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CONTENTS

2	YOUR COMMITTEE
3	WHAT'S ON
4	FROM THE EDITOR
6	PRESIDENT'S REPORT
7	MID WEEK RUNS
8	LIKE CLOCKWORK??
10	ALL MG HILLCLIMB REPORT
12/13	PHOTOS — ALL MG HILLCLIMB
14	MGB RESTORATION
16	PHOTOS—SEPTEMBER TUNING RUN
17	PHOTOS—MG SUV & BBQ FUNDRAISER
18	MAD Bs AND ENGLISHMEN
20	CLASSIFIEDS
22	MINUTES OF COMMITTEE MEETING
24	INDEX OF ADVERTISERS

MG CAR CLUB HUNTER REGION INC

FOUNDED 1987

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CLUBROOMS
68 ELDER STREET
LAMBTON NSW 2299

POSTAL ADDRESS
PO BOX 503
WALLSEND NSW 2287

www.huntermg.com

Your Committee

President

Ian Ashton

0429 592823

iashton7@bigpond.com

Secretary

Bill Brown

0425 246 572

bill@hcmelectrical.com.au

Club Captain

Paul Smith

0412 850 176

paulr_smith@bigpond.com

Public Relations

Brian Madden

rbmadden27@gmail.com

Editor

Bev Jones

0419 200 813

sbmbjones@optusnet.com.au

Committee Person

Mark Janus

0466 994626

markj58@hotmail.com

Vice president

Denny Bowden

0402 476 631

dennis.bowden@bigpond.com

Treasurer

Greg Jenkins

0439 450 606

mjenkins085@gmail.com

Sporting Director

Gary Piper

0419 490 936

gspiper@internode.on.net

Public Relations

Alan Andoni

0417 431 276

alan.andoni@yahoo.com.au

Regalia

Ross Jacka

0400 184 529

rosden22@gmail.com

Social Director

Position Vacant

Can you help??

Website

Stephen Jones

0412 495 234

sbmbjones@optusnet.com.au

Committee members welcome your phone calls, but please call before 9.00pm

The opinions of correspondents, individuals and advertisers in this magazine are not necessarily those of the MG Car Club Hunter Region

What's On

November 2016

- ♦ **Sunday 6th — MGCCHR Annual Concours -Lambton Park**
Set up 7.30, Gates open 8.30, Judging 9.30
- ♦ **Tuesday 8th — Committee Meeting 6.00**
Club Night 7.30pm
- ♦ **Wednesday 9th - Mid Week Run**
to Minmi Hotel
- ♦ **Sunday 13th—MG Muster**
to Taree see page 7 for details
- ♦ **Friday 18th—Movie Night**
6.30pm at the Clubrooms
- ♦ **Thursday 24th—Tuning Run**
Depart Maccas Hexham 10am sharp

December 2016

- ♦ **Saturday 3rd — Historic Plates Rego checks, page 5**
- ♦ **Tuesday 13th — Committee Meeting 6.00**
Club Night 7.30pm
- ♦ **Wednesday 14th — Mid week Run**
to Swansea Hotel
- ♦ **Sunday 18th — Clubman/Christmas Run**
Salvation Army Toy Run
to Rathmines
- ♦ **Sunday 25th - Have a Merry Christmas!!!**
- ♦ **No Tuning Run in December**

January 2017

- ♦ **No Committee Meeting or Club Night in January**
- ♦ **Sunday 15th—Breakfast Run**
- ♦ **No Tuning Run in January**

14-18 April 2017

If you are thinking about travelling to Natmeet in SA, Glenelg to be exact, it is time to start thinking about accommodation. Let's get a great spot with ample parking and good happy hour facilities!



If you are wanting to attend, please let us know.
We need to start planning for this event!

Bev or Steve Jones on 08 8333 1111
or email sbmbjones@optusnet.com.au

Well, what a Funday Sunday I had at the All MG Hillclimb! I was a little unsure about competing leading up to the event but it was all good fun.

After getting a couple of runs under my belt it was quite a blast! My times weren't earth shatteringly fast, quite the contrary, but I did manage to reduce my time with each run. You can watch some of the team on Youtube. I had to get a CAMS licence to compete so I am all set for Natmeet 2017 in Adelaide. Stephen wants to take Myf the race car, so I won't be attempting a mo-torkhana in that but I will have a go at the speed event. I won't be winning any trophies but will win a point for our club!

Another event coming up in December is the GEAR Meeting at Wakefield Park. We have a few members who enjoy this very low key event. It is a great way to be introduced to driving on a track with other vehicles. At the driver's briefing they always stress that "It is not racing, just driving with friends". This gathering always seems to have some interesting cars out on the track and a very friendly vibe. It's worth a look even if you don't want to compete. Next meeting is on 7th December.

I would like to ask you all to think about contributing an article for the magazine. After 12 months of putting the magazine together, it would be nice to have some articles on file to add into the mix. Have you performed a little maintenance task on your vehicle lately? You might be able to share some tips about the job with other members. We like to hear what is happening in the garages of our members. Who knows? Maybe a fellow enthusiast could benefit from your experiences.

FILM & PIZZA NIGHT
Friday 18th November 6.30pm
at the Clubrooms
Featuring: On Any Sunday
Cost \$10 per person—Pizza & Dessert

Just a reminder to all that we are not publishing a January edition of On the Marque, so if you have information about events in the new year, please get it to me as soon as possible.

Don't forget that if you are interested in attending Natmeet 2017, it would be wise to look at booking accommodation now. Send us an email if you are interested or even just considering going.

Safe Driving!
Bev



HISTORIC PLATES REGO CHECKS

Saturday 3rd December,

9.30am 'til 10.30am @ Caltex Maryland
Minmi Road, Maryland

Bring your rego papers and \$5

For more information call **Denny Bowden**
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President's Report

Ian Ashton

Well what can I say about the first ever ALL MG Hill Climb event at Ringwood....absolutely fantastic, picture perfect weather and a great friendly inter-club MG competitive spirit! Most importantly everyone including competitors, officials, volunteers and spectators had a most enjoyable day and apart from a little "heart in the mouth" incident involving our sporting director Gary's son Daniel, the day was safely contested. Thank you to Denny Bowden, Ian Hancock, Gary Crocker and Andrew Gowans for officiating on the day and congratulations to Newcastle MGCC for hosting such a wonderful MG event.

As I mentioned in a thankyou email to Newcastle MGCC, Lake Macquarie hosts the offshore powerboats, Newcastle hosts the V8 Supercars and Newcastle and Hunter MG car Clubs host an ALL MG Hill Climb which I'm sure will become an annual calendar event!

Although this day was actively promoted as our October Clubman run only a handful of members made the effort to come along and support the 9 Hunter MG members who competed. However, I guess we are a social Club after all. It was great to see our old mate John Colville from Tamworth in the crowd. John was telling me that he is about to undertake an early TF restoration... maybe a trip to Tamworth a bit further down the track might be in order Mr PRO?

As I previously mentioned the Annual MG Concours would be held at Lambton Park depending on Council approval or if not an alternative hard stand area would be available providing the heavens didn't literally open up. Well at the time of writing my report the Annual MG Concours was still a couple of weeks away and would have happened by the time you received this magazine. So I only hope members weren't disappointed or inconvenienced with the committee options to hold our annual gathering in the event of indement weather.

Members please make a special effort to attend our special December Clubman Christmas run on 18th December. This is our Salvation Army Toy Appeal run to Rathmines Bowling Club where we will enjoy our Christmas lunch after presenting the kid's toys to Christine from the Salvation Army. I have booked 50 seats in anticipation of a huge MG member response!

Always remember to support our magazine advertisers and I'll leave you with the motoring definition of balancing which is essential for optimum performance! The most accomplished competitors are those that effectively balance the needs and desires of bank managers, wives, girlfriends, family and business, to optimise their motorsport. If it moves, balance it!

Yours in friendly MGing
Ian Ashton (Asho)

Mid Week Runs

Roz & Nev Roals

Hi to everyone I haven't seen for a while. It was a good day for our last lunch. The sun was shining and we all headed to Edgeworth Tavern. We had a good roll up with 17 members for lunch. As usual the food was good and the company was very friendly.

I hope you will all come along on the 9th November. We are going to Minmi Hotel. We will all meet there at 11.45am. Please phone me so I can make the booking.

As I always say get those MGs out and give them a run because it is later than you think. Love ROZ and Nev.

9th November
14th December

Minmi Hotel
Swansea Hotel

Don't forget to call us to reserve a seat for lunch!

MG Muster Run

Sunday 13th November

Lower Hunter muster point is 12 Mile Rest Area on the Pacific Hwy
just north of Medowie Road intersection—depart 9.15am
BYO Morning Tea—Wade Park, Buladelah—10.30am
Lunch—Club Taree—12.30pm \$26.50 per person



Contact Brian Madden to book your seat for lunch
or rbmadden@gmail.com

Near & Mid North Coast members contact
John Fletcher 0407 704 853



Combined Christmas & Salvation Army Toy Run

Sunday 18th December
Departing 10am from Clubrooms

I try not to wear a watch these days. I find that the older I get the more quickly time passes and I don't need to be reminded throughout the day. I try to work by daylight hours. But the hole on the face of my TC rev counter which should have a working clock in it, got the better of me.

For years (decades) I searched for a working clock for the TC. The workings are common to many period British cars, and can be easily cannibalised to fit on the face of a TC clock. The problem however is finding one that works, and not just for show as in fact most appear to be.

I took a clean looking unit, not working, to Wally at Northern Star Jewellers, Hamilton. After much consideration over several weeks he came to the technical diagnosis that the coil was stuffed, and had to be replaced. The rest of the workings could be salvaged with judicious tweaking and lubrication. But where to find an unstuffed coil?

Wally had an idea. Why not epoxy a readily available and reliable quartz movement, common to the "copy watch", onto the back of the TC clock face, with the right size clock hands and a longer winder for minor time corrections and day light saving adjustments etc?

Nothing to lose, I agreed with his technical advance and engaged his services. I should have learned by now never to say I am not in a hurry.

The result is a clock which fills the hole in my TC rev counter, and keeps perfect time. It's a matter of personal choice whether to unscrew the two screws at the back of the instrument to take the clock out of the rev counter and adjust the time for day light saving, you would need to do this anyway for the 2 year battery replacement scenario.

I suppose an original working clock is a bit of one-upmanship, but here is an option even if a temporary one until you find that elusive unstuffed original.

RT
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All MG Hillclimb Ringwood Motorsport Park

Sunday 16th October saw the running of the inaugural All MG Hillclimb at the MG Car Club Newcastle Ringwood Park Motorsport complex giving MG enthusiasts the unique opportunity to compete in a Hillclimb against similar marque cars. Probably the only other opportunity to do this would be at an MG National Meeting. A total of 36 MGs turned up for the event. This included 1 TC, 2 MGAs, 16 MGBs, 3 Midgets, 1 MGC GT, 12MGFs, 1 modern TF.

Weather conditions were perfect for Motorsport with the grip on track improving as the day went on. Competitors had 3 runs up the hill for the speed event and then a further 3 runs for the team regularity event where teams had to nominate what their average time would be and get as close as possible to their nominated time.

Matt Blanch and Daniel Piper decided to give spectators something to look at with Matt performing a spectacular finish on the grass and Daniel trying to re-landscape the infield at the S bends just before the finish. Fortunately no damage was done to drivers or vehicles.

Good to see three female drivers competing in the event, all of them reducing their times during the day with Team Hunter member Bev Jones bringing her time down a creditable 7 seconds, well done Bev. Also good to see a few young drivers enjoying MGs. Everyone who attended enjoyed a great day of friendly competition.

Top ten for the outright speed event included 3 Team Hunter members. Well done!

- 1 Darren Hodgson MGCCN MGF. 58.79
- 2 Stephen Jones MGCCHR MG Midget 61.91
- 3 Matt Blanch MGCCHR MGB 62.01
- 4 Austin Blanch MGCCHR MGA 62.34
- 5 Wayne Lewis MGCCN MGF 62.72
- 6 Jeff Newey MGCCN MGB 63.12
- 7 Steve Perry MG Sydney MGC GT 63.29
- 8 Phillip Horn MGCCN MGB 63.43
- 9 PHIL Powell MG Sydney MGB 63.87
- 10 Lyall Clarke MGCCN MGF 64.41

Teams regularity event.

1. MGCCN Team 1
2. MGCCN Team 3
3. MG Sydney Team 1
4. MGCCHR Team 1
5. MGCCN Team 2
6. MGCCHR Team 2

All Team Hunter members improved their



times as the day progressed. Their fastest times were Steve Jones 61.92, Bev Jones 79.85, Austin Blanch 62.34, Matt Blanch 62.01, Mark Janus 67.43, Paul Smith 74.35, Daniel Piper 71.53, Gary Piper 73.71, Ian Ashton 72.02.

My thanks to Rick Vincent and MG Car Club Newcastle members for their efforts promoting & running the event. Also thanks to our members Denny Bowden Chief Steward, Andrew Gowans Flag Marshall, Gary Crocker and Ian Hancock track marshals, also thanks to Asho and Steve Jones for their efforts in promoting the event and anybody who contributed to the event.

Thanks to all those who travelled from Sydney and other areas to compete. Hopefully this will become an annual event for MG enthusiasts to enjoy and if we can plan it so it doesn't clash with other events I'm sure we could get over 50 entries and I look forward to that.

Keep the wheels turning

Gary Piper — Sporting Director Hunter MG

To see in car videos search <https://youtu.be/NPARKW0q3NM>



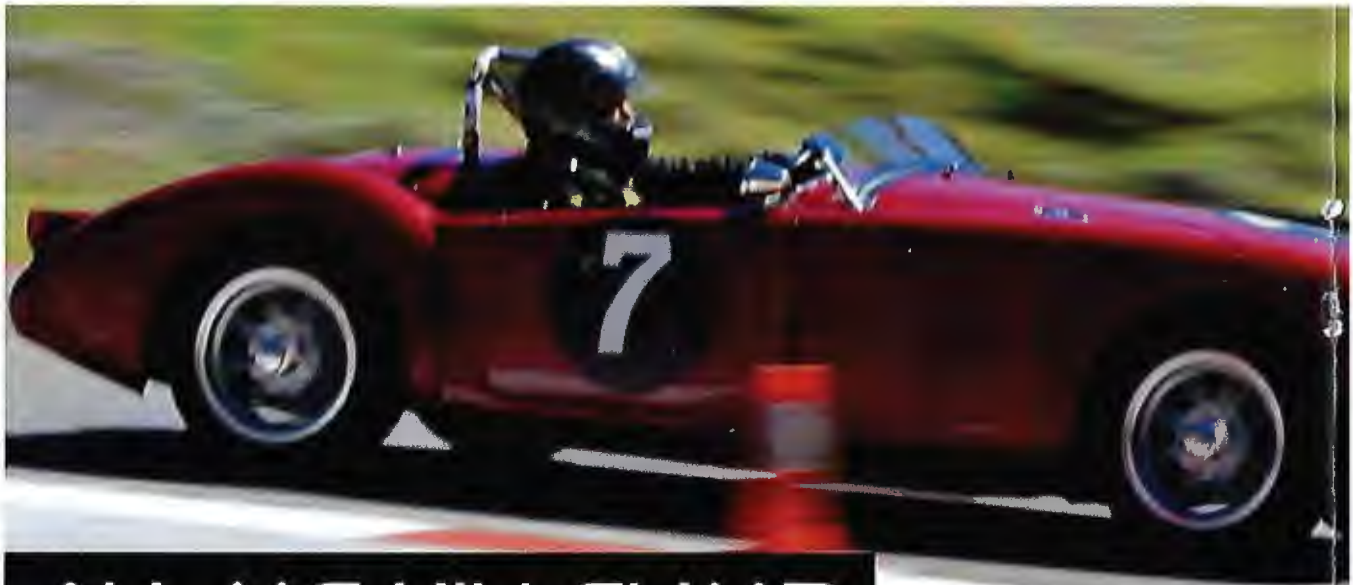
Paul Whitworth's B
In the scrutineering line up



Club member John Colville is getting things in order to start a restoration on his much loved MGTF.

Do you think he will have enough space??

John has recently downsized to 25 acres. I'm thinking there will be many members with "shed envy"!



ALL MG HILLCLIMB

Austin Blanch



Daniel Piper



Matt Blanch



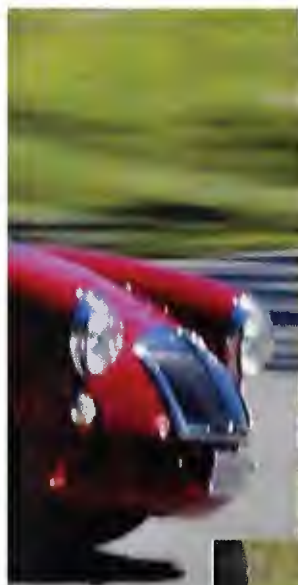
Ross Taylor



Mark Janus



Steve Jones



Tan Ashton



Bev Jones

RINGWOOD MOTORSPORT PARK 16TH OCTOBER 2016



Paul Smith

MGB Restoration - A Precipitous 12 Year Project

Late last year, I finished restoring a 1974 Rubber Bumper, disc wheeled, MGB Roadster, which I had purchased many years ago as a retirement project. This car was an ex USA, LH drive, rubber bumper car. In spite of an enthusiastic start, and after stripping it back to the basic shell and removing every nut, bolt and screw, I spent the next twelve months rebuilding the body, and then lost interest. The car sat forlornly, untouched, on a rotisserie for almost ten years. Other interests took hold, like our intensive gardens at Chateau Patto, and then we discovered the joys of caravanning, which we still do and will continue to enjoy, as long as health and finances allow.

Before my disinterest took hold, I had to rebuild the body which was in a serious state of neglect and at the same time I wanted to convert it to chrome bumper specs, which I had always intended. Converting an MGB from LH to RH is difficult enough, but to convert it from rubber bumper specs to chrome bumper specs, can only be done two ways. The first, easiest and most followed path, is to remove the rubber bumpers, then have a body shop make some alterations to the sheet metal to accommodate the different front and rear parking lamps, and then fit commercially available, purpose manufactured brackets to both front and rear, to accept the new chrome bumpers. Doing it like this, is a fairly easy method, but when the bonnet is lifted, the difference is immediately obvious. It is still recognizable as a rubber bumper car, with the oversized chassis rails, and an oil cooler now hidden underneath.

The sheet metal between the radiator and the grille, on the earlier cars and the later cars were totally different, and needed to be, as the bulk of all MGBs were exported, mainly for the huge North American market, and with that, came the requirement to adopt the USA's strict, raised height, design rules. In any event, that aspect, is history and can be Googled for further study. My project was not the fudged, economically driven shortcut of simply fitting chrome bumpers over falsified front rubber bumper chassis rails, for me, it meant cutting all evidence of the rubber bumper chassis rails completely away to fit the sheet metal that is the chrome bumper style, with the oil cooler platform. It was a massive job for someone like me, a carpenter by trade, but now, even in all modesty, I will defy the most ardent purist now, to tell the difference. Similar work was undertaken at the rear of the car to obliterate any traces of the rubber bumper heritage.

I also converted the original disc wheels axle hubs running gear to suit chrome wires. I went to a lot of trouble to do this conversion, and fortunately, I was able to do this work, mainly because I was then taking a course at Glendale TAFE, which allowed me to learn how to panel beat and spray paint the correct way. It was a wonderful experience, being able to play with professional equipment and tools and learn a skill at the same time.

While all this was going on, I had all of the fasteners, nuts bolts, screws, washers, clips and bracketry, re-plated in a zinc finish, which made every grease covered and grubby part come up just like new. There is nothing more pleasant when doing a restoration, than in being able to use lovely, bright and shiny, nuts and bolts.

I then stripped the seats of their old decrepit covers, grit blasted the frames, repainted them and had them recovered in a new tan, leather look vinyl. At the same time I made all new trim cards (door liners etc) and had them colour matched by the same upholsterer. I had all the bright work re-chromed and repainted the black parts, engine, heater box, tappet cover, air cleaners, and all of the original black painted brackets, with a two pack finish. The windscreen frame was stripped and repainted to match the original finish with a silver two pack.

At the same time, I had the engine completely rebuilt, the gearbox and rear axle inspected and made good where necessary, and I had purchased new chrome wire wheels, and all of those new items that couldn't be restored to as new.

I had also purchased a new fuel tank, radiator, carpet, a hood, a tonneau cover in a matching tan, and I re-painted the hood frames with a complimentary tan two pack colour, to also compliment the tan steering column, pedals, and dominated by my new tan colour, vinyl covered fascia, and the centre and transmission tunnel consoles. Forgot to mention, that the car has been painted in red, of course, and all instruments have been professionally restored. Next time, detailed repairs and images.

Maurie Prior



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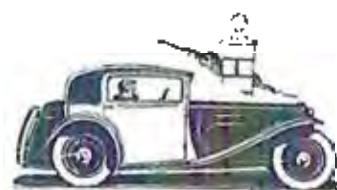
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Mad Bs and Englishmen,.....In which we briefly note the delirious mutterings of an intrepid trans Australia MGB owner.

Trevor Clark's visiting card is enscribed with the footnote "Cars driven to any part of the world". He prefers the drive back from the Riviera or the Swiss Alps in Rolls-Royce comfort or with Ferrari speed but to prove a point (and it must have been mad dogs and Englishmen) he decided to punt an MGB GT around Australia.

Now to swing a sump guard on to a Holden or VW, load an extra few tyres and petrol cans in the back and say "Well, I'm off around Australia" – draws no real comment these days. But to take a low clearance sports carthe man's snapped his brain! Which is just the type of comment this candid Englishman got from most barroom heroes who told him of the flood, fire and famine that would besiege the unwary. Having approached D> K> Thomson, Secretary of CAMS, Evan Green from BMC (who must have travelled more outback miles save Galignite Jack himself), and the NSW motorist's guardian, the NRMA, he decided to set off in an imported MGB GT.

The vehicle was extraordinarily standard – just an Arbarth exhaust, six-leaf springs, two quartz iodine driving lamps, petrol tank protector, rally seat, jerry cans for extra petrol, two spares equipped with Dunlop SP44s, a laminated windscreen, Kenlowe fan and sealed cooling system, mud flaps and a leather-bound alloy spoked steering wheel. Sounds a lot but amounts to no more than most enthusiasts screw onto their town hacks which would never go tripping around the Continent. In 35 driving days he clocked over 20,000 miles at the rate of 31 MPG, enjoyed himself along the way, spent all but two nights in motel comfort and arrived back in Sydney only 58 days after he set out. The MGB had been prepared in England where it was purchased new and arrived Down Under with nil miles up.

A quick trip to Melbourne and return soon cured this, and with the car run in, the round Australia by sports car venture started in late autumn, 1967, which was probably the best time of all to go.

Apart from an over-anxious kangaroo that clobbered the B's front and broke one of the lamps, and a fuel pump that packed up in Perth the 12,235 miles of cross-continent tripping were disarmingly uneventful. As an experienced driver (he drove for BMC in the first RAC rally after the Minis were released and has the experience of transporting expensive millionaire-type machinery across the Continent) his first comment on the whole trip was how good the Australian roads were. Having been indoctrinated about the devastating conditions of the outback he pointed out that but for dust, the Australian roads are better than many mid-European countries.

His route started in Sydney, went inland through Dubbo then up to Tenterfield, on through Surfers Paradise, Rockhampton, Innisfail, Cairns, then inland

again to Cloncurry, Mt Isa, Tennant Creek and Alice Springs. He then headed north from the centre up to Darwin to follow the coast around again through Katherine, Wyndham, Fitzroy Crossing, Port Hedland, Geraldton and on to Perth. The trip east back to Sydney took in Albany, Ceduna, Adelaide, Mt Gambier, Melbourne then over the Alps through Thredbo up to Canberra and on to Sydney.

Which all proved that even to the most unlikely types of vehicle the round-Australia run is nowhere the challenge it used to be. You can be civilized and stay in motels just about everywhere, slingshots, bazookas and shotguns may be left at home and it is unlikely you'll find too many 600-mile stretches without petrol. Trevor Clark's comment on the trip was the singular lack of policemen and signposts but we don't suggest you take that to heart, say down the main pad in downtown Melbourne.

*Article from Sports Car World—
June 1968*



... in GT style

story and
pictures by
TREVOR CLARK



Above: Eyre Highway in WA

Left: Flood waters in Perth.
Water ended up to the
bumpers and coming inside!

FOR SALE

Check www.huntermg.com for more details

1977 MGB Flamenco Red 1977 MGB Roadster. Ex UK car built August '76. Strong 1800cc motor, Electric overdrive, Recent new or replaced items: radiator, twin electric fans, brake rotors & callipers, alternator. Recent bare metal respray with new stainless strips. Soft top with zip out window, full & half tonneau. 72,440 km, July 2017 rego MGB-876

\$13,750 ono

Contact: Bob on 08 9471 1111 - Kings Langley NSW



1969 MGB Mark II roadster, without overdrive. Fully registered till March 2017, was imported from England. We have relevant paperwork and receipts. It had been garaged for about 12 years. It has not been converted to unleaded fuel and drives well.

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Contact Geoff Senior on 02 4422 2222

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Minutes 11th October 2016

Meeting opened 6:10pm

Present Bev Jones, Ian Ashton, Denhy Bowden, Brian Madden, Gary Piper, Paul Smith, Mark Janus, Bill Brown, Greg Jenkins, Ross Jacka.

Apologies - Alan Andoni

Correspondence In: Australia Post Statement, Australia Post Invoice- September Direct debit, Other Club magazines

Correspondence Out: NIL

Minutes of meeting held September 2016 Accepted by : Paul Smith, 2nd d
by Bev Jones

Matters arising from minutes

Tony McGrath is happy to offer hard stand and maybe cover if available, for Concourse

Reports:

President:-

1. A possible exciting new home for Hunter MG. Inspection of alternative club room venue 6:00pm Wednesday 9th November. 2. Hunter MG Concourse wet or dry Sun. 6th Nov 3. All MG Hill Climb Sun. 16th Oct- Clubman run 10:00 am at Club House.

Treasurer:-

Club Captain:- Runs organized to end of year, No run in January, only breakfast run 15th January - See Denny
February Clubman run Elephant Shop at Corrumbong. Dan Hickey has volunteered his place for morning tea then, at Jillaby, to see a local band nearby

Sporting Director:- 22nd October 2017 Come Try Day at Ringwood Hill Climb- Newcastle Club

Gary will have judging sheets for concourse

Regatta:- Gear to be taken over to alternate venue, help required

Magazine Editor:- Website has been updated by Steve. Magazine numbers can be reduced, to suit membership numbers.

Public Relations Officer:- MG Muster Run in Taree, starting at our Club House - Sunday 13th November 2016. Would be great for our club to support the north coast chapter. 2. Euro Day - Late April / Early May 2017.
3 Concourse change of venue, Brian to be at Club house with sign if needed

Committee Person -

General Business

Meeting closed: 7:20pm

Next Meeting: 8th November 2016

Heard a rumour that a certain couple will be celebrating their
Golden Wedding Anniversary on 12th November.

Congratulations Carol & Neville Roxby



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Index of Advertisers

Modern Classic Cars	Inside front cover
Sports Car Spares	5
Tomago Industrial Sales	9
Tegg Agencies	17
Dan's Classic Autos	21
MG Centre Sydney	21
Sunnyside Auto Electrics	23
Elite Mobile Caravan Repairs	23
Concours Spares	24
Shannons	Inside Back Cover
Sports Parts	Back Cover

Thank you to those who have contributed to this edition of "On the Marque"
Please submit your contributions via email to smbjones@optusnet.com.au
It would be great to have input from more of our members!

Deadline for the December edition will be Wednesday 16th November



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