG

Garage visits down south ...





Big boys and a small MG: Colin and John pose with Colin's freshly restored MG TA, [below] Triumph TR3A and Jaguar XK150 are two variations on the British sports car of the late 1950s.

Any car lover worth their salt never passes up the opportunity to check out another enthusiast's garage. On a recent trip to Melbourne I visited two in one afternoon in the beautiful hills to the east of the city. John Wood is no stranger to most Australians and, as a typical 'baby-boomer' he has a soft spot for both MGs and Jaguars.

John's daily driver is a late model Jaguar V8 sedan, but he also loves his red MG TF for the twisty country lanes around the Yarra Valley. His beautiful MkII Jaguar is currently for sale to fund the restoration of a MkIV saloon. John's mate Colin Brown also favours British marques as the following pages show.

Gavin Fry





Left: MGA MkII in gleaming white contrasts to a TD in bright red, [centre] Colin's XK150 Coupe is very stylish in a dark metallic grey-blue ...[again lamenting the lack of colour, Ed.] . [below] Colin lifts the covers on his multi-trophy winning MG Y Type saloon. The mini moke is ideal for the rural lifestyle.





Above: The MG TA was the first of the T-series cars and set the pattern for MG production from 1936 until 1950. The TA is distinguished from the more numerous post-war TC by a narrower body, wider fuel tank, narrow sweeping rear guards and wider running boards. Engine of the TA was the unloved 1292 cc pushrod four based on the Wolseley Ten. Colin's car retains its original engine, a rarity as most TAs have been re-engined with the vastly improved XPAG

engine introduced in the 1939 TB. Not visible externally were such vintage features as sliding trunnion suspension, a wet plate cork lined clutch and synchro-mesh on 3rd and 4th gears only. Enthusiasts howled at the introduction of the TA, but it did stabilise the finances of the company and set the stage for MG's post-war boom.



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NOTE: This offer is not available to the trade or through our online web shop, or phone/fax orders and only while allocated stocks last.

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GSJ168	TIE ROD END MGB-MGC-BV8	PAIR 24.20
GRH305Z	RADIATOR HOSE TOP MGB+MGA & BOTTOM-SOME	EA 12.10
GRH305Z	RADIATOR HOSE TOP MGB+MGA & BOTTOM-SOME } INCLUDES AYH2712	KIT 30.80
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Nanjing to Longbridge in a MGA or MGB in 2010

It is with regret that we have had two MGs retire from our adventurous journey to be
"The First MGs to EVER drive from Nanjing, China to Longbridge, UK".

We are now looking for an adventurous couple and an adventurous person to join us from April 2010 to July 2010. The adventurous person is required to provide a seat for our English speaking guide, who will travel with us from the time he meets us at Beijing airport until we reach the Turkish border, in order to make the trip fun, fun, fun.

We already have a motor mechanic and a medical doctor joining us so you and your car are sure to receive 5 star treatment en route.

The trip will take in Beijing, The Great Wall of China, Nanjing (Current home of MG), 3 Gorges Dam, Xian, Kazakhstan, Kyrgyzstan, Uzbekistan, Turkmenistan, Iran, Turkey, Greece, Albania, Croatia, Italy, Switzerland (Rally mountain passes of the 60's and 70's), Paris and Le Mans (France) and Abingdon and Longbridge, (UK). If you have always wanted to travel in your MG and have an adventurous spirit, now may be the chance to do something no-one has ever done before – with low risks and great company!

As most of our plans are already in place, time is of the essence, so, please could you contact me as soon as you can and I will either give you more information or book you on a true adventure of a lifetime!

David Godwin
Mobile
classiccarrclinic@live.com



Club Registration Inspection Day

Saturday 5 December

11 am – 1 pm

Caltex Maryland, Minni Road

Club Calendar



November 2009

Event

Points

Friday 13th

Club Night at MGCC HQ

Saturday 14th

Christmas party

CASINO NIGHT AT DOYLE'S PALACE

6 Blandford Street, Fennel Bay 6pm start entry \$16 per person
bookings and advancement payment essential

Sunday 15th

Hunter Region MG Concours

(championship points)

The annual concours for all MG owners.

Location: Lambton Park opposite MGHQ



National & Competition

November: 2009

Event

Points

Sunday 8th	Proposed MGCCN Tar Motorkhana	championship points
Sunday 15th	MGCCHR annual Concours	championship points
Saturday 21st	Junior Hillclimb training day @ Ringwood	
Sunday 22nd	Ringwood Hillclimb (championship points)	
Sat - Sun 28th - 29th	HSRCA Historic Race meeting @ Eastern Creek	
Sunday 29th	MGCC Newcastle Annual Concours	championship points

December:

2nd Wed	GEAR @ Wakefield Park	
24th Thur	Go shopping for a present for the boss.	

Don't forget to check the calendar on the club website!

Club Night is the second Friday of each month - MGHQ @ 8 pm

Committee Meetings Tuesday after Club Night MGHQ @ 7.30 pm

- members welcome

MINUTES COMMITTEE MEETING OF MG CAR CLUB HUNTER REGION HELD
13th OCTOBER 2009 AT CLUBROOMS – MECHANICS' INSTITUTE LAMBTON_____

Present – P Currie (President); C Dunne (Vice President); J Van der Veen (Secretary); J O'Neill (Treasurer); J Flucker (Captain); G Fry (Editor); G Smith (Social); G Gallagher (Regalia) J Morton – Club Member
Apologies – S Jones (Sporting); S Doyle (Committee Person)

Meeting opened 7.35 p.m. chaired by President P Currie

Peter Currie welcomed new members and thanked ongoing members of committee for participation.
Ran through committee meeting procedures.

Reports: Jan Van der Veen

- . Read through correspondence and distributed to appropriate people . Distributed membership list. Jim O'Neill
- . Presented financial report – copy given to Secretary for filing. Gavin Fry
- . Happy with articles he is receiving for magazine. New covers will need to be ordered soon. John Flucker
- . Organising of future runs is under way – some shorter routes for older cars to be included.

General Business

P Currie -

- . To contact N Armstrong re By-laws – this may be something new Vice President can finish off.
- . Keys – Geoff Gallagher to collect regalia keys. Other sets held by J Van der Veen, S Doyle and at present N Armstrong who will act as delegate for lease and property inspection. Inspection to be carried out 20th October 2009 at 9 a.m. with J O'Neill and N Armstrong in attendance.
- . New business cards needed – Gavin to arrange.
- . Steve Dellaca unable to continue as Webmaster – Bill Van der Veen to take over – to liaise with Steve.
- . Trish to continue operating bar – S Doyle to do Responsible Service of Alcohol course.
- . Denny to continue looking after alcohol licence, J Van and Club registrations.
- . Ensure records are kept when contacted re movement of cars on club plates.
- . Concerns raised by some club members re some dissenting articles in magazine – letters to be sent to all committee members for perusal before inclusion in magazine – members with concerns to be invited to attend more appropriate forum of Tuesday committee meetings to discuss same.
- . \$500 donation to be made to Riding for Disabled – moved G Smith, seconded J Flucker. Committee will take suggestions for recipients of future donations.

G Smith -

- . Raffle - \$88.00.
- . December club meeting – guest speaker from Historical Society downstairs in Mechanics' Institute.
- . Names and money being taken for Christmas party 14th November 2009.

S Jones – queries via email

- . Trophies for Concours? Decided to give certificates on day and to present glasses as trophies at presentation day. Glasses to be appropriately engraved with event, year of event and placing received.
- . Motorkhanas – how many should be run? Decided as this seems to be one of the best attended sporting events amongst members to try to run 3 per year.
- . National Meeting Delegate? No one appointed. Gavin will be in Sydney that weekend and will look into feasibility of attending.

John Morton attended in conjunction with G Smith to propose club project – trailer/barbecue made out of part of MGB chassis – decided project should go ahead and interested club members will be sourced.
John congratulated committee on way club and meetings are running.

Meeting closed 9.30 p.m.

Next meet at clubrooms Tuesday 17th November 2009.

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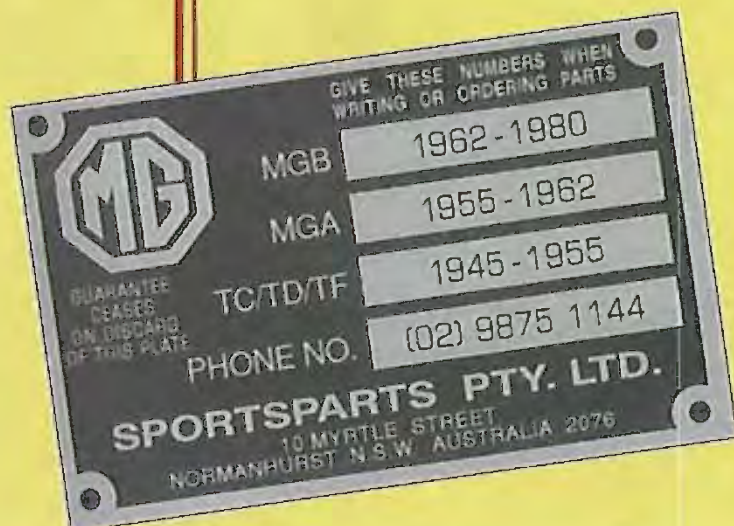


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