

# ON THE MARQUE

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**Most of the Concours Class Winning cars aligned for photographs on Lambton Park opposite from Club Room on Elder Street Lambton**

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

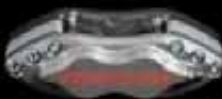


**FEBRUARY 2023**

**1**

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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 Inc.

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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.***

### **FEBRUARY 2023**

- ♦ ***Thursday 2nd — Square Riggers Natter 12pm to 2 pm Inu Café***
- ♦ ***Friday 3rd to Sun 5th — Bathurst 12 Hrs***
- ♦ ***Saturday 4th to Sun 5th — "HSRCA" SMP***
- ♦ ***Monday 13th — "GEAR" Meeting Sydney Motorsport Park***
- ♦ ***Tuesday 14th — Committee Meeting at club rooms 6.30 pm  
Club Meeting at Club rooms 7.30pm—Covid Rules Apply***
- ♦ ***Wednesday 15th—Mid Week Gathering—11.30 am for 12 Lunch  
ORANA HOTEL Blacksmith—contact Kay Bowden if you wish to attend***
- ♦ ***Thursday 16th — Tuning Run—Meet at Maccas car park  
Hexham for 9 am departure. Contact Austin Blanch on 0434143242 to register***
- ♦ ***Saturday 18th to Sun 19th — MG RACING Sandown Vic.***
- ♦ ***Sunday 19th — Club Run — Meet at Club rooms, 10 am drive to  
Caves Beach for morning tea then to Entrance for lunch. See page 41 for more information. contact  
Howard White 61 468 335 419 or  
howardwhite55@gmail.com***
- ♦ ***Sunday 26th—"MGCCN" Hillclimb at Ringwood—Come and Try  
included (Contact G Piper or A Blanch if intending to have a Go)***

Changes to arrangements published in "On the Marque" will in future be advised on both the Web page and the Club's Facebook page. Members are advised to check them for such changes as the date/time of each event approaches.



## 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 / Janeen Clifton

John / Astrid Perdriau

John Ray

Andy Webmaier

Kevin Bailey

Mark / Karen Hodgen

Jo Barbaschow

Christine Hobson

Jacob Alley-Sonter

Martin Evald

Linda Claydon

Craig Hunt

Bill Pike

Darren Hooper

Tracey Hooper

Marty Elbro

Lisa Eastlake

Scott Brooks

Jason Lay

Peter Davies

Bruce Whitten

Dianne Whitten

Patricia Carter

John Needs

Lisa Needs

Eddy Wedmaier

Hilary Davies

Hong Yan

Kevin Bailey

David Carter

William Hilton

Cheryl Moran

## **Mid Week Gathering February Kay Bowden**

Mid Week Gathering Wednesday 15th February

venue : **ORANA Hotel Blacksmith**

Time : approx, 11.30am for 12.00

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

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

Thank You, Kay Bowden

Welcome back for another year of club organised MG driving experiences on back roads to see places we may not have travelled to before.

Gary Piper has revealed the cause of his woes with the engine of his race car but also activities with the sporting arm of our club "Team Hunter" on pages 10 to 12.

The January VP Breakfast Run was well supported and as usual a very rewarding social event enjoyed by all. See pages 13 to 14.

In this issue is information, provisional results and pictures of our finally successful Concours. See pages 19 to 25

There also is a continuation of the articles supplied by John Stuart on the fascinating hobby of cast metal scale cars but also in this issue farm machinery. See pages 28 to 30.

There is a short but interesting article on an unusual alliance for cars to be on sale in America, between a British car manufacturer and an American car company. See pages 35 & 36.

For Clubman Run information in February see page 41. Morning tea will be at Caves Beach and picnic lunch at the Entrance.

Congratulations to Andrew Gowans as he was unanimously elected to PRO after volunteering to take on the position.

### **Progress with my MGB.**

The paint on my MGB was slowly thinning as every time I gave the car a wash the water running off the car changed colour to a white as the powdered surface washed off and flowed onto my black driveway.

So as any good MG owner would do I decided to give the car a repaint. My error it seems was to think that I could do a DIY repaint. Mmm that was early October that I started the task and I have still yet to put a primer/surfacer coat on her metal curves.

The amount of additional work required has been a surprise to me however it is the first time that I have attempted such a task.

The corrosion in the drivers door was so bad that replacement of a lot of the lower door frame was required and a new lower half skin was made by John Morton and his friend in Gloucester.





Many thanks John for your readiness to perform the work and friendly advice.

And whilst I give thanks to members whom have provided advice I must mention Denny Bowden and Neville Roxby for their advice about the preparation for final top coat painting.

Progress has been slow as I learn more about the tasks to be completed, however hope is for a completion before the MG Nationals this year 2023.

Below are various progress photographs from paint removal to etch priming in some cases.

Primer Surfacer coats are yet to be applied with a following wet sanding with 600 grit paper to, as was explained to me by Denny and Neville, achieve a good base for the top coat of paint.



## **SPORTING DIRECTOR REPORT**

***Gary Piper***

Well happy new year I hope all of you had enjoyable festive season with family & friends & are full of enthusiasm for club events during 2023.

First of all a big thanks to all those who put in a huge effort to finally run the concours in less than ideal conditions. A great effort from the judges to judge cars in the rain as it is not an easy task. A special thanks to Frans Henskens & Greg Jenkins for all their hard work getting council permission to use Lambton Park. There is a lot of work liaising with the council, sorting out insurance & other council requirements just so we can use the venue.

This was the third time these guys have gone through the process to finally get the event to happen. Well done & thanks. Thanks also to all those who braved the trying conditions & put their pristine cars on the park for judging.

“Team Hunter” members, Austin Blanch MGA, Bruce Melville Lotus Elan S3, & Gary Piper MGB competed in the “HSRCA Summer Festival” at Sydney Motorsport Park Eastern Creek during the first weekend in December.



The event saw over 240 entries, with racing in various classes. Super sprint & Regularity events being run over the weekend in near perfect weather conditions with the track gripping up nicely. Group S sports cars had the biggest number of entries with over 30 in their group.

For a MG enthusiast it was great to watch with 6 MG Midgets & 5 MGBs competing.

As usual the Meyer brothers in their MG Midgets were up the front end of the field annoying the hell out of the Porsches, Nissan Z cars & Shelby Mustangs ( how do they get these things going so quick? ). Group N which is historic touring cars was also great to watch with XU1 Toranas, Falcons, Morris Cooper S, Cortina's, Mustangs, Chargers, Alfes, Volvo & even a Hillman

Hunter in the Group. Also Formula Fords, Vees, Juniors & various other open wheelers & open Can Am style sports cars, a great display of historic machinery.

The Regularity event consisted of practice & 4 events Austin Blanch was driving close to his nominated time & managed 2nd for event 1, 4th for event 2 & was looking good but on his entry back into the pits Matt noticed 2 large cracks in the R/H front brake disc so unfortunately that was the end of the meeting for Austin.

Bruce Melville managed to be 26th in event 1, moved up the field in event 2 to 8th, then to 3rd in event 3 & finished the day with a 12th in event 4

For me it was the first time I've driven the full GP circuit at "SMP". Prior to that I've only driven a few laps on the shorter north circuit in the pouring rain & it takes some time to come to terms with turn 1 which has a reputation as the fastest turn in Australian Motorsport.

For event 1 I was down the bottom end in 28th, event 2 I managed to get up to 9th place so I was happy with that & the day was looking good until I went out for event 3 & while over the back section of the track the engine developed a nasty rattle & come to an abrupt stop that required a tow back to the pits where we pushed it on to the trailer. That was the first time the B has ever stopped. This left Bruce Melville to fly the Team Hunter flag for the rest of the weekend & he did that well.

On the return home some dismantling & inspection revealed a catastrophic failure with the head of no 4 exhaust valve trying to make an exit through the top of the piston.



After further inspection it appears that the valves used in the engine rebuild prior to me purchasing the car were of the two piece Type used at one time. Prob-

bly not an issue when used in a street engine. So now it's back to the drawing board & see what is useable, grin & rebuild it.

With Austin & I both having broken cars we headed to Pheasant Wood "GEAR" event to flag, marshall & scrutineer. It's the first time "GEAR" has run an event at this circuit so it was a new experience for the "GEAR" Club members & committee.

The day saw 66 cars & good weather conditions. The short tight circuit tested the drivers ability & fitness but I'm sure all the competitors enjoyed the day.

I was disappointed not to be able have a run on the circuit but it gave me the opportunity to give a bit back to the "GEAR" Club & experience the day from the other side of the track. I look forward to having a run on Pheasant Wood once the car is running again

**Coming events :**

Monday February 13 "GEAR" Sydney Motorsport Park

Sunday February 26 "MGCC Newcastle" Hillclimb Ringwood Park course  
A2A

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

Cheers Gary



## **VP BREAKFAST RUN JANUARY 2023**

The annual Vice President's Breakfast Run occurred on Sunday 15th January with most members departing from the club rooms at the posted departure time and a few joining at Blackalls Park for the breakfast barbecue. On arrival it was found that Jeff Lauff and his wife Sally had covered several tables with clean material, supplied an electric toaster and jug as well as preparing the council barbecue for use.



The line-up of members cars at the clubroom prior to departure



Cars parked at the Blackalls Park car park.



Males dominated the cooking at the barbecue however there were a few females participating in the cooking or at least the quality control of the cooking process.

Another successful Breakfast Run enjoyed by all participants and a great chance to catch up with members activity over the Christmas break





## A PICTORIAL FRONT VIEW STUDY OF MG'S

The following cars attended the Breakfast Run. Photos by P Buckley







## 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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**PH: (02) 4946 2698**

## **2022 (Delayed) MG CC Hunter Region CONCOURS**



The 2022 Concours was unfortunately delayed due to inclement weather conditions and poor ground conditions until Sunday 22 nd of January 2023.

Although it was intermittent raining the grounds were still quite hard and we had the Council approval to proceed.

Regrettably the officials scoring of the presented cars on the day lwere saturated wet after completing their respective tasks. Nonetheless the wet scoring sheets could be read by the counting officials and results can be seen in this magazine.

The following pictorial record is presented for information.





Modern MGF and TF display starting to build

MGB and MGB GT display area starting to build.



Jine-up of first position winning cars for each division of award. But not in order of results sheet included in this magazine.



# Provisional 2022 MGCC Hunter Region Concours results

Class:                      1<sup>st</sup>    2<sup>nd</sup>    3<sup>rd</sup>

|                     |                      |                       |                     |
|---------------------|----------------------|-----------------------|---------------------|
| <b>MGTD</b>         | <b>Ray Tolcher</b>   |                       |                     |
| <b>MGTF</b>         | <b>Denny Bowden</b>  |                       |                     |
| <b>MGY type</b>     | <b>Elliot Burns</b>  |                       |                     |
| <b>MGA rd</b>       | <b>Andrew Gowans</b> |                       |                     |
| <b>MG Midget</b>    | <b>Bev Jones</b>     |                       |                     |
| <b>MGB Mk I</b>     | <b>Stephen Jones</b> | <b>Paul Embleton</b>  |                     |
| <b>MGB Mk II</b>    | <b>Alan Wylie</b>    | <b>Greg Jenkins</b>   | <b>Keith Gibson</b> |
| <b>MGBL</b>         | <b>Doug Campbell</b> |                       |                     |
| <b>MGB R/N</b>      | <b>John Woolmer</b>  |                       |                     |
| <b>MGBLGT</b>       | <b>Dave Young</b>    | <b>Alistair Leask</b> | <b>John Stuart</b>  |
| <b>MGBGTV8</b>      | <b>Don Noble</b>     | <b>Noel Armstrong</b> |                     |
| <b>MGRV8</b>        | <b>Peter Dever</b>   |                       |                     |
| <b>MGC &amp; GT</b> | <b>Ken Campbell</b>  |                       |                     |
| <b>MGF</b>          | <b>Lyall Clarke</b>  | <b>Anne Pettigrew</b> |                     |
| <b>MGTF</b>         | <b>Alan Brown</b>    |                       |                     |
| <b>MGZ</b>          | <b>Lyall Clarke</b>  |                       |                     |
| <b>MG Specials</b>  | <b>Nev Roxby</b>     |                       |                     |

|                   |                   |                        |                     |
|-------------------|-------------------|------------------------|---------------------|
| <b>Non Marque</b> | <b>Dave Young</b> | <b>Cenny Wagemaker</b> | <b>Phil Mudie</b>   |
|                   | <b>Austin 10</b>  | <b>Triumph TR5</b>     | <b>Morris Minor</b> |

## **OUTRIGHT:**

|                         |                              |
|-------------------------|------------------------------|
| <b>Pre MGA:</b>         | <b>Denny Bowden – MGTF</b>   |
| <b>Post TF – MGBRV8</b> | <b>Ken Campbell – MGBCGT</b> |
| <b>Post MGBRV8</b>      | <b>Lyall Clarke - MGF</b>    |

## **CONCOURS 1st PLACE AWARD WINNING CARS**



## CONCOURS 1st PLACE AWARD WINNING CARS



## CONCOURS 1st PLACE AWARD WINNING CARS





## **CONCOURS 1st PLACE AWARD WINNING CARS**



## SQUARE RIGGERS NOGGIN & NATTER

Square Riggers Noggin & Natter meeting will occur this month. Meet at the usual location "Café inu" on 43 Denison Street in Carrington for February 2nd 2023.



We can order, then sit in the park area across the road, or inside the Café to eat, drink and chat.

Bring your chair, or if raining we can sit inside the Cafe.

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







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## Dinky Nostalgia, The Farm Equipment Series and Others John Stuart



This series was first released in 1952 numbered 27 with the following models 27a Massey-Harris tractor, 27b Halesowen trailer, 27c Massey-Harris manure spreader, 27d Land-Rover, 27f Estate Car, 27g Moto-cart, 27h disc harrow, 27j Triple Gang Mower, 27k hay rake, 27m Land Rover trailer, 27n Field Marshall tractor. They were all subsequently numbered in the 300s. The Estate Car and Land-Rover Trailer are not shown.

I was always intrigued by the mechanics of these models. The manure spreader is the standout, with a rubber drive belt driving the mechanism from a fly wheel off the axle. Unfortunately the rubber perishes with age and it is almost impossible to replace as the 4 axles would all need to be removed.



The Hay Rake has a lifting mechanism built in to the wheels allowing a release of hay after each rotation and is also supplied with a manual release lever. The triple mower in the group picture works well with all mowing blades rotating and the disc harrow, also in the group picture/ is a true to life model also.



Of the 3 Farm Land-Rovers shown, two have needed bumper repairs and new windscreen surrounds, a testament to their rugged nature and popularity, one has been fully restored (silver grill) with the driver in position. The Moto-carts have a standing driver and a tipping mechanism. Both tractors have front wheels that turn.

I have included 3 other models in the photos, the Aveling-Barford Diesel Roller (25p,251), the Mersey Tunnel Police Land-Rover (255) and the Muir Hill 2WL Loader (437). The latter recently acquired in an auction lot from Leurella, the Toy and Train Museum in Leura that closed down this year.



The Mersey Tunnel Land-Rover was a vehicle designed specifically for towing breakdowns out of the Mersey Tunnel and is based on a short wheelbase Land-Rover, much smaller than the Farm Land-Rover. There is a rumour that a Dinky Executive had the idea for the model after he broke down in the Mersey Tunnel on the way home from the Liverpool factory!!



Next time I will look at some Dinky caravans.  
[Johnstart65@bigpond.com](mailto:Johnstart65@bigpond.com)

# 2023 MG National Meeting 7-11 April

## January Update

[www.natmeet2023mgcc.com.au/](http://www.natmeet2023mgcc.com.au/)



Registrations have now been open for over a month. The registrar has been kept busy processing over 100 registrations. The standard registration fee applies for another month. After this a late fee will be charged.

There have been several questions about Motorsport Australia licence requirements. As per section 4 of the National Meeting Supplementary Regulations, competitors must: possess a current Motorsport Australia licence, minimum of a Motorsport Australia Speed Licence for the Super Sprint, Motorkhana and Observation Run events, and a Motorsport Australia Speed Junior Licence for junior competitors in the Super Sprint and Motorkhana events. You do not need a motorsport licence for Concours, Kimber Run or the Social Tour.

The link to the Motorsport Australia (formerly CAMS) website to obtain a licence is <https://motorsport.org.au/licence>. Since a Motorsport Australia review on licencing, single event and non-speed licences no longer exist. The minimum licence is a speed licence. This is very annoying to many people who compete in a small number of events; however, this is how Motorsport Australia now issues licences.

In this update we are providing information about the social events.

The first social event is the **Noggin 'N' Natter** which will be held at the Festival Function Centre, Findon on **Friday April 7**. This event gives you the opportunity to catch up with fellow MG enthusiasts, some of whom you may not have seen for several years. Food will be provided at tables.



Once you have been fed you can take part in or spectate at the Rocker Cover racing. The rules for constructing a Rocker Cover Racer are in the Supplementary Regulations.

**Saturday** is the **Concours**, being held at Wigley Reserve, Glenelg. This is, of course, always a highlight and attracts attention from the public and owners alike.

**Saturday night** is the **Theme Night** at The Stamford Grand in Glenelg. The theme for this year is "A night at the movies, Disney style". Fancy dress is not mandatory but you may feel left out if you do not try to match your clothing with the theme. The name Disney suggests lots of Mickey Mouse ears, perhaps some ducks in sailor suits or muddled Goofy look alikes. Google Disney Movies and you will be surprised at the range of possibilities. If your club representation is eight people, what about Snow White and the 7 Dwarfs? Did you realise that Cool Runnings is a Disney movie? Word of warning, the dining room is on the first floor and a 4-man bob sleigh may not fit in the lift. The Disney studios have also produced pirate movies so you can dig into the wardrobe and resurrect your costumes from the Pirates of Abbingdon night at the 2010 National Meeting. During the night the class trophies from the Concours will be presented and there will be spot prizes for group and individual costumes.

On **Sunday**, the **Motorkhana** will be staged at The Bend Motorsport Park at Tailem Bend, and for those looking for a gentler pace, 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.

**Sunday night** is a free night. You can have a quiet night after a hectic day at the motorkhana or the Kimber run or you can join with others at an Adelaide restaurant.

**Monday** it's back to The Bend for the **Supersprint**, coinciding with the **Observation Run and Social Tour** which 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.

**Monday night** is the **Presentation Dinner** which will be held at the Festival Function Centre, Findon, the same venue as the Noggin 'N' Natter. Traditionally National Meeting participants gather in their finest clothing to have a meal and collect trophies from the Motorkhana, the Super sprint and the Observation run. After this has been completed, the winners of the perpetual trophies will be announced, culminating with the presentation of the John Wratten Memorial Trophy to the best performing club at the meeting.

**Tuesday morning** is the **Farewell Breakfast** which will be held at The



Stamford Grand. The last time the Farewell Breakfast was held at The Grand (2002) no-one started their trip home with an empty stomach.

Enquiries about registration can be sent to our Registrar, Chris Bray, at [Registrar2023natmeet@adam.com.au](mailto:Registrar2023natmeet@adam.com.au)

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](http://www.natmeet2023mgcc.com.au)

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 13<sup>th</sup> – 16<sup>th</sup> (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](mailto:pbmicklem@gmail.com) or 0411238514. The Bend Motorsport Park has also confirmed trailers can be left there but at owners' risk.

Further enquiries can be sent to:

Tim Edmonds, President, [Chairman2023natmeet@adam.com.au](mailto:Chairman2023natmeet@adam.com.au)  
Chris Bray, Registration, [Registrar2023natmeet@adam.com.au](mailto:Registrar2023natmeet@adam.com.au)  
Sandra Cardnell, [Secretary2023natmeet@adam.com.au](mailto:Secretary2023natmeet@adam.com.au)

See you in Adelaide next Easter!!

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

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Queensland

Here is a story about a wee car. A “sub-compact” in fact. The car is a *Nash Metropolitan*. Now, I hear you say, “what’s this got to do with MGs?” Well, read on and you may be surprised.



Here is a photo of the 1962 Metropolitan. The car first appeared in 1954 and was the result of a very large survey of the public in USA. Nash was a large car manufacturer both before and after World War two. Prior to the war, most cars in America were purchased by men for men to use. Although there were plenty of ladies who had a licence, the idea of mum owning a car was not a common arrangement. Then in 1950, Nash surveyed many people and found there was a niche for a small car to be commonly owned and driven by the lady of the house, and this car would often be a second car for the family, a very unusual idea. Soon after the survey results were in, Nash started to formulate plans to produce such a car.

The idea of building a new car in USA at the time for Nash, was prohibitively expensive, so when the owner of the company was travelling to England on board a ship, he found himself at the dinner table with Lord Nuffield. By the voyage’s end, he had stitched up a deal to have

Nuffield in England provide the engine, transmission, rear end, suspension, brakes and electricals for the new car. This left only the body panels and interior to be built in USA.

So, what engine was sent to be put into the Nash Metropolitan, the 1489 cc British Motor Corporation "B" engine, in the form used in the Austin A40 Somerset. This is the same engine which graced the first MG Magnettes in 1953. ( Some of the first Nash cars, called the NKI for Nash Kelvinator International, were fitted with the 1200 cc British "B" engine.)



The cars were marketed and sold "for women", a first in America. The car had a heater, a column shift, a 3 speed manual transmission , white wall tyres and was described as "luxury in miniature". It could exceed 70 m.p.h., and had very good fuel consumption. A surprising fact was that the Metropolitan was in fact, shorter than the VW Beetle, as I said, "a wee car". But Americans loved it.

Production ran from 1954 until 1962 with approximately 95000 cars being sold. At that time, it was a very successful import into America. Later cars were sold as "Hudsons" owing to amalgamation of the car companies.

So, if you find yourself in the USA, looking for an engine for your MG 'A' series Midget, go to the wreckers and get an old Nash Metropolitan and use it's motor as a donor.

Gary Croker



# 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](mailto: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

British Racing Green MGB 1967 ROADSTER  
MARK 1.5,

4 speed manual transmission

Compliance plate 1/1967

NSW REGO BSF 75P

Family purchased 14/12/2002 but has documentation back to 14/12/1990

It has had a part restoration completed in Dec 2018 including a gearbox overhaul.

A respected British classic specialist described it as an 'honest car'

It is fully registered for another 12 months  
12/12/22 till 12/12/23

It has been garaged

No rust, New roof, Kill switch, Single battery

Excellent exhaust note

Tyres are in excellent condition

Weber carb

Mechanic happy to discuss engine details.

I am looking for a new owner who will have as much enjoyment as I have for the past 33 years.

Asking price \$28,995

June Kentwell 0409441173



## For Sale.

MGB hood frame believed to be c1970 and complete with tattered material.

View central Newcastle or Central Coast on request.

Selling for a third party.

Offers over \$100 please.

Rob Dunsterville

0457 612 152 but best text me first.

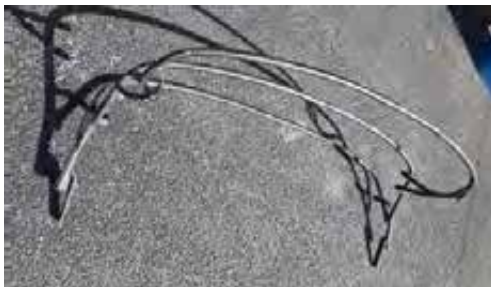


Photo is illustrative only. (Editor comment)

# FOR SALE

## 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**



## FOR SALE

### 1968 MGB MK 11 Roadster

This great example of an original MGB MK 11 has been fully rebuilt from the ground up to a very high standard.

This car has won the Nationals in it's class for the last 4 times along with numerous concours's over the years.

A Full photographic record of the rebuild is available to interested parties.

Always kept under cover & only 18,000 miles since restoration in 2010.

Additional items & parts are to go with the car.

**\$53,000 Contact Ross Adams 0412 601 093**



# FOR SALE

## 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](mailto: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**



## 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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Please submit your contributions via email to [ghaywood6@bigpond.com](mailto:ghaywood6@bigpond.com)

**Deadline for the March 2023 edition will be  
Friday 24th February 2023**

### **Clubman Run Sunday 19th to Caves Beach for Morning Tea then to Entrance**

1/ Head west on Elder Street and left onto Morehead Street.

2/ Follow Morehead Street to Howe Street intersection and turn right.

3/ Follow Howe Street to end of road and turn left at the traffic lights onto Croudace Street.

4/ Follow road onto the bypass road and onto the Pacific Hwy.

5/ Follow Pacific Hwy all the way to Swansea roundabout.

6/ Take the first exit onto Bowman Street.

7/ Take the fourth road on the left Civic Street ( sign posted )

8/ Follow Civic Street to the end and take the second exit on the round about ( right turn ) onto Caves Beach road.

9/ Take the next road to the left Mawson Close and follow road to the bottom car park and park cars for **morning tea.** ( Stuart Chalmers Park )

#### **Caves Beach to The Entrance.**

1/ Travel back along Mawson Close to Caves Beach Road and turn right.

2/ At the round about take the first exit ( left turn ) onto Civic Street and follow to the end of the Street.

3/ Turn right onto Bowman Street and follow to end of Street and turn left onto the Pacific Hwy.(A43)

4/ Follow the Pacific Hwy (A43) until you reach Elizebeth Bay Drive ( just before the pedestal bridge over pass )

5/ Follow the road through tow round about's taking the second exit on each through to Budgewoi.

6/ At the intersection at the end of the road turn left onto the Central Coast Hwy ( A49) towards The Entrance.

7/ Follow the Central Coast Hwy and take the left turn just before The Entrance Bridge :- Roberts Street .

8/ At the end of the road turn left onto Hutton Road and park car for a picnic lunch in Walter and Edith Denis Park.



## 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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