

ON THE MARQUE

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**Lunch stop for MG CC Hunter Region November Clubman Run at
Clarence Town Lions Park by the riverside Caravan Park**

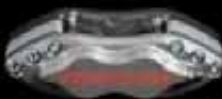
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DECEMBER 2022



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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 or supported activities.

December 2022

- ♦ **Thursday 1st — Square Riggers Natter—12pm to 2 pm Inu Café**
- ♦ **Saturday 3rd Sunday 4th—"HSRCA" -Summer Festival SMSP**
- ♦ **Saturday 3rd —Historic Plates Registration inspection day at Maryland garage starting at 9.30 am until 10.30 am**
- ♦ **Sunday 4th — MGCC Newcastle Hillclimb Ringwood Pk regularity.**
- ♦ **Wednesday 7th—"GEAR" - Pheasant Wood Circuit**
- ♦ **Tuesday 13th—Club Presentation Meeting at club rooms 6.00 pm — Free PIZZA**
- ♦ **Wednesday 14th — Mid Week Gathering—meet at Wangi Workers Club approx 11.30 for 12 lunch contact Kay Bowden if you are attending**
- ♦ **Sunday 18th — Clubman Run—Please contact Howard White ASAP if you wish to attend**
- ♦ **Thursday 22nd - Tuning Run—Meet at Maccas car park Hexham for 9 am departure. Contact Austin Blanch to register**

January 2023

- ♦ **Sunday 15th— Vice President Breakfast Club Run — meet at Club rooms for 8am departure. BYO your breakfast BBQ facilities available**

Merry Christmas and a Safe New Year

**Deadline for the February 2023 edition articles will be
FRIDAY 27th January 2023**

1st Thursday of the month	— Square Riggers Natter	12 to 2 pm
2nd Tuesday of the month	— Committee meeting—	6 pm
2nd Tuesday of the month	— Club Night	— 7.30 pm
2nd Wednesday of the month	— Mid week Gathering—	12 noon
3rd Sunday of the month	— Clubman Run	—10 am
4th Thursday of the month	— Tuning Run	— 9 am

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

HISTORIC PLATES REGO CHECKS

Saturday 3 rd December

9.30am until 10.30am @ Ampol (formerly Caltex)

Maryland

Minmi Road, Maryland

Bring your rego papers and \$10

For more information call Denny Bowden

0402 476 631

Mid Week Gathering November Kay Bowden

Mid Week Gathering Wednesday 14 th December

Venue : Wangi Workers Club 11-19 Market St, Wangi Wangi

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

SALVATION ARMY TOY RUN

Although there is no official toy run this year you may wish to bring unwrapped toys for girls and boys on the remaining runs and Club meetings and visits to the Club before Christmas.

Ian Ashton, whom has run this activity in the past, is happy to collect and deliver them to the Salvos at Bolton Point in time for their annual delivery of joy to needy and less privileged children.

CLUB NEWS

The front cover this month is of the MG's resting in the Clarence Town Riverside Lion's Park alongside the Riverside Caravan Park in glorious sunshine after completing the Clubman Run.

It is reassuring, after all of the Covid Restrictions we have endured, that gradually more members are taking advantage of the Club organised runs and enjoying the ability to travel and partake of the wonderful country in the Newcastle and Hunter Regions.

The record of this happening within our club is indicated by the participation reporting for the Square Riggers Natter, Mid Week Gathering, Clubman Run and Tuning Run activities within this months magazine.

Also the activities of our Sporting Group "Team Hunter", as reported within this magazine, have been able to participate in grass roots motor sport against the apparent lack of support from our local and state governments. The disclosure that a few discontented apparent new residents were able to cause the closure of a well run Classic car racing circuit such as Wakefield Park near the city of Goulburn has understandably been a concern.

Enjoy your reading and reminiscence of reported club activities.

Progress with my MGB.

I have made some progress with the stripping down of tired powdering paint and preparation for repainting. The front half has been stripped of paint and primed in preparation of top coating.

Progress has also been made with the restoration of the badly corroded doors by our member John Morton to whom I am grateful for his knowledge and experience.



Ravings of your President.

Who is going to the National Meeting in Adelaide next Easter? Please let me know so I can try and coordinate the team. If you've made arrangements already, let me know.

Well at last I'm not away on deployment... I'm away on holidays. Bev and I have headed south to some cooler weather for the end of Spring. We're in Tasmania (we'll be back by now). We've seen snow on the side of the road, snow capped mountains and 4deg.

What we haven't seen is the scourge of NSW and in particular the Hunter. POTHOLES!!! The roads down here are magnificent... well not pool table smooth but not tyre and suspension destroying atrocious. We spent one day driving on a main highway and the rest of the time on B or C roads. The windier the better, all with no potholes. There are still trucks on the roads but maybe they spent their money properly at the start rather than doing the cheapest job possible.

When we got to Hobart, in suburbia there are a few, but we've certainly had some magnificent drives. I can feel an extended 'tuning run/ tour' coming on (support car needed). Most of the time I really missed the fact that I wasn't driving an MG. That was until it was pouring/ torrential/ bucketing rain, then I may have been glad to be in a modern car, but the weather changes every 5 minutes anyway.

Not unlike the MG, there are hundreds of people in Tassie touring on motorbikes. Again, I was jealous until it started to rain.

On the club front, we are giving it one last try to have a Concours for 2022. It will be held in 2023 but let's not split hairs. We're aiming for January 22nd and we'll also be looking at other locations away from our traditional home just in case. I have seen some really nice places that might just fit the bill. Hopefully it won't be wet or too hot.

In the shed: Other people's... I've got the young Mr Norris' B engine mostly back together. Another day should see start up. Hopefully that will see that job ticked.

The young Mr Colville's TF carbies have been away to SU Midel for a full restoration. Whomever said 'you can't make a silk purse from a sow's ear' was wrong. From the old worn-out mess that I sent down, a magnificent work of art came back. Now all I must do is fit them. If that is anything like the removal, it will be a long and difficult process that requires lubrication (in the form of beer) and much gnashing of teeth.



More on that next month, hopefully with pictures of a smiling John.

Every time I think I've finished Bev's Midget, I find something else. Not necessarily a problem, but another job.

One of our older club members was cleaning out his shed after selling his B and Midget and replacing them with an MG3. Of course, being an old mate, 2 boxes of bits arrived at my place. Amongst them was an original factory radio console for a Midget, in reasonable fettle, just missing all the add on bits. All the pretty bits have been ordered.

Last thing for it would be the radio. As nice as it would be to have a modern stereo, it would detract from my originality aim for the car. There's a company down in the Southern Highlands that does modern period looking units so that's the way I'm heading.

There have been a number of comments on a Midget Facebook page that mentioned a parcel shelf that should be in the Midget. Whilst perusing the internet, I found a company that remakes the shelf, so I placed that order too. One day I'll finish the car, or will I ever?

One of my sayings when it comes to working on car is that 95% of the time, it's the easy option, not the most expensive (that we usually go straight to). My racing Midget is still playing silly games with its clutch. It has been for quite a while. I'd replaced it again and at the last "GEAR" meeting, it was still playing up. On the way home, Matt and Austin commented, 'what about the hose'. Oh damn!

The original set up on the midget is a real pain in the proverbial to undo/ do up/ bleed etc, so I've gone the racing option of a hose all the way from the master to the slave cylinder (to make engine removal easier) and a remote bleeder to save me having to do contortion acts down into the footwell (I'm getting too old for that).

I hope it fixes the problem too. More next month (if I can get it on a dyno to test it).

My B, well I will have fitted a new voltage regulator by now so hopefully that will have fixed my electrical gremlins.

The Spridget, bits are still being collected for a start of work hopefully in the new year.

The garage is full and there's a lot of shuffling done to get to jobs. The workshop is always busy. It keeps my mind active.

Just to show that I have motorsport in my veins, my mower is even a CAMS special. This time however it means Confederation of Australian Mower Suppliers. I wonder if they've also changed their name to Mowersport Australia.

Remember: *You either take the time to do it right, or make the time to do it twice.*



Steve

SQUARE RIGGERS NOGGIN & NATTER

Square Riggers Noggin & Natter meeting , held on the **first Thursday of the month**, will occur on the **1st of this month from 12 noon until 2pm.**



Don't be discouraged as this meeting is more about sharing your interest in MG's in general, other car makes, and other topical issues over a hot cuppa, or iced coffee with cream and ice cream (my fav), and a lunch meal.

MG RV8, MG Rover cars, modern MGF, MGTF are missing from the line up of participating MG's.

So come along we need more models to be in the next photo at the usual location



"Café inu" on 43 Denison Street in Carrington for December.



We can order, then sit inside the Café to eat, drink and chat
Come and join us as you will be welcome.

NOVEMBER MIDWEEK GATHERING

We had another lovely MG Car Club Hunter Region Mid Week Gathering Luncheon held at the Lochinvar Hotel on Wednesday 9th November.



Mid Week Gathering December Kay Bowden

Mid Week meeting Wednesday 14th December

Venue Wangi Workers Club

11 to 19 Market Street Wangi Wangi

Time : approx, 11.30am for 12.00

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

Kay Bowden

Well as we get towards the end of 2022 we'll see the final sporting events for the season being run (where's the year gone ?).

MG CC Hunter Region members Austin Blanch "MGA", Bruce Melville "Lotus Elan", Gary Piper "MGB", will compete in the Regularity event at the "HSRCA Summer Festival" at Sydney Motorsport Park on Saturday 3 & Sunday 4 December.

At the close of entries "HSRCA" had received over 230 entries, with racing, super sprint, & regularity events being run over the weekend. I'm really looking forward to this event as not only do you get to have a run on the track but you get to watch these wonderful historic cars run in between your events. Categories competing include touring cars, sports sedans, sports cars and various different open wheel classes including Historic Formula 5000 cars (nothing sounds as good as these things). This whole meeting will be worthwhile making the journey to "SMP" and having a look at.

The last "GEAR" meeting for the year will be run on Wednesday December 7 at "Pheasant Wood circuit" Murulan which is about 30km north of Goulburn. Pheasant Wood is a short tight circuit with a great surface and it's the first time a "GEAR" event has been run at this circuit so should be a great way to finish the year. Hopefully will get some fine weather for these events because almost every event I've competed in this year there has been rain at some time, with the National meeting being the exception.

I recently competed in a "MGCCN" Hillclimb at "Ringwood Park" on course A3, which is one of the longer variations of the Hillclimb course. The day saw a total of 49 cars competing in various classes. We were lucky to only have a couple of light showers during the day with heavy rain coming after the last run was completed. I managed to take 1.3 seconds off my previous best time which I was happy with.

Subaru WRXs dominated the outright placings with Tim Blake WRX 1st, Adam Single WRX 2nd, Peter Akers WRX 3rd.



MG's in the pit area at Ringwood Park

Thanks to "MGCC Newcastle" for an enjoyable day of Motorsport on the hill.

Coming events

Sunday 4 December "MGCC Newcastle" Regularity Hillclimb
Ringwood Park

Saturday 3,

Sunday 4 December "HSRCA Summer Festival" at "SMP"
(Eastern Creek)

Wednesday 7 December "GEAR" at "Pheasant Wood" circuit
Murulan.

I would like to take this opportunity to wish all our members a Merry Christmas & Happy new year enjoy it with your families.

As usual if your interested in having a go at grass roots level Motorsport contact me or any of the "TEAM HUNTER" members for information on getting started.

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

Gary Piper



Gary Piper at Regularity Hillclimb 12/6/2020
"MGCC Newcastle" Ringwood Park

NOVEMBER CLUBMAN RUN

Cars parked at Riverside Park Raymond Terrace for morning tea.



Morning Tea being enjoyed by participants .



Picnic lunch in the shade at Clarence Park ↓





TUNING RUN NOVEMBER 2022



The group assembling at Macca's Hexham prior to the start of the Nov Tuning Run. The MG's attending were MGA, MGB GT and two MGB roadsters



After a brisk run through Raymond Terrace and back through Lorn, Maitland and on to Lovedale for the morning tea at Binnorie Dairy. The MG's were able to assemble together in the car park for these admirable photographs courtesy of Andrew Gowans with his sparkling MGA.



A brief stop before lunch at this scenic location with another modern MG also in the car park.

After a brief stop it was onwards to Harrigan's for a nutritious lunch.



CHROME BUMPER DISASTER By Maurie Prior

It must be said, that to write about MGB chrome bumper bars might be seen to be struggling for content, along with the least of articles on which to write, and could also be the butt, of the front and rear end of scornful derision, however, the many enthusiasts who are always interested in absolutely anything MG, might hopefully, welcome stories relating to the process of restoring a classic MG, so any minor snippet on that topic is probably worthy of consideration and dissemination.

My story started with the purchase of an abused 1973 MGB GT, almost two years back when I bought it sight unseen from Perth Western Australia.

It had been advertised on "Gumtree" of all places and while I never usually go looking for used MG's on that website, it came up in an internet search. Apart from the usual and clearly obvious numerous repairs required, the car was extraordinarily, very original and it was indeed, a "barn find" of sorts. It had not been molested in any way, and that alone was worth much more than the price I was happy to pay.

Just one of its many items to be repaired was the rear chrome bumper bar, which had a dealer fitted tow bar attached to it. This downside of the dealer option sadly, was that there were two holes drilled through the bumper bar, which could be kept as is, a necessary repair or a new reproduction fitted.. The front bar, while in fairly good condition, had a large scratch in it and I couldn't decide what to do with it, so I left it for another day.



Now, most MG enthusiasts might know that new, reproduction MGB bumper bars are not really that good.

There is a difference and without going into the minutiae of it, a re-chromed original bumper bar is much more desirable than a reproduction.

So re-chroming it was to be, and with several boxes of miscellaneous parts that I wanted to be electroplated, I arranged to take it to a chrome and electroplating business, some many hundreds of kilometres distant from where I live. They had done work for me many years prior, and I was confident that I would get the same good work from them, as before. I had confirmed with them, that they could repair the holes and re-chrome the bar, and with all of the other electroplated parts.

This was in early May 2021, and with promises of prompt attention, I drove back home, and got on with other restoration activities.

Some three months later, in mid-August, I checked in with them and was told that my jobs were in the queue, and would be done soon. As I was in no real rush, I accepted this and moved on with other things. In mid-October, some five months later, I contacted them again, and was informed, that they were behind on orders.

After checking again ten months after the initial drop off, in mid- February, 2022, I was told that the job was almost ready to collect, and I travelled back to pay and collect my parts.

When I arrived, I was told that there was a small container of parts that had not been completed and they needed an extra \$150.000 to complete them and they would post them up to me when they were finished. I noticed that they had gone rusty but I just assumed they would clean them up before replating. The bumper had been securely wrapped up and could not be sighted as were the other parts, so I stupidly assumed that it was a good job.

Eager to collect my much anticipated newly chromed bar and electroplated parts, I paid up in full, and arrived quite late back home after a long day of driving for many hours. In spite of my tiredness after such a long drive, I simply had to inspect my parts, and to my absolute horror, discovered that the bumper was a disgraceful mess and the electroplated parts were a disaster.



I was totally and absolutely shattered - it was late evening and I could not telephone to express my dismay. After a sleepless night, I called next morning and confronted them. They said they weren't responsible for the repair work on the bumper, because it had been repaired by an outside contractor, which was contrary to the earlier agreement, that they would repair it. This was a great disappointment and I felt really

cheated. They had compounded the poor job by concealing it, expecting me to simply take it home without checking it, which in hindsight I should have done.



After a heated discussion, they agreed that they would re-chrome another replacement bumper at no charge, and redo the shabby electroplated parts, and so I accepted this. I packaged up all of the disgraceful parts and sent them back immediately. So, more cost to an overly expensive job thus far.

A month or so after this, I sourced several used bumpers from a MG enthusiast friend, and in anticipation again, of getting what I had paid for, I sent another replacement rear bumper to them and waited and waited.

Since my faith in these people had evaporated, I did not believe that I would ever receive satisfaction, I then decided with a “just in case” scenario, to try another chrome plater, this time a well-known plater in Hamilton near Newcastle NSW. I sent a front and rear bumper to him, because of him having a 60 years reputation for great work, I could hope for the best outcome possible.

Meanwhile, I took off on a short holiday and while I was away, the fellow who did the previously poor job, sent the allegedly, “re-done electroplated” parts back, and when I got home I had another shattering experience. The bolts and nuts etc had not been done as promised and had rusted even more than before. The replacement bar was still in his shop, not re-chromed as promised. I could not believe this was happening and shocked, bewildered and dismayed in equal measure, I simply gave up and sought legal advice. That action in itself was also a disaster as I was then charged by a local solicitor to send a letter to achieve absolutely nothing. It was simply ignored.



Mindful of throwing good money after bad, I decided to cut my substantial losses and move on. It was heartbreaking, and I was close to giving up. It was only the support from a small group of friends that helped me overcome this dreadful episode of incompetent and deceitful behaviour from a supposedly competent business. The original plater still has my replacement bumper, which is not worth the return shipping cost frankly.

As in most fairy tales, there is usually a good ending and while I will never compare my experience to a fairy tale, there was at least one great outcome – and that was the beautiful chromed bumpers that I received back a few days ago – these were the alternative ones that I had taken down to be done by Hamilton Chrome in Newcastle NSW.

It took a while and I avoided being impatient, knowing that this couldn't possibly happen to me twice?

It didn't, and I have to say I am delighted with the work done in Newcastle, and they have restored my faith in my fellow man.



I could never forget the abysmal treatment I received from the initial plater. His dreadful attitude and incompetence is beyond description and belief, and it's an absolute disgrace that I paid my hard earned money for what was expected to be, a decent job. Instead of good workmanship, all I received for my money, was a rubbish job on the bumper bar and the un-useable, plated parts.

The disappointment in my fellow man, has been restored by decent people who take pride in their work and here is the result -

Take a bow, Hamilton Chrome platers.

Maurie Prior – MG Car Club, Hunter Region NSW.



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.



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2023 MG National Meeting

7-11 April

November Update

www.natmeet2023mgcc.com.au/



Octagonal Greetings!

Lots more detail for you in this edition of the Update – and more than 170 Expressions of Interest to date.

Supplementary Regulations are being finalised and will be posted on the National Meeting website once they are approved by Motorsport Australia.

Details of Registration categories for Adelaide next year are listed below. These are different to previous National Meetings following decisions made at the 2022 Delegates Meeting.

The **Concours** is amongst the first events of the National Meeting, and will be held at Wigley Reserve, Glenelg on Saturday April 8th. Cars need to be in position by 9.15. Judging begins at 10.00am and Class winners will be announced as soon as the class judging is completed.

The **Observation Run and Social Run** will end with lunch at the Lobethal Bierhaus who are also a sponsor and have arranged a special National Meeting bottling of a fine brew as a souvenir of the event.

And speaking of lunches, the **Kimber Run** will end with lunch at the Hahndorf Oval. If you haven't been before, this Adelaide Hills town is a prime tourist spot and well worth a lengthy wander during the afternoon.

Category	Description
Social	Social registration allows you to attend all Social Events (including meals) but you cannot enter a car in the Concours. You can participate in the Rocker Cover Racing, Social Run and the Kimber Run.
Social Junior aged 12 – 16	
Social Junior aged 5 - 11	
Social Junior aged less than 5	
Competition – Concours Only	Competition - Concours Only registration allows you to enter one car in the concours and attend all Social Events (including meals, the Kimber run and the Social Run).
Competition - Full	Competition - Full registration allows you to participate in all social events as well as the Concours, Motorkhana, Super Sprint or Observation Run.
Competitor Junior aged 12 - 16	Competition - Junior aged 12 - 16 registration allows a person aged between 12 and 16 on January 1, 2023, to participate in all social events as well as the Concours, Motorkhana, and Super Sprint or Observation Run.

Regalia is being produced and as always, orders can be placed as part of the registration process. You will not be able to purchase regalia during the National Meeting.

The National Meeting **website** is a primary source of information and contacts for the event and is updated as more details become available, so check it out at www.natmeet2023mgcc.com.au

Also check out the website for **registration** and full details. Entries are expected to be open at the end of December and will close at the end of February. In the meantime, you can lodge an expression of interest or send enquiries to our Registrar, Chris Bray, at Registrar2023natmeet@adam.com.au People who have lodged an expression of interest will be notified via e-mail as soon as registrations open.

And if you haven't booked your **accommodation**, I urge you to get onto it ASAP! Adelaide is hosting the AFL Magic Weekend featuring all teams from April 13th – 16th (the weekend after Easter) and as this also falls within School Holidays from most Eastern states there is likely to be very strong demand for hotel/motel rooms. The Stamford Grand at Glenelg, for example, is filling up fast. Straight after the footy is the LIV Golf Tournament at Grange which will put further pressure on accommodation.

There has been a request from visitors for **Trailer parking** over Easter, and

Peter Micklem in Hahndorf has some space available. His contact details are pbmicklem@gmail.com or 0411238514. The Bend Motorsport Park has also confirmed trailers can be left there but at owners' risk.

There will be **another update in December** with full details of registration, closing dates for entries etc. 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.

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Wanted for conversion of LH to RH MGB 1972

Cross member
Steering rack
Dash including instruments (if possible)
Centre console
Throttle pedal
Fire wall cone

Contact Doug Campbell 0468 363100 or kniveton@hotmail.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

¾" (stiffer) front anti-roll bar \$100

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

A set of Rostyle steel wheels free!

Phone Alan on 0408608397

FOR SALE

MG TILTING TRAILER

MG Tilting Trailer that has . been hot dip galva-nised, new electric brakes, new wheels and tyres, LED lights and rego until May 2023

Asking \$2500.00

Ray Tolcher

Mobile **0425245100**

Web address **raysharon@big pond.com**



MGB PARTS AVAILABLE

I have a front cross member for an MGB 1966, and two wheels. Happy for them to go to a good home or make me an offer **Bill Brown 0425246572**



MG Car Club Hunter Region
Minutes of Committee Meeting Held 8th November 2022

Meeting Opened: 6:07 p.m.

Chair: Stephen Jones. Minutes: Frans Henskens.

Present: Stephen Jones, Denny Bowden, Frans Henskens, Greg Jenkins, Howard White, Gary Piper, Alan Andoni.

Apologies: Graham Haywood.

In attendance: Nil.

Minutes: Approval of minutes of previous meeting held on 11th October 2022, Moved Andoni.

Seconded Denny Bowden.

Business Arising:

Glasses ordered (from Victoria) for Concours prizes were promised but have still not arrived

Have not been paid for.

Re Concours 2022:

Correspondence received from Newcastle City Council on the afternoon of 27 October: "our parks team conducted a site inspection earlier today and they confirmed there is a Very high chance of damaging the surface if you have cars on this area".

We note a condition of NCC's approval for use of Lambton Park: "**The Licensee** is responsible for any damages caused by this event/activity to the Park Reserve, Road Reserve or Beach Reserve (Land to which this Event Authorisation applies) and will be charged for the repair of the Park Reserve, Road Reserve or Beach Reserve at the applicable City of Newcastle rates as set out in City of Newcastle's Fees and Charges."

This is why your Committee had no option but to cancel the Concours, a great pity given the glorious weather over the weekend.

Could we look at a third date in an attempt to run Concours 2022?

Will contact venues including NCC about Sunday 22 January 2023

Steve Jones to organise inspection of Fighter

World as possible hard surface venue.

Reports:

President (Stephen Jones):

Nothing new to report.

Vice President (Denny Bowden):

J-Van registration is due, and the van is ready for it to be renewed

Denny and Gary recently installed tubes in the tyres, which had been renewed without them!.

Club registration inspection day is 3 December 2023.

Secretary (Frans Henskens):

2022/23 Membership renewals to date: 69 single and 74 family, a total paid-up membership of 217.

Further correspondence received from Anne Pettigrew re recognition of long-term contributors to the Club.

Committee Executive to consider formal metrics for award of Life Membership and other forms of recognition.

Treasurer (Greg Jenkins):

Club Captain (Howard White):

We have a Run organised for Sunday 13th November to Raymond Terrace Riverside Park thence Clarencetown for lunch all BYO. Leaves Clubhouse at 10 a.m.

Destination Run combined with Mid-week Run for Christmas Run to Wangi Wangi Citizens Club booked for Wednesday 14th December.

Please contact Howard (0468 335 419) to indicate attendance.

Sporting Director (Gary Piper):

As per magazine.

Petition to Save Wakefield Park has broken all records – 28,550 signatures from NSW citizens

Must now be properly considered by the relevant Minister.

Public Relations (Position Vacant):

Regalia (Position Vacant):

Committee Member (Alan Andoni):

Visit to Steve Irwin cancelled due to Christmas obligations and parking issues.

Presentation night commences 13th December 6 p.m. with pizza.

Committee Meeting afterwards.

Social Secretary (Position Vacant):

Magazine Editor (Graham Haywood):

Nothing new to report.

General Business:

Club Website stats for September 2022 (Andrew Gowans):

Site was viewed 1,426 times with peak being 5 October with 118 views – average 45 views per day.

The top 5 searched pages August were:

Site Home Page – 299 views

Magazine Archive – 219 views

✦ Classifieds - 106 views

✦ Annual Concours - CANCELLED (30 Oct) - 82 views

✦ 1971 MGB L with overdrive - 51 views

Website backend updates are regular and ongoing.

Updates applied in October;

✦ The Events Calendar to 6.0.2 (Events calendar)

✦ Jetpack to 11.4 (Site security & performance)

✦ WP Adverts to 2.03 (Classifieds)

✦ A full Website backup was done on 19 October.

Facebook stats for August were:

There were 212 posts to the Facebook Group,
which was viewed 5,790 times.

Meeting Closed 7:10 p.m.

Next Meeting: Tuesday 13th December 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 February 2023 edition will be
Friday 27th January 2023

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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