

ON THE MARQUE

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MG CC Hunter Region Cars at All British Day Newcastle 2022

**Written and Published by MG Car
Club Hunter region Inc.**



AUGUST 2022

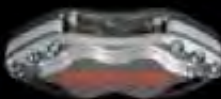
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The opinions of correspondents, individuals and advertisers in this magazine are not necessarily those of the MG Car Club Hunter Region

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

What's On

MG Car Club Hunter Region sponsored and supported activities.



August 2022

- ♦ **Thursday 4th—Square Riggers Natter—12pm to 2 pm Inu Café**
- ♦ **Tuesday 9th — Committee Meeting at club rooms 6.00 pm
Club Meeting at Club rooms 7.30pm**
- ♦ **Wednesday 10th—Mid Week Gathering—meet at venue approx.
11.30 for 12 lunch - contact Kay Bowden
on if you are attending**
- ♦ **Sunday 21st—Clubman Run—Please contact Alan Andoni ASAP
if you wish to attend [0417431276](tel:0417431276)**
- ♦ **Thursday 25th—Tuning Run—Meet at Maccas car park
Hexham for 9 am departure. Contact Alan Andoni
ASAP if you wish to attend [0417431276](tel:0417431276)**
- ♦ **Sunday 28th—MGCC Newcastle—Hillclimb at Ringwood**

September 2022

- ♦ **Thursday 1st—Square Riggers Natter—12pm to 2 pm Inu Café**
- ♦ **Tuesday 13th — Committee Meeting at club rooms 6.00 pm
Club Meeting at Club rooms 7.30pm**
- ♦ **Wednesday 14th—Mid Week Gathering—meet at venue approx.
11.30 for 12 lunch - contact Kay Bowden
on if you are attending**
- ♦ **Sunday 18th—Clubman Run—Please contact Alan Andoni ASAP
if you wish to attend [0417431276](tel:0417431276)**
- ♦ **Thursday 29th—Tuning Run—Meet at Maccas car park
Hexham for 9 am departure. Contact Alan Andoni
ASAP if you wish to attend [0417431276](tel:0417431276)**
- ♦ **Saturday 10th Sunday 11th— "HSRCA" Spring Festival
Wakefield Park Goulburn (I Hope)**

**Deadline for the September 2022 edition articles will be
FRIDAY 26th AUGUST 2022**

NEW MEMBERS NAME TAGS

The following NEW MEMBERS can collect their club badges when attending a club function .

The club badge should be worn during any club function.

Martin / Melanie Campbell

Terry / Janine Clifton

John / Anne Marley

Phil / Glenys Powell

John / Astrid Perdriau

Alan Priest

John Ray

Laurie / Kris Sullivan

Ian / Carol Tracey

Clayton Thomas

Andy Webmaier

Kevin Bailey

Mark / Karen Hodgen

Jo Barbaschow

Trevor / Sandra Soul

Terry / Terefitia Westaway

Ross Kirby

Paul Crockert

Christine Hobson

Peter Curzi

Jacob Alley-Sonter

Martin Evald

Sharyn Hill

Donna / Mal Regan

Jeff / Kaye Palmer

Bruce / Dianne Whitten

Mid Week Gathering AUGUST

Kay Bowden

Mid Week meeting Wednesday 10th August

venue : To be advised

Time : approx, 11.30am for 12.00

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

N.S.W. Covid rules, if any still exist, will apply

Thank You, Kay Bowden

This months magazine celebrates the “Jaguar Drivers Club All British Day” car display and the very strong friendships within the Classic car movement within Newcastle , Hunter Valley, Central Coast and also Sydney as there were many cars driven down from Sydney.

The pictorial display of cars present (front page and pages 16 to 19 is not as comprehensive as last months magazine but is representative of the cars present and all whom attended can be pleased with our club support to the Jaguar Drivers Club.

Further information of the 2023 Nationals is included on page 32.

Our retiring Social Director Anne Pettigrew accepted the invitation to join an all female team in the upcoming Variety Bash as detailed on page 13.

Support from club members in sponsoring Anne would be most appreciated and the Variety Club will use the money well in supporting our children in Rural and city areas. See page 14 for details on how you can sponsor Anne.

The future of the “Wakefield Park” race circuit is in peril due to the determination from the “Land and Environment Court”. See pages 9 and 15 for more information.

Progress with my MGB.

I have the highest respect for our members whom maintain their treasured MG's in Concours condition however as My MGB was converted from LHD to RHD and was not maintained well before my purchase I have taken a different approach and concentrated on maintenance and have deviated in many ways from the original design as built at Abingdon.

One recent change has been in the console mounted warning lights. The warning light for the Hazard switch is a good looking chrome unit that is no longer available and I wanted to add a warning light for when the driving lights are On. Jaycar has LED warning lights but they are square in shape so I relocated the chrome light and wired it to be the Handbrake on and installed 2 of the LED lights for hazard and driving light warning alongside the respective switches



Around the bend – ravings of your President

Our Car Club committee elections are upon us again. Several members are willing to go around again, one or two would like to step down but won't leave us in the lurch, and we have a few having a break.

If you are interested in helping to steer our ship, please let me know. All the committee positions are open so if you know someone, I am the Returning Officer for the election. You need to let me know by text, phone or email. Details for that are in the magazine contacts page.

As I said, all positions are vacant and open, but in particular, we need a Public Relations Officer, Regalia, Social Director and Committee person. If anyone would like to take over as Treasurer, Greg has been trying to step down for several years.

A big thankyou to all members of the outgoing committee. I haven't been to too many committee meetings or club nights this year due to clashes with work. That's the hassle of not being retired. That is still a few years away so this will be my problem into the future. Hopefully next year will be better.

-It was very disappointing to see that Wakefield Park has had massive restrictions placed upon them regarding their ability to function as a business. They are only allowed 4 x 95db days a month. After a 95db day they are now required to have 11 quiet days. That makes it very hard to organise events and keep all the clients and neighbours happy.

Some of the problems are due to the fact that there has been a breakdown in communications over many years and there seem to have been a failure by several parties to update legal requirements. There are a few new neighbours moving into the area who don't like the noise, even though they knew the track was there, but the zoning wasn't changed. There are historic families that I feel have a legitimate complaint (they were there first) but Wakefield has in a way bought some of this onto themselves by not updating its original DA which was never aimed at a 7 day a week business but envisaged more of a 'Historic' vibe of the original owners. 99.99% of historic race vehicles are well within the 95db limits that apply. My race Midget is tested most Wakefield Park meetings (as do all competitors) and the tester say I don't come anywhere near the limit. At home my 240V chainsaw is rated at 93db and my whipper snipper at 110db.

Hopefully time and sanity will sort this out because the people and the town of Goulburn will be hurt the most. I can always race somewhere else, maybe at a greater expense but there are always meetings somewhere.

It will be a massive blow to Motorsport in NSW and Australia if we lose another track. Sydney Motorsport Park is hugely expensive and to give them a monopoly could make it even worse. Goulburn is reeling with the court decision and the massive loss of income to local businesses as people and companies cancel bookings at motels, and restaurants. The next GEAR meeting that was due this month has been cancelled. Hopefully sanity will prevail soon.

-I saw on the club's Face Book page a story on the possible electric convertible MG Cyberster. I'll believe it when I see it in the showroom but it is a possibility by 2024. To me it looks like it has taken a lot of styling cues from the Mazda MX family and even a hint of Peugeot. Looks nice but will we ever see it?

-I've certainly had a mixed bag of lollies this month. As you've seen, I've been working down in the Australian Alpine regions for Fire + Rescue. It was an amazing experience and I got to drive some interesting machinery. Driving a Hägglunds at 2am in a blizzard to a fire call is certainly different.



I got back expecting to get into the shed and play, but after 2 days, I was asked to go on a swift water rescue (I'm one of the silly people that jump in the water)

deployment to the far north coast. All fine there except the first thing you do is a RAT and I tested positive for Covid. There goes the deployment but since I'm not feeling too bad, I might be able to start the MG jobs.

Monty (my B) is an ever evolving project. Almost since the day he was purchased 43 years ago, I've been playing, tweaking and enjoy-

ing. After these last few jobs, I think I may have finally got him the way I'm happy with (Bev will be glad to hear that). He was already in the shed so I grabbed the lowering blocks that I'd removed when I



took him from 'race' height to 'road' height. I had the original front coils to put back (probably a tad soft) but I had a brand new set of rear MK1 leaf spring in stock and thought why not. The trouble was that the old fronts and new rears didn't match. Monty's butt has flying high and he looked ridiculous.

So my first Covid isolation job was to put the lowering blocks back in. With the new leaf springs, he is now looking a lot more level.

Job 2, I was concerned that the geared starter motor (needed due to the higher engine compression) was not turning over as it should. I had some electrical gremlins last year (a dodgy fuse that looked fine but wasn't) that had me changing the battery and also the original fuse box. I went through every major battery connection and even videoed the B cranking over and sent it to the 'man'. He feels it is fine so a full check over was worth the effort.

Job 3, I came across some brand new, ultra-rare, original factory rubber floor mats. Out came the seats and the rear sections have been fitted. The fronts are an ongoing project.

Job 4, HUD. That's a GPS speed heads up display. With the MkII overdrive gearbox fitted, the speedo was only good for filling the hole in the dash and telling lies. This new unit reflects onto the wind-screen and will hopefully keep me nice and legal (though frustrated at drivers that can't drive near the speed limit for no reason. Nothing like an old bloke in a 60 year old car overtaking the moderns). I have a few units to be fitted in the Midgets too.

Monty is now ready for whatever touring we want. 1st event on the list is the Rylstone Classic – *pretend rally, real fun*. He will be one of 4 MG's in the event against 150+ Minis and lots of other classic machines (there's even one Ferrari 308). 188 cars in total so at least 376 people landing on Rylstone doorstep for dinner on the 13th August.

Now onto Bev's Midget's front end and a carby resto. It's strange that the more you pull off, the more you find to be done.

Well that's enough raving from me, please let me know if you want to stand on the committee. Nominating will be closing very soon.

Steve

Social Director Report

Anne Pettigrew

August newsletter

This is my last report as Social Director, as I am not re-standing for election onto the Committee. I sincerely hope that someone will take on this role, as I strongly believe it is important for the Committee to be organising a range of activities that will appeal to different groups of people within the Club. Otherwise, if just left to individuals, it can lead to a very cliquey club with members feeling left out. There are actually 4 vacant positions on the Committee. So please think about what the Club has meant for you, and consider how you could contribute?

Due to Covid, and the amount of wet weather we have had, it has been difficult to be able to carry through with some of the planned social activities, including Barefoot Bowls, and the run to Peterson to visit the Olive Farm of one of our Club members. However, 25 of us did have a fabulous day on Sunday 17th July for Christmas-in-July.



The River Royal Hotel in Morpeth again served a fabulous traditional Christmas meal of roast meats, veggies and LOTS of gravy; followed by individual plum puddings with LOTS of custard. They also very generously gave us 2 bottles of wine to add to our Christmas theme

raffle.

I also sold raffle tickets to win a beautiful Irish Linen teatowel with pictures of 9 classic MG's. This was donated to the Club, and tickets will continue to be sold until it is drawn at the September Club meeting.

Lastly, thank you to all of you who have given me advice about my beautiful 'Maggie'. Despite all the problems (and expense) I have had, I still get a thrill whenever I open my garage door and see her. Apart from my beautiful daughter, she is my pride and joy – 'the love of my life'!

Anne Pettigrew
(retiring) Social Director



Team member for Variety Bash 2022

This was the heading of an article in the July newsletter. Did you see it? You possibly didn't read past the first line which started ...

"I am looking for a female team member to drive, navigate and have an awesome time travelling across NSW and Queensland, in a 1974 V8 Mercedes 450, with two other chicks, dressed as witches"

Well, I couldn't stop reading, AND opened both links at the end, and straight away sent our Editor an email to ask for the contact details of the lady who submitted the article! 3 days later, the owner needed to confirm with the printer the names of the 3 participants, and she added my name!

And 3 days after that, I met her! So now 'I'm in', and busy trawling through my cupboards and op-shops to find pieces for our costumes.



The Bash starts on the 6th of August, from the new zoo near Eastern Creek and finishes at Mac-kay on the 16th. We do 4000kms in 10 days, mainly dirt roads, and throughout the Bash, we visit local towns, stopping into schools and organisations to visit the kids. We get to see the direct impact of our collective fundraising efforts along the way, with a range of educational, health and mobility equipment provided to local schools and organisations enroute. There is also the option of the added Mini

bash, which follows on from Mackay to Seaworld, for another four days from the 16th to the 20th August.



‘Variety

– the Children’s Charity’ supports kids (aged 0-18) who are sick, experiencing disadvantage or living with a disability.

Variety’s vision is for all Australian children to attain their full potential, regardless of ability or background.

They are passionate about all kids deserving a fair go, believing no child should fall through the gaps. And this is also one of my greatest passions!

Please give whatever you can to this important cause via the donation link below.

Your donation today will help change kids’ lives in ways you may never have imagined.

<https://fundraise.varietynswact.org.au/fundraisers/annepettigrew/btobbash22>

Thank you in advance for your generosity,
it means a lot!

Anne Pettigrew

Last week we were given the disappointing news that the “GEAR” event scheduled for Wednesday August 10 had been cancelled due to the restrictions placed on “Wakefield Park Raceway” by the “Land & Environment Court” after the owners of “Wakefield Park” lodged an appeal over the DA conditions placed on the circuit by Goulburn’s “Mulwaree council”.

The conditions placed on the circuit by the “Land & Environment Court” were far more restrictive than those of the “Mulwaree Council” & only allow the circuit to run 4 events a month. The time between events will depend on what noise levels are produced during the previous event.

“Wakefield Park” management have said that they will pursue all avenues to remain open and in business. Hopefully discussions between “Wakefield Park” management & the “Mulwaree Council” can produce an acceptable outcome and the circuit remains a viable business, stays open, are able to carry out their planned improvements and we can keep running our old cars on this great facility.

We have been advised by Wayne Wilson president of the “HSRCA” that we will be advised in the next couple of weeks if the “HSRCA Spring Festival” scheduled for 10-11 September at “Wakefield Park” will go ahead.

If “Wakefield Park” management decide that the conditions imposed prevent the circuit being a viable business they may close which would be a blow to Motorsport in general, especially to historic Motorsport considering the circuit was originally designed for historic & vintage cars. The other downside to the circuit closing is that it is estimated to contribute 17 million dollars to the Goulburn economy which will disappear if the track goes.

We currently only have 2 major Motorsport complex’s in NSW being “Sydney Motorsport Park” and “Wakefield Park”. Also two smaller circuits in the form of “Pheasant Wood” at Marulan and “Luddenham Raceway” in western Sydney.

Hopefully “Wakefield Park” doesn’t become just a memory as “Amaroo & Oran Park” have.

Coming Events

Saturday 10 Sunday 11 September HSRCA Spring Festival
Wakefield Park Goulburn (I Hope)

Remember drive them don’t hide them enjoy your MG.

Support Wakefield Park if you can .

Gary Piper





Best British car on display





This little Gem was a favourite for spectators taken in with it's charm





A charming
delight for the
eye of enthusi-
asts



SQUARE RIGGERS NOGGIN & NATTER

Square Riggers Noggin & Natter meeting , held on the **first Thursday of the month**, will occur on the 4th of this month. Don't be discouraged as this meeting is more about sharing your interest in MG's in general and other topical issues over a hot cuppa and a lunch meal.



The above & below photographs illustrate that we do include pre war and post war MG's with MGB, TF, TD, TC, MGB RB and MG Magnette represented.

We were given a rare look at a beautiful restored MG J2 at a recent meeting.

MGA, MGB GT, MG RV8, MG Rover cars, MGF, MGTF missing. So come along and perhaps more models can be in the next photo at the usual location "Café inu" on 43 Denison Street in Carrington for August 4th 2022.

Perhaps the MGB's and possibly MGA's could outnumber the square Riggers?

We can order, then sit inside the Café to eat, drink and chat

**Come and join us
as you will be
welcome.**





THERE'S A LOT OF HISTORY HIDDEN HERE...

I spy a driver, two Bathurst legends, and an Aussie first.
A honey badger, four tracks, a Martin, a fine four-fendered friend, a bumblebee, and a mad man.



DRIVEN BY PASSION
FOR 100 YEARS

Our usual organisers, Jeff and Austin, are Grey Nomading to drier and warmer locations for the next few months so I've been left in charge to pick the next few outings.

After the recent heavy rains I have intentionally stayed away from the usual picturesque country roads with their MG eating potholes.

Starting times and places remain unchanged.

Clubman Runs meet at club rooms for 10am departure.

Tuning Runs meet at Maccas Hexham for 9am departure.

No guarantees about the weather! Hope you can join us

Clubman Run: Sunday August 21, Anna Bay Tavern.

Licensee Ian is a motor enthusiast (Mustangs) and has given us a private, secured parking lot while we eat either inside or in the outside covered area. Ian's lunch menu is extensive, reasonably priced with something for everyone.

Morning tea will be at a park somewhere if the weather allows.

If not, we'll simply go to the tavern for a long lunch. Hopefully some of our Port Stephen's members will be able to join us.

Tuning Run: Thursday August 25, Frothy Boatshed Cafe Smiths Lake.

Hopefully we can sit on the deck and look at the pelicans. Food seems to be whatever the chef feels like cooking that day. The hearty soup was a big hit with my friends when we last visited.

Morning tea at cake shop in Bulahdelah.

Hopefully some of our Forster, Tuncurry and Great Lakes members will be able to join us.

Clubman Run: September 18, Riverside cafe Budgewoi.

Owner George will give us a waterside table overlooking the canal. Cafe is mainly seafoods with a smaller selection of hamburgers and salads. Servings are generous!

Morning tea at the park on northern side of Swansea Bridge if the weather is suitable, if the weather is not nice to us Swansea RSL.

Hopefully our more southern members will be able to join us, if only for lunch.

Tuning run: September 29.

Departing from the usual longer run with short morning tea and the country lunch, we will have an extended catered morning tea at Redhead Mens Shed followed by tour of the historic buildings and a talk about their original life in mining.

There is a reason why Redhead has no pub but Dudley has two.

The colliery at Redhead was called the Lambton colliery. Come and find out why. (\$10 donation to the mens shed for morning tea).

Lunch will be a shorter than usual run to Murray's cafe at Murray's Beach, via Catherine Hill Bay.

Hopefully we can capture some of our members with an interest in history and/ or mining.

The various lunch spots would like to know approximate numbers.

If you intend to join us or you need further information please contact me.

I lose my phone on a regular basis, I blame the grandkids even if they're not around.

Eventually I do return calls.

With thanks

Alan

Ph. 0417431276

or E-mail alan.andoni@yahoo.com.au

DINKY TOY NOSTALGIA.

johnstuart65@bigpond.com

I learnt to drive in my mother's Renault 750, a little beetle of a car but with 4 doors and a rear engine which was a bit of a novelty in those days (1960s)! When she graduated to a Dauphine I adopted that when she would let me. French Dinky produced a model (24E) which was recently reproduced by Norev, Atlas (Mattel). Not sure how these 3 companies are related. The Dauphine was also 4 door with a rear engine and was a bit more fun to drive than the little 750! The picture is of the Norev reproduction.



My first car was a Triumph Herald Coupe. I acquired it second hand with some cash left to me by my grandfather. I remember 2 amazing features, the great accessibility to the engine with the whole bonnet and wings lifting up forwards to expose the workings, and the great turning circle with the wheels almost at 90 degrees on full lock. Unfortunately this did not bode well for tyre wear. The Coupe was a bit smaller than the sedan but could still seat 4 adults with a bit of a

squeeze. I recall a trip into town from a wheat bin siding in country WA where I was working to earn some money during the Uni holidays.



There were 3 largish gentlemen in the car with me so it was quite weighed down and we were travelling mostly on gravel roads at speed (they were anxious to get to the pub). The suspension was also interesting in that the rear wheels would splay when under weight.

Perhaps that is what saved us from a nasty accident as when we arrived in the town the rear

wheel went flat as the tyre was worn through. Running on the inside edge might just have been enough to prevent it blowing!!

Dinky released the sedan in 1959 to 1964 (189) and I managed to pick up a repro box to go with my model.



The 3rd model I would like to mention is the Citroen Traction Avant 11BL produced by French Dinky from 1949. This car was nicknamed "Reine de la Route" or "Queen of the Road". Earlier models were ahead of their time with front wheel drive, independent suspension and a strange gearstick on the dashboard. The Dinky model looks like a 1952 version with the enlarged boot losing the spare wheel imprint that the earlier models had.

The series was first produced before the 2nd world war but the company ran into financial difficulty and had to be bailed out by Michelin who had a big investment in the company and used the cars to test Michelin Tyres. The cars were used by the French army, German Army and the French resistance during the war.



Wikipedia states;

"The gear change was set in the dashboard, with the lever protruding through a vertical, H-shaped gate. Because this vertical orientation could have resulted in the car dropping out of gear when the lever was in the upper positions (i.e. second or reverse gears), the gear-shift mechanism was locked when the mechanical clutch

was engaged and released when the clutch pedal was depressed. The result of this layout, along with pendant pedals, umbrella-type handbrake control and front bench seats, was a very spacious interior, with a flat and unobstructed floor. The low-slung arrangement also eliminated the need for running boards to step into or out of the vehicle. These features made them ideal for use as limousines and taxi cabs, and they were quite popular among drivers and passengers alike. Until 1953, black was the only colour available.



"A similar white Citroen starred in the French crime thriller Movie "Diva".

To conclude, the answer to last month's question on which of the 6 American saloons was missing, it was the Oldsmobile!

Next month, more of the British Saloons, sorry if I got a bit off track this month.

John Stuart

Invitation

email for more info
Kerrie@ship4good.com.au



**MG Car Club
Hunter
Region**
Est. 1987

COME ABOARD AND LEARN ABOUT THIS
AMAZING HISTORICALLY REGISTERED
VESSEL, HER MISSIONS AND CREW.

TOUR FROM ENGINE ROOM TO BRIDGE,
INCLUDING SHORT AUDIO VISUAL
SCREENING WITH FOOTAGE OF
DRAMATIC CONFRONTATIONS
DEFENDING THE AUSTRALIAN MARINE
SANCTUARY IN ANTARCTICA,
MORNING TEA PROVIDED WITH SWEET
AND SAVOURY TREATS.
LOCATED IN NEWCASTLE



**SHIP₄
GOOD**
BY STEVE IRWIN

ARE ANY MEMBERS INTERESTED?

If there are any members interested in taking up on the gracious invitation please let Ian Ashton know and he will organise a group to attend



PRE-WAR MG REGISTER
OF AUSTRALIA



MG PRE-1956 RALLY
CANBERRA

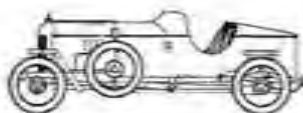


M.G. Centenary in Australia 1923 - 2023

To celebrate the Centenary of Classic M.G. Cars in Australia,
a National Hub Rally will be held from Friday 22nd September 2023
to Thursday 28th September 2023.

Fifty Classic M.G.s will each start in Adelaide, Melbourne, Canberra
Sydney and Brisbane, and after 2500km and 6 days of M.G. Driving
will arrive in Canberra for a 250 car display of M.G. Models
from 1923 to 2005 and a Centenary Celebration Dinner and Show.

Checkout our Facebook page - <https://www.facebook.com/MG.Centenary.Rally>
or email us at :- m.g.centenary.rally@gmail.com



MGB 60th Anniversary Polo Shirts

This year is the 60th anniversary of the launch of the MGB. To mark the anniversary, we have for sale, for a limited time, Men's Polo shirts, unisex T-shirts, Ladies collared shirts and baseball caps all featuring, with permission, an Australian modified version of the MGCC Abingdon Anniversary logo.

Shirts are made from quality white knit fabric with a navy trim. The logo on the polo shirts, ladies shirts and cap is professionally embroidered. The t-shirts have a vinyl-like logo which has been pressed onto the shirt.



Prices are listed below.

Men's Polo Shirts, sizes from Small to 5XL - \$40 each.

Ladies Collared Shirts, sizes from 12 to 24 - \$40 each.

T-shirts, sizes from Small to 5XL - \$25 each.

Baseball caps, one size fits most, - \$20 each.

A portion of all proceeds will be donated to "Movember", the Men's Health initiative.

Orders are accepted on a "Pay as you Order" basis. Please email wendy.croker@yahoo.com.au with order requirements. Total payment amount will then be advised and payment is to be made into the Club's bank account, details of which can be provided if needed. A bulk order, to reduce postage costs, will be sent after the August Club Night. Samples are available at the Club Rooms for size testing.

For any further information, please contact Wendy Croker, Regalia Officer, on 0417041850.



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75 – Enjoy the Drive.

By Elliot Burns

The MG Y Type is said to be the last MG that Cecil Kimber helped to develop. It was designed & developed prior to WW2 but not released into production until 1947. This makes 2022 the 75th Anniversary of its release.

There is a semi-official register of Y types in Australia, led by Queenslander Tony Slattery & every 5 years Y Type owners gather to celebrate these often under appreciated little cars. This year Tony arranged the 75 - Enjoy the Drive rally which was based in Gympie, Queensland, about 170km north of Brisbane.

My rally began a couple of weeks before the official start, as I did my usual routine of preparation of the YT: carry out a service (oil, filter & grease), adjust all the things that need adjusting, bolt on anything that has fallen off, fix any known problems....and hope for the best! This preparation seemed to work, as the only minor repair needed on the way to Queensland was to retighten the manifold to engine pipe bolts during a lunch stop at Coffs Harbour.

Rally Headquarters in Gympie was the “Rusty Rattler”, the railway station home of the Spirit of the Mary Valley Steam Train. Entrants booked in at the station on the afternoon of Monday 6th June.

On Tuesday the organized run, took people to Cooloom for a look through Frank Carroll's motor museum. In the afternoon, a stop at the Majestic Theatre at Pomona, allowed people to enjoy a silent movie before heading back to Gympie.



Wednesday began with breakfast on the platform of the Rusty Rattler station, before entrants followed the steam train on its morning run to Amamoor. The afternoon was a time for technical discussions at the local Gympie Auto Historic club.



Thursday was an opportunity to frock up (dress in period costume) for photos at the train station before heading out to a local berry farm at Cooloola for lunch.

In the afternoon the 22 vehicles, 10 YT's (Tourers) & 12 YA's (sedans) were lined up at the other Albert Park (no Formula 1 vehicles here!) for photos. Apparently, this venue had been under 3 meters of flood waters only a month before our arrival.



The event culminated in a formal dinner on the Thursday night, back at the Rusty Rattler restaurant.

A few awards were presented which included recognition of Robert Ades & Louise Crowther who had driven their YT all the way from Melbourne to attend the event.

Paul & Sara Barrow had even flown out from America to participate in one of Tony Slattery's Y Types.

Matthew & Margaret Crawford received the award for the favourite tourer. This was recognition of a fabulous restoration that had actually converted a damaged sedan into what is probably the only 4 door Y Tourer in existence. This conversion had started about 30 years ago & it attended its first rally at the National Meeting here in Newcastle at Easter. The drive to Gympie was only the second major outing for the car.

I was personally very grateful for the Crawford's kindness.

I attended the rally by myself, so I was very pleased to be able to follow them on the organized runs. I got to appreciate Margaret's navigational skills & enjoy Matthew's engineering skills as I listened to the sublime exhaust note from their cars supercharged XPAG motor!

I headed home early on Friday morning, with the YT again proving reliable & running well. It ran so well that the tachometer drive couldn't keep up. It failed somewhere around Ballina.

When I returned home the trip meter said I had completed 1206 miles, although with a changed diff ratio, this is probably incorrect. Google estimated that I safely completed around 2200km, in just under a week.

The end of another great adventure!



2023 MG National Meeting 7-11 April

July Update

www.natmeet2023mgcc.com.au/



The months are really flying by as we head towards next Easter's National Meet in Adelaide and already, we've had more than 100 expressions of interest. It's a terrific result but please keep them coming in.

Registration is scheduled to open early next year but we'll be keeping you closely informed between now and then on what you can expect.

There's more info on the National Meet website shown at the top of this bulletin, and names, e-mail contact and phone details for expressions of interest should be sent to our Registrar, Chris Bray, at Registrar2023natmeet@adam.com.au

If you have already done this, encourage your friends to send their details.

And a taster of how the organisation is coming along . . .

The all-important sponsorship is going well and no doubt many of you will be pleased to hear we have a wine sponsor – crucial when you're coming to the Wine State!

Key events like the Concours, Motorkhana, Super Sprint, Observation and Social Run, and the Kimber Run are all well in hand

So are the social events including the Theme Party night: next year the theme will be 'Disney Characters' (a push to make the theme Port Adelaide Football Club fell short by quite a margin)

We're close to finalising designs for the NatMeet regalia

All venues are locked in.

Easter accommodation is always in high demand so please book early to avoid disappointment. MGCC SA cannot make bookings on your behalf.

The next update will be September, in the meantime please send any enquiries to:

Tim Edmonds, President, Chairman2023natmeet@adam.com.au

Chris Bray, Registration, Registrar2023natmeet@adam.com.au

Sandra Cardnell, Secretary2023natmeet@adam.com.au See you in Adelaide next Easter!!

Cheers, Tim Edmonds President, MG Car Club of SA.

Membership Renewals are due by end of June 2022.

1. Those on historic registration **MUST RENEW THEIR MEMBERSHIP BY 30th JUNE** because current membership of an approved car club is a necessary condition of their vehicle's registration and insurance.

2. There are three possible renewal fees as follows:

Single Membership (Full or Associate) is \$60

Family Membership (Full or Associate) is \$70

Student Membership (over 18 and full-time student) is \$25

3. PDF of *On the Marque* by email is included in Membership. Printed copy incurs an extra \$60 per annum.

4. When renewing it is **NOT** necessary to complete a Membership Application/Renewal form. If Membership details (e.g. email or postal address, phone number, vehicle details) have changed please advise the Secretary Frans Henskens by email (henskens@henskens.com.au)

5. Payment should be made by EFT as follows:

BSB: 062-817

Account Name: MG Car Club Hunter Region

Account Number: 0090 3262

Description: Name(s) of renewing Member(s)

6. After payment has been made please send an email with payment details, i.e.

date and amount of payment,

renewal type either:

Full Single/Family,

Associate Single/Family, or

Student)

to our Treasurer Greg Jenkins (gregjenkins204@gmail.com)

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FOR SALE

FOR SALE

2 Used Rear dampers suitable for MGF with Hydragas suspension units. Incorrectly Supplied with a spring conversion kit but has little compression dampening as is required with Hydragas. Very little use under car. Offers to buy at suggested price \$100 for both ONO.

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



1957 MGA 1600 Roadster

A truly stunning example of this classic English MGA Roadster. Finished in HSV Fire Red with cream leather/vinyl to the original combination.

I conducted a complete car ground-up bare metal restoration painstakingly close to the original factory specification.

The car has matching numbers for the chassis and engine.

The engine rebuild, to the 1600 specification, was blue printed.

Hard tops (2) are available for restoration.



Original mileage 81,269 miles – since restoration (2002) 2,721 miles

Available in Newcastle

**EOI – contact John Fraser-Easton –
0409 961 080**



FOR SALE

1968 MGB Mk2 Roadster

I wish to sell my 1968 MGB Mk2 roadster. This car has been fully restored by MG Workshops in Melbourne and it is a quality restoration of the car and the engine.

The engine is totally rebuild, balanced and with a fast road cam and is a delight to drive.

The bodywork is restored to a high standard with new floors and sills and fully repainted in the original white colour with a new rag top.

This car is as original except for a very 60s after-market steering wheel and chrome wire wheels from my MGC (I fitted 15 x 6" wheels to my MGC)

Asking price is \$37,500

This car has not even covered 5000 km since restoration.

Howard Anderson

howard@andersonwinery.com.au



MGB Parts For Sale

3/4" (stiffer) front anti-roll bar \$100

Salisbury style diff. Brake to brake. **\$350.**

Detachable hardtop, including. fittings. **\$650.**



Phone Alan on 0408608397

MG Car Club Hunter Region
Minutes of Committee Meeting Held 12th July 2022

Meeting Opened: 6:03 p.m.

Chair: Denny Bowden. Minutes: Frans Henskens.

Present: Denny Bowden, Frans Henskens, Greg Jenkins, Jeff Lauff, Gary Piper, Ian Ashton, Wendy Croker, Howard White, Anne Pettigrew, Graham Haywood,

Apologies: Stephen Jones.

In attendance: Nil.

Minutes: Approval of minutes of previous meeting held on 14th June 2022, Moved Graham Haywood Seconded Howard White.

Business Arising:

Nil.

Reports:

President (Stephen Jones):

At Perisher working during June & July meetings.

Trying to keep up with Club activities from a distance.

Need to inform the date of AGM.

Will have to decide whether election will be face-to-face or electronic.

Vice President (Denny Bowden):

A big thank you to The Ashtons for all the hard work organising and conducting the Euro Motorfest.

Secretary (Frans Henskens):

2022/23 Membership renewals to date: 44 single and 61 family, a total paid-up membership of 166.

Unfinancial 'members' with cars on historic/concessional registration should be aware their registration and CTP insurance are now invalid.

Preparation for AGM in August.

Will have AGM at the August Club meeting on 9th August.

Frans to send notice to membership by email.

Treasurer (Greg Jenkins):

Club Captain (Jeff Lauff):

Mid week Run is cancelled because of road conditions.

Andrew will publicise this on the website.

Sunday Run will have members driving straight to Morpeth, may take their MG if they wish.

Has travel and holiday plans for the coming year, so not nominating for Club Captain next year.

Sporting Director (Gary Piper):

As per magazine.

Wonders whether it is worth having a Sporting Director in the Club given the small number of Club participants in motorsport.

Should a Club member who is driving a non-marque vehicle in motorsport accumulate points to the championship?

Proposal to have a separate Championship for those driving non-marque vehicles.

Agreed by the Committee.

Public Relations (Ian Ashton):

- Euro Motorfest windup and discussion of how much \$ to donate to our two nominated charities.

- o Excellent outcome of \$581 in sold raffle tickets – well done Trish and Anne.

- o 205 cars were on display.

- o Committee agreed to donations of \$1,000 to Variety – The Childrens' Charity and \$1,000 to the John Hunter Childrens' Hospital.

- o I would like numbers who intend to go to All British Day on Sat. 30th July at Newcastle Foreshore Park.

- o Will advise 15 to 20 MGs from our Club

Repco raffle winners at Euro Motorfest are collecting their prizes tonight at Club meeting. Thank you to Repco for donating the prizes.

Regalia (Wendy Croker):

Regalia has been more active lately. I followed up on the email received from Betta Promotional Products re polo shirts and t-shirts to celebrate the 60th anniversary of the MGB. With the Committee's approval I have received three men's polo shirts, three ladies polo shirts and three t-shirts embroidered and printed with the anniversary logo. These shirts will be used as samples for members to place orders and be confident in their size choices. Prices, \$40 per polo shirt and \$25 per t-shirt, will include \$2.50 per shirt donated to Movember, the men's health charity actively supported by Ross Freeman of Betta Promotional Products.

Ross has also advised he has available white baseball caps embroidered to match the shirts. These will cost \$12.10 each, plus postage. Does the Committee think we need to add these caps to our regalia or offer them to the members on an order with payment basis? Our club caps are now \$18 each, I think we could price these anniversary caps at \$20 which would cover cost plus postage and include a small profit for the club.

I have also been in touch with Allan Ross, Regalia Officer, of Gold Coast MGCC re the MGB 60th anniversary Grille Badges they have produced. Allan has set aside 15 badges for our club, to date I have received three orders.

I will promote all items at the Club Night tonight and, depending on the response, I'll place orders in the next week or so.

Committee Member (Howard White):

Nothing new to report.

Social Secretary (Anne Pettigrew):

EuroFest

Congratulations to Ian Ashton for his organisation, leadership and delegation.

Thanks to all the volunteers, including those posting photos on fb.

Congratulations to Graham for his pictorial record in the July Magazine.

Christmas-in-July

Has 26 members booked to attend.

Am taking names for any possible cancellations.

\$25/head, payable on the day to the pub, drinks extra.

Bring cash for Christmas theme raffle \$1/ticket.

Everyone asked to wear something Christmassy.

MG tea-towel Raffle

\$5/ticket.

Selling tickets tonight, at the Christmas-in-July, and at the AGM (09-08-2022).

Need to write name and phone number on yellow ticket – no butts.

Drawn at the AGM.

AGM & Social Director

I will not be standing for re-election.

I have tried my best, including not missing a single committee meeting in the last 2 years.

Magazine Editor (Graham Haywood):

Still printing with the faulty colours from the printer.

I understand that Ian has discussed with Julie Tipper re a replacement printer but unable to help at the current time.

Thank you to members who expressed their approvals for my efforts with the magazine and I am offering to stand again to continue as the Editor.

General Business:

Club Website stats for June 2022 (Andrew Gowans):

Site was viewed 1,860 times with peak being 18 June with 141 views – average 79 views per day.

The top 5 searched pages March were:

Site Home Page – 495 views

✦ Euro Motorfest 2022 - 303 views

Magazine Archive – 201 views

✦ Classifieds - 178 views

✦ 1960 MGA 1600 - 98 views

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

✦ The Events Calendar to 5.16.1.1 (Events calendar)

✦ Jetpack to 11.0 (Site security & performance)

✦ Ninja Forms to 3.6.12 (Forms editor)

✦ Knowledge Base to 9.11.0 (Ask an MG Guru)

Facebook stats for February were:

There were 195 posts to the Facebook Group, which was viewed 4,438 times.

From Anne Pettigrew:

Social Director

Committee needs to decide about the position.

Received comment recently that the Club managed without this position before, as members just arrange things themselves.

My opinion is that this leads to the club becoming very cliquey & always the same people.

Clubnights

I suggest that a new portfolio be added to the Committee jobs - A Clubnight Organiser

Would also be responsible for buying the raffle prizes each month.

Ditto milk and purchase of teabags, coffee etc, as well as cleaning items.

Last month on fb, someone asked if there was going to be a guest speaker at Clubnight?

This is a really good idea to attract members to come along.

Needs someone with a good network of people to ask.

Raising Club Funds

Trish and I were often unable to sell raffle tickets as many people don't carry cash anymore.

The Club does own a 'square'

This could be used for selling raffle tickets in future, and can process amounts as small as \$1.

People would then have a record of making a donation.

Meeting Closed 7:22 p.m.

Next Meeting: Tuesday 9th August 2022

DISCLAIMER

Technical tips and methods suggested herein are the views of the person submitting them and the club cannot accept responsibility for the accuracy of these whatsoever. Persons following these tips and methods must make sure of their personal safety when applying them.

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Sportsparts Pty Ltd.	Outside back cover

Thank you to those who have contributed to this edition of "On the Marque"
Please submit your contributions via email to ghaywood6@bigpond.com
It is great to have input from members as well as committee members!

Deadline for the SEPTEMBER 2022 edition will be
Friday 26th August 2022

The Pyramid of Intellect



MGCCHR Clubman Point Scoring System

The Honour Board on the wall in the Clubroom has provision for the yearly Clubman Champion and Sporting Champion.

Every member has the chance to get their name on the board through consistency of participation in Sporting Events or Clubman runs.

Sporting results are kept by the Sporting Director and apply to any MG Club endorsed sporting event that members compete in whether it is a hill climb, motor kana or racetrack event. 1 point allocated for each sporting event a member competes in during the club year.

1st, 2nd and 3rd placings are decided by the total number of points allocated and are rewarded with a trophy. The 1st placing winner's name is listed as the **Sporting Champion** on the Honour Board.

Clubman results are kept by Public Relations Officer (PRO) and are forwarded to him via (A) member responsible for monthly Wednesday mid week pub and club runs, (B) member responsible for monthly Thursday tuning runs, (C) Club Captain responsible for Sunday monthly Clubman runs. To qualify for Clubman points members must participate in a minimum of 3, mixed or the same, event runs in the same MG during the club year (July to June).

Depending on what model MG you own and or participate in will decide 1st, 2nd and 3rd place in each allocated model division. PRO allocates one point to each driver and mate for each Clubman run for each MG Division. Trophies are awarded to 1st, 2nd and 3rd place in each MG Division and to the first three MG mates (car partners, wives, girlfriends, boyfriends etc.) The overall winner (the member who participates in the most Clubman runs) wins the Clubman Trophy and has their name listed as the **Clubman Champion** on the Honour Board

Our Club also has a **NON MG** class which is designed to attract members with other marque sports cars to join our club and participate in all runs. PRO allocates one point to each NON MG sports car participating in a run. Members must also participate in a minimum of 3 runs in the same NON MG car to qualify for the trophy. There is only one **NON MG and mate** combined trophy which is awarded to the member with the highest points at the end of the club year.

Although NOT awarded annually the **Octagon Award Trophy** can be awarded by the committee to a NON committee member who in the view of the committee continually assists the MGCCHR with a range of services over the club year.



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