

ON THE MARQUE



MG CC HUNTER REGION

NORTHERN REGION MEMBERS MGTD's

Owners Peter Dever and Ian Tracy

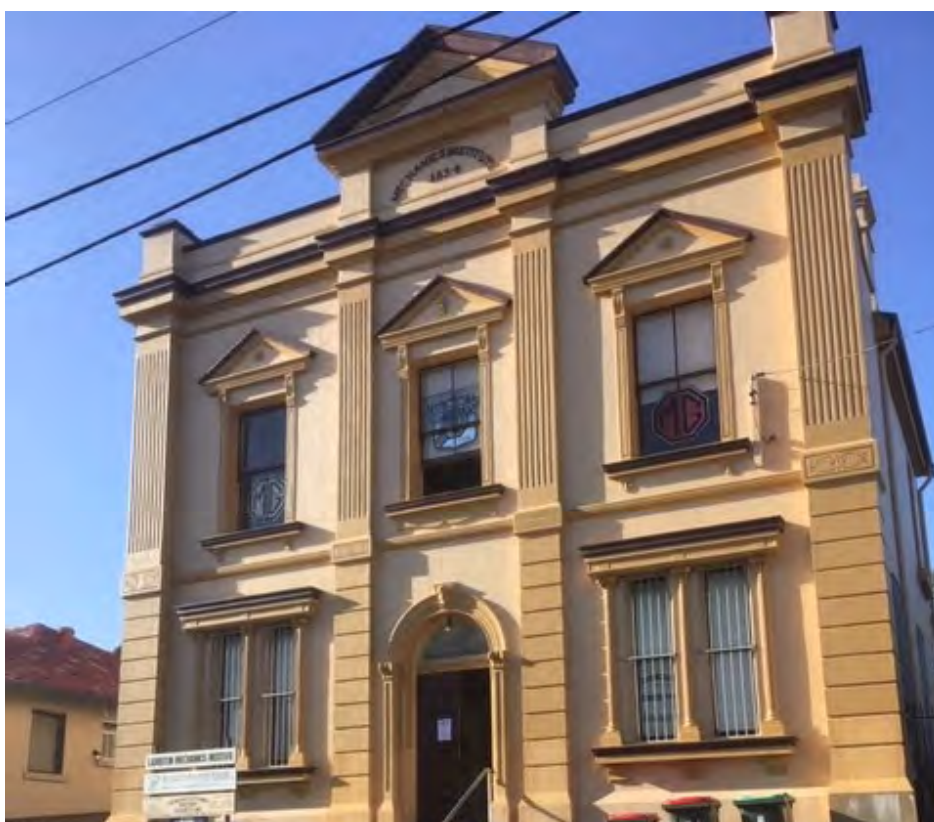
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MG CAR CLUB HUNTER REGION INC.

FOUNDED 1987



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Affiliated with MG Car Club UK

Affiliated with MOTORSPORT Australia

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Committee members welcome your Emails, and will answer them as soon as possible but please before 9pm

What's On



MG Car Club Hunter Region sponsored and supported activities.

FEBRUARY 2026

- ♦ **Sunday 1st — Vice President's Breakfast Run — Meet at clubrooms—leaving 8am drive to Blackalls Pk for breakfast — BYO for BBQ**
- ♦ **Sunday February 1 "MGCCN Ringwood Gala 40 Anniversary Hillclimb". Ringwood Park**
- ♦ **Thursday 5th — Square Riggers Noggin and Natter—"CafeInu" Carrington— 43 Denison St for 12pm to 2pm**
- ♦ **Tuesday 10th — Committee Meeting at club rooms 6.00 pm
General Meeting at Club rooms 7.30pm.**
- ♦ **Wednesday 11th — Mid Week Gathering—11.30 am for 12 am Lunch see page 7 for details**
- ♦ **Wednesday 11th — "GEAR" One Raceway Goulburn**
- ♦ **Sunday 15th — Clubman Run — To be advised.**
- ♦ **Tuesday 24th — Lakeside Coffee — 9am at Marks Point Café & Post Office**
- ♦ **Thursday 26th — Tuning Run — To be advised**

MARCH 2026

- ♦ **Thursday 5th — Square Riggers Noggin and Natter—"CafeInu" Carrington— 43 Denison St for 12pm to 2pm**
- ♦ **Tuesday 10th — Committee Meeting at club rooms 6.00 pm
General Meeting at Club rooms 7.30pm.**
- ♦ **Wednesday 11th — Mid Week Gathering—11.30 am for 12 am Lunch To be advised.**
- ♦ **Sunday 15th — Clubman Run**
- ♦ **Thursday 26th — Tuning Run**
- ♦ **Tuesday 31st — Lakeside Coffee — 9am at Marks Point Café & Post Office**

Changes to arrangements published in "On the Marque" will 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.

Mark / Karen Hodgen

David & Patricia Carter

John & Lisa Needs

Elizabeth Hinton

Robert McDonald

Nicholas Hartley

Ian Jones

Andrew Barker

Clarke & Brenda Orlowski

Bill Pike

Jonathon Prior

Gerry Harper

Kevin Liddell

Lyell Blackman

Maree Sullivan

Thomas Caelli

Lawrence Caelli

John Breedon

Derek Howley

Heidi Nader

Mid Week Gathering FEBRUARY.

Mid Week Gathering Wednesday **11th February 2026**

Venue : **.CLUB STOCKTON**

Location : **. 29 DOUGLAS STREET**

Parking : .Across the road from the Club

Time : approx., 11.30am for 12.00

Members and their wives or partners are able to sit together if they wish.

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

Thank You, Kay Bowden

NEXT MAGAZINE CONTRIBUTION DEADLINE

Please submit your contributions via email to editor@huntermg.com

Deadline for the MARCH 2026 edition will be

MONDAY 23th FEBRUARY 2026

This issue of the magazine has a pictorial report of the club events during January of "Square Riggers" and the participation of our motor racing members in the "GEAR" event at "ONE RACEWAY" near Goulburn.

Our proposed Clubman Run being "Vice President's Annual Breakfast Run" was postponed until Sunday 1st of February because of inclement wet weather and general warnings to avoid travel if possible due to Severe Fire Warnings, High ambient Temperatures and forecast High Winds for the Hunter Region.

Our next Club Meeting will be on Tuesday 10th of February and we can enjoy sharing our Christmas and New Year experiences over a hot cuppa, or a cold Beer, after the formal business is completed.

Enjoy reading this issue of our magazine!

Graham Haywood

Editor

Progress with my MGB

During the break in January I have received a donor fibreglass MGB bonnet, that included a bonnet scoop, to replace my current rusty steel bonnet. There was a build up of dust and other material that hid the fact that it was painted white. After setting to the bonnet with water, detergent, and a sanding block I was able to remove the build up to reveal the white paint as shown on the accompanying photo.



I added some fibreglass to fill four holes that were in the bonnet for the installation of the bonnet scoop. I did this as I didn't like the look with the scoop in the centre nor on the passenger side above the carburettors so decided not to install it.



The addition, in my opinion, would not have improved the ventilation of the engine compartment and I have never had any issue with overheating the engine due partially to the under front rubber bumper duct that directs cooling air to the bottom of the radiator and helps in removing the hot air around the left side of the motor that includes the exhaust and carburettors.



However I am considering the addition of some Bonnet Pins (see below) as the thread, in the bonnet fibreglass for attaching the safety stop, is only small and I fear should the bonnet come loose at speed those threads will fail.

I have a pair of bonnet pins that will meet the current road rules and may install them as per the below photographs.



Not definite yet!

2026 MG NATIONAL MEETING – HAHNDORF

National Bulletin #5 – November 2025

A lot of news this month as the 2026 MG National Meeting draws closer and more details are being finalised by the organising committee.

Firstly, a reminder that Expressions of Interest are still open – just let Chris Bray know your name and email address by emailing her at registrar2026natmeet@outlook.com

An expression of interest for the event means you will be kept up to date with the latest changes and be sent full details on how to register, it does not mean you are registered for the event.

This will only take effect once completed Registration forms with payments are received; registrations are strictly limited to 300.

Registration will open on 13th January and close on 24th February, or earlier in the 300 limit is reached. Note: there will be a Waiting List, in case of later cancellations.

There has been a slight change to the program – the events remain the same but the dates have been swapped. As always, the definitive website for all info is the event website, 2026mgnationalmeeting.com.au The new program is:

Monday April 27 – Registration; Noggin'n'Natter/Rocker Cover Racing

Tuesday April 28 – Concours at the historic Oakbank Racecourse

Tuesday April 28 - Theme Night Dinner: **Magical EveninG**

Wednesday April 29 – Sprint; Discovery Run

Thursday April 30 – Motorkhana; Kimber Run; Presentation Dinner

Friday May 1 – Farewell Breakfast.

There are two other events, one either side of the National Meeting, which would help make it a big fortnight for you.

There's a Collingrove Hillclimb at 71 Hill Climb Rd Mount McKenzie, on April 26th, details at www.sportingcarclub.com.au

And the Peter Hall 6 Hour Teams Regularity will be held on May 3rd at Mallala Motor Sport Park, details www.mscasa.com

This is named in honor of a great man who was lost to us in a tragic accident in October 2013, while he was racing at Philip Island.

The purpose of the Memorial is to remember this man who gave so much to Motor Sport generally, and to the MSCA in particular. He and his colleagues developed speed events from the original, and very basic, Sprint format to the highly organised Super Sprint that we are now familiar with and forms part of the National Meeting program.

Many people are looking to extend their visit to SA before and/or after the National Meeting; if you're considering that, have a look at this site <https://southaustralia.com/destinations/adelaide-hills> which will give you plenty of ideas of the local attractions.

Any general enquiries about the National Meeting should be made to Tim Edmonds at Chairman2026nat-meet@outlook.com

See you at Hahndorf next year!

PRESIDENT REPORT

From the driver's seat... *topless talk.*

2025 has come to an end and a new year is already disappearing into history. I thought we could all reflect on the club year that was.

MG wise, I certainly haven't used my MG's anywhere as much as I'd like to. Maybe we'll get them out more often, time and the weather will tell. The club does its best to provide you with ample opportunities every month. If you can see a need, please let me know.

All of us will have lost loved ones and friends over the past 12 months. I won't try and list the members that have passed away as I'm bound to miss someone. Let's just take a moment to reflect on those that we will miss.

Throughout 2025 there have been some great events across Australia that our club members have represented MG Car Club Hunter Region at. "The National Meeting" that was in Albury/Wodonga and the "Biannual Pre-War rally" that was held in Ballarat are just two. Our annual "Concours" was mediocre but the "Euro Day" was spectacular. We had lots of social events on each month and there were several race meetings as well as Hillclimbs that members got to over the year. Also there were plenty of events we didn't get to but were on offer.

2026 will see more nationally and locally memorable events on our calendar for you all to get to. You are only limited by your enthusiasm.

Personally, I was hoping to make 2026 my retirement year but alas, it won't be happening. At least I enjoy going to work but it does get harder every shift. I'm sounding more and more like a female tennis professional every time I do things. That ultimately means my rotating shifts will of course get in the way of getting out in the MGs way too much.

My race Midget is now the project of necessity (not choice). It's in my shed awaiting work to commence. I want to do a major tidy up before I start making another mess. The engine and gearbox have to come out with the gearbox to be updated with a 5 speed conversion. The diff pinion was also demolished so needs replacing... and that's all before I even start looking for problems.

Let's hope Monty (the B) and Bella (Bev's Midget) keep on proving the consistency of British engineering and just keep on going like they always have.

2026 is coming at us like a freight train. There's no stopping it. It is better to have memories than dreams so, let's get out there and make some great memories and make 2026 the best year of our lives.

Steve Jones

PRO Report February 2026

I hope everyone has had a great time over Christmas and New Year.

We got out for a few runs in Stirling, the MGTF (modern), in the Hunter Valley, and Scarlett went to the Square Riggers Lunch. Apart from those days when the weather wasn't horrendously hot, it was raining, both of which aren't ideal for enjoying a roadster. I suppose we'll all be grumbling about it being too cold soon. We're a hard to please mob, aren't we?

With the Club Calendar of events kicking off in February, it'll be good to get out and about again. I have some cobwebs that need to be cleared by a good fast run in an MG, and I'm sure the car would benefit from it too.

One event we can look forward to is our annual Euro Motorfest, down on Newcastle Foreshore Park. Keep the date Sunday 21st June clear. More details in the coming months.



Other forthcoming events include Tea Gardens Hawks Nest Motorfest on Sat 14 March, and the JDCHR All British Day on Sat 18 April. Lots to keep us happy little MG-mites.

Velocity Stacks - My Christmas Project

If you run an MGA, you're probably familiar with the MGA Guru website (<https://mgaguru.com>). It's a comprehensive source of information on MGAs, with information on just about everything. Even if you don't run an MGA it's a fun site to read through, and a lot of the engine info is applicable to MGBs as well. It was on this site that I first read about Velocity Stacks a couple of years ago, and how some people have used them to boost their MGAs performance. I hadn't given them a great deal of thought, until in the months before Christmas two Club Members (Graham and Derek) independently mentioned them to me, which piqued my interest.

So, what is a Velocity Stack? Also known as an Intake Trumpet, it's a shaped tube intended to smooth airflow into engine intakes, reducing turbulence and promoting laminar flow of gases. They've been used on combustion engines since the early 20th century, and went through a period of rapid development after World War 2, when engineers found that the length of the trumpet could be 'tuned' to optimise air/fuel flow in performance engines, anything from a smooth 'bump'

to a flared tube. In essence; shorter trumpets enhance power output, and longer ones enhance torque output.

A read a comment that MG started fitting them in the MGB air filter assembly, and that BMC must have seen some benefit in them as they were otherwise very cautious about spending the extra few pennies! I also note that they were claimed to also be fitted to the MGA Twin-Cam, however the standard MGA doesn't have them.

To cut a long story short'ish, both Derek and Graham were trying their hand at 3D printing velocity stacks for their cars, based on the specs on MGA Guru for the MGA, and used this to print them in a heat-resistant plastic. Now I hear you ask; 'Doesn't Graham's MGB already have them?'. His MGB has non-original air filters fitted, which don't incorporate this as standard. Considering the SU similarities, Graham printed some off (with help from his Son), fitted one set to his MGB and gave me a couple of sets to try on Scarlett.

Just before Christmas I had a go at fitting a set, see a couple of pics below. Please note: there isn't a lot of room under the bonnet of an MGA and, whilst it's not a long job, it's a bit of a 'faff' with the space available. The steps are; remove the filter assembly top and filter, slide the stack along the locating filter support posts, ensure the air return holes in the stacks mate to the corresponding holes on the carby intake face, reattach the filter and the top assembly. A bit of light filing was needed to remove some burrs on the stacks from the printing, and to slightly open the holes which slide down the support posts. It was a snug fit, which helps with keeping it in place, and I'll check it again soon to see if it needs a spot of adhesive to keep it secure. I may also lightly sand the face, to smooth the 3D printed surface.



The 'Stacks' in So-Bright-You-Can't-Miss-
Them Yellow



And Fitted

Is there any appreciable performance increase? Dyno'ing the car before and after would give a clearer idea. Subjectively the throttle response is a bit better, and there does seem to be a bit more power available between 3,000 and 3,500 rpm. They don't seem to do any harm and it's not too hard a mod to undo. A big plus for me is that it's an invisible mod, and doesn't detract from the apparent originality of the car. Graham saw very similar results with his car.

Is it something you might like to consider for your car, too?

The MGA Guru article set on Velocity Stacks are available from here - <https://mgaguru.com/mgtech/power/pp104.htm>

See you in your MG.

Andrew Gowans

The PRO with some stacks of Go, Go, Go

0425 204 762

public_relations@huntermg.com



SPORTING DIRECTOR REPORT

On Wednesday December 3 "GEAR" ran its last event for 2025 at "One Raceway" Goulburn. Steve Jones, Paul Embleton, & I competed in the event.

With the typical Goulburn weather, we arrived at the track with the temperature at a chilly 5 degrees and fog, which quickly cleared up. Eventually the temperature reached a pleasant 26 degrees, to have track conditions ideal.

The day saw a total of 97 entries ranging from 1930's specials to early 1980's. Our Amaroo group for tin tops & sports cars had a total of 23 competitors which was the largest group for the day, it included 7 MGBs which was great. Some interesting cars in the group were a 1969 Sunbeam Rapier fast back, 1968 Lenham Le Mans GT and a 1963 AH Sebring Sprite. With the exception of a few Datsun Z cars the rest of the sports cars were of British origin.



Gary in his MGB



Steve in his MG Midget



Paul in his MGB

Paul's car appeared to have fuel issues which later was found to be a worn-out fuel pump (obviously another warranty issue). Who says MG's don't last!

Steve's Midget was going great all day until the last run when on the exit from the fish hook had a monumental drive line failure and had to be tilt trailered back to the pits.

If you have the time Steve can tell what happened.



I had an embarrassing spin at the fish hook on the first lap out in practice by going too hard on cold tyres, but after that went ok for the rest of the day with the car running faultlessly.



Paul & I had some driving tuition from professional driving instructor David Stone, who comes to "GEAR" days to help out newcomers to the group free of charge. He will also talk to any competitor if they have any questions, which is very much appreciated by the "GEAR" group. David was also doing some observed checks on the day for a few people for their full race licence.

At the AGM & presentation I was surprised to receive the "Spirit of GEAR" award and was also voted in as a "GEAR" committee member for 2026.





Gary on the left chasing during the race



Paul maintaining position during his race.



Steve going well on the exit of the bend.

Next "GEAR" event is at "One Raceway" Goulburn on Wednesday February 11.

"MGCC Newcastle" will hold its 40th anniversary "Ringwood Park Hillclimb" with practice on Saturday 31 January and competition on Sunday February 1 when 2 different track variations will be used. That should be a great day.

Coming Events

Sunday February 1 "MGCCN Ringwood Gala 40 Anniversary Hillclimb". Ringwood Park.

Wednesday February 11 "GEAR" One Raceway Goulburn.

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

Cheers Gary

MGs in Newcastle: Past, Present & Future

March Clubman Run



What do the following things have in common:

Pre War MG's

The King Edward Park Hill Climb

A Matara Princess

An electric MG

A garden soon to be featured on ABC TV

Come to the March Clubman Run on Sunday 15th March from 12:00pm & find out!

More details next month or contact Elliot Burns on 0478 415405



JANUARY 2025 SQUARE RIGGERS NOGGIN & NATTER



Square Riggers Noggin & Natter was held on Thursday 8th of January at the usual location "Café inu" at 43 Denison Street in Carrington.

We met at the usual time of 12 noon and nattered until around 2pm.

We sat inside the Café at our favourite large table as the weather was sunny and very warm.

We had a good turnout of the regular members on the day.

Come and join us on the first Thursday of each month as you will be welcome.





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FOR SALE

MG Items For Sale

I am downsizing and have a quantity of MG parts that I wish to sell.

Items are as follows;

1. MGTF 1500 Front RH wing (fender - mudguard)Selling for what it has cost me.....\$4,900.0

MG MGTF 1500 XPEG engine, professionally reconditionedSelling for what it has cost me\$19,950.00

Thank you,

Maurie Prior..... 0438668162

Email..... malleeboy01@gmail.com

ITEMS FOR SALE

1. White overalls. King Gee, size 102R (40" waist). Have never been worn. I would like \$60 for it, which is about half new price.

Leave a message on **0439 212 880. Peter Lloyd.**

2. TA/B/C gearbox tunnel, fibreglass. Would suit a car to be carpeted. Was purchased a long time ago and stored, so is dusty.

\$45.



Message to 0439 212 880. Peter Lloyd

FOR SALE

1978 MGB

\$15,000 very negotiable.

Recently resprayed.
Seats recovered.
New door cards.
New carpet.
Drives ok.
Strong motor.
Unfinished project.
Good club car.
I need to sell as moving interstate soon.



Ian Jones

0466 478 047



1968 MGB Roadster,

British racing green, overdrive,
Chrome wire wheels, chrome roll
bar.
2 tonneau covers, all in very good
condition,
recent major service at Moxhams,
historic
non transferable rego,

\$25,000 O.N.O

Contact, Denny Bowden 0402476631



FOR SALE

MGB 1970.

Manual with overdrive. 72,741 miles.

4 cylinder petrol.

Located at Armidale.

\$20,500.00

Contact Kay on

[0432 573 574](tel:0432573574)



MG TC 1948 FOR SALE

Price: ~ \$42K Chris 0408 561 211

Chassis No: TC/4663 Engine No: XPAG16016

Restored to a high standard in the mid-'80s, this 1948 MG TC is still in fine shape. Fire-engine RED with red trim, over silver-painted wire wheels. In the 1990's it was changed to 16" wheels and installed a Morris Minor Differential (4,55:1).

Previous owner resided in Newcastle where it underwent an extensive (and no doubt expensive) full and complete restoration, assisted by a well-known MG specialist. Before that, it was purchased from a Central Coast owner who knew little of its history.

Lucas Fog and Headlights. Headlights have halogen globes. A luggage rack sits comfortably on the rear. The roof, tonneau and side curtains were renewed in 2000. The TC moved to Western Australia from 2000 under the same owner and subsequently to Hobart, Tasmania, when it was purchased in 2016 by the present owner. The MG also comes with folders and a bag containing original factory Midget Instruction Manual, a TC Owners Club parts & services book and a service history. There's also, brochures, advertising. The wiper motor was restored and works fine. New Kingpins. This TC has always been garaged and is a wonderful example of a working MG TC that can start reliably, go anywhere and turn eyes as she passes by. A fine example, this 1948 MG TC would likely be a concours contender with some affectionate work. For the enthusiast who can manage that themselves, it should represent good buying.

Please call **Chris 0408 561 211 in New Lambton, NSW**



FOR SALE

1951 MG TD – Unfinished Project

The MG TD in British Racing Green with an Ivory interior, an unfinished project is ready for restoration.

In original condition.

1250cc XPAG motor, 4-speed manual transmission, serviceable tyres. All major parts included. Also includes a Rag Top in excellent condition. No structural issues. The car is solid at its core, free from rust.

Currently not road-worthy and will require a trailer for transportation.

Selling as a project.

\$24,000 Contact pennyfurner@gmail.com



FOR SALE

FOR SALE MGYT Tourer 1950

This is Yvette Bywater daughter of Kerry Reily (I hope you remember dad)
Dad is 91 years old and his mobility is very poor, hence he is no longer able to tinker around with his beloved MG.

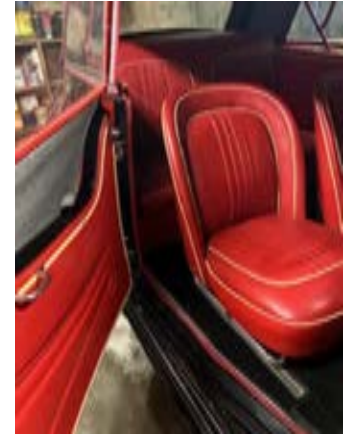
He has asked us to reach out to the club to see if there is any interest from members wanting to purchase his pride and joy.

He has said the coil needs replacing.

This MG has received a whole lot of love from dad over the years, and to be honest, it is sad that we are now putting the car up for sale.

We would prefer to go through the club prior to advertising else where. Would appreciate if you could circulate this to other members. If anyone is wanting to discuss further I can be reached on

0418 464 363 or Ybywater@me.com Many thanks Yvette Bywater



1976 MGB FOR SALE

1976 MGB For Sale \$26,500 ONO

Fully rebuilt, in excellent condition.

Vehicle has travelled less than 4000 miles since rebuild, all documents and invoices available.

Has been regularly driven and serviced.

Fitted with alloy head and runs on unleaded fuel, underbody rustproofed and fitted with immobiliser.

Much loved vehicle, selling due to Ill health, will consider offers.

Mob: 0418 256 860

Email:
kurtekanayake@gmail.com



FOR SALE

1967 MGB GT, Mk I

Selling my beloved 1967 MGB GT, Mk I Chrome bumper 4 speed manual, 1800cc in British Racing Green.

Structurally and mechanically A1. Classic car that is very original, sounds great, always garaged and well maintained. Receipts for all mechanical work, electricals overhauled and converted to negative earth with 12V battery, quality tyres, clutch hydraulic system recently overhauled. Paint is starting to peel but still presentable. Enjoy now as a very affordable classic car or fully restore.



Plates are Historic Club Rego, now expired. Located in Wollongong NSW

\$15,900 My contact details are **PH 0412 916 709** michael@saltchurch.info

FOR SALE

FOR SALE 1949 MG Y Type Saloon

1949 MG Y Type four door saloon, finished in British Racing Green with tan interior.

Powered by the single carburettor version of the XPAG 1250cc motor.

The car has a sliding roof and design features of the period such as forward opening front doors, tilting windscreen and burr walnut veneered woodwork, and has period accessories including "Jackall" hydraulic jacking system, 1940's valve radio and Smiths Beehive heater.

Obtained from Phil Redhead (Sportsparts Pty Ltd) in 1974, and since then has been maintained to a high standard including body and mechanical restoration in the 1980's. Originally it was used as a daily/weekly drive, but recently has been placed on Historic Registration 34953J (not transferable).

Price: **\$21,500**

Condition: Good, as per the photos.

Location: Galston 2159 NSW.

Contact: Graham Monaghan

0296531230



MG Car Club Hunter Region

Minutes of Committee Meeting Held 9th December 2025

Meeting Opened: 6:03 p.m.

Chair: Denny Bowden Minutes: Frans Henskens.

Present: Denny Bowden, Frans Henskens, Greg Jenkins, Peter Le Breton, Gary Piper, John Longrigg, Alan Andoni, Linda Claydon, Graham Haywood.

Apologies: Steve Jones, Andrew Gowans.

Minutes: Minutes of previous meeting held on 11th November 2025 were read and approved, moved Gary Piper seconded Peter Le Breton.

Business Arising:

Foreshore Park booked with NCC for Euro Motorfest, and Lambton Park booked for Annual Concours.

Reports:

President (Steve Jones):

Apology – required to work at time of meeting.

Vice President (Denny Bowden):

The historic vehicle registration day went well.

Nothing else new to report.

Secretary (Frans Henskens):

2025/26 Membership renewals to date: a total membership of 226 individuals with 19 of these being Associates.

Correspondence from Ian Ashton.

Advice that defibrillator pads nearing end of life.

Rob Rowe possible speaker?

Invitation received to Tea Gardens Hawks Nest Motorfest, 14 March 2026.

Treasurer (Greg Jenkins):

Cost of Christmas Party has been paid to Club Macquarie.

For discussion:

Electricity account – changed policy to achieve a 5% extra discount from 12% to 17%.

Club Captain (Peter Le Breton):

Toy Run was very successful.

Tuning Run was cancelled because of extreme heat.

Upcoming runs:

Vice President's Breakfast on 18 January 2026, starting corner with Karoola Road.

Sporting Director (Gary Piper):

As per *On The Marque*.

One Raceway GEAR meeting was good for Gary.

Steve had an engine problem.

Paul had a fuel pump fail.

There were 97 competitors all up.

Gary was elected in the GEAR Committee and was presented with the Spirit of GEAR Award.

Public Relations (Andrew Gowans):

Draft calendar.

Please add Mark Pickering as speaker at the March Meeting and Tina Sparkle as Speaker at the April Meeting.

Regalia (John Longrigg):

5 X 80th Anniversary MGTC Grille Badges have been received. Purchase price is \$55, which includes the postage costs to Regalia Officer.

Our interest in Qty 8-10 X 70th Anniversary MGA Grille Badges has been sent to Sandra Cardnell. She is hopefully of achieving a total order quantity of 50 badges which would result in a price of \$30 each, plus any postage costs. Final price TBA.

A special thanks to Linda Claydon for being the Assistant Regalia Officer in my absence. A great job was done.

Committee Member (Alan Andoni)

Nothing new to report.

Social Director (Linda Claydon)

Has spoken to Andrew about splitting the presentation into two segments. This appeared to be well received.

Magazine Editor (Graham Haywood):

December issue of *On the Marque* was published online on 1st December 2025.

General Business:

Meeting re Ashton correspondence to be held early in the New Year.

Club Website stats for November 2025 (Andrew Gowans):

In November the Website was viewed 1,800 times with the peak being 12 November with 98 views. The daily average was 60 views per day.

Facebook Stats

In November there were 155 Posts or Comments in the Facebook Group and the Group was viewed a total of 7,392 times.

Website Updates

A full site backup was downloaded on 22 November. All Website Plug-Ins and components are up-to-date.

Meeting Closed 7:00 p.m.

Next Meeting: Tuesday 10th February 2025 @ 6.00 pm.

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,
- (D) member responsible for co-ordinating display of MGs at MG Club endorsed Car Shows or Community Events (unless there are limits on the number of cars that can participate).
- (E) member responsible for Thursday monthly Square Riggers lunch.
- (F) Member responsible for Tuesday monthly Lakeside Coffee Run.

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.