

ON THE MARQUE



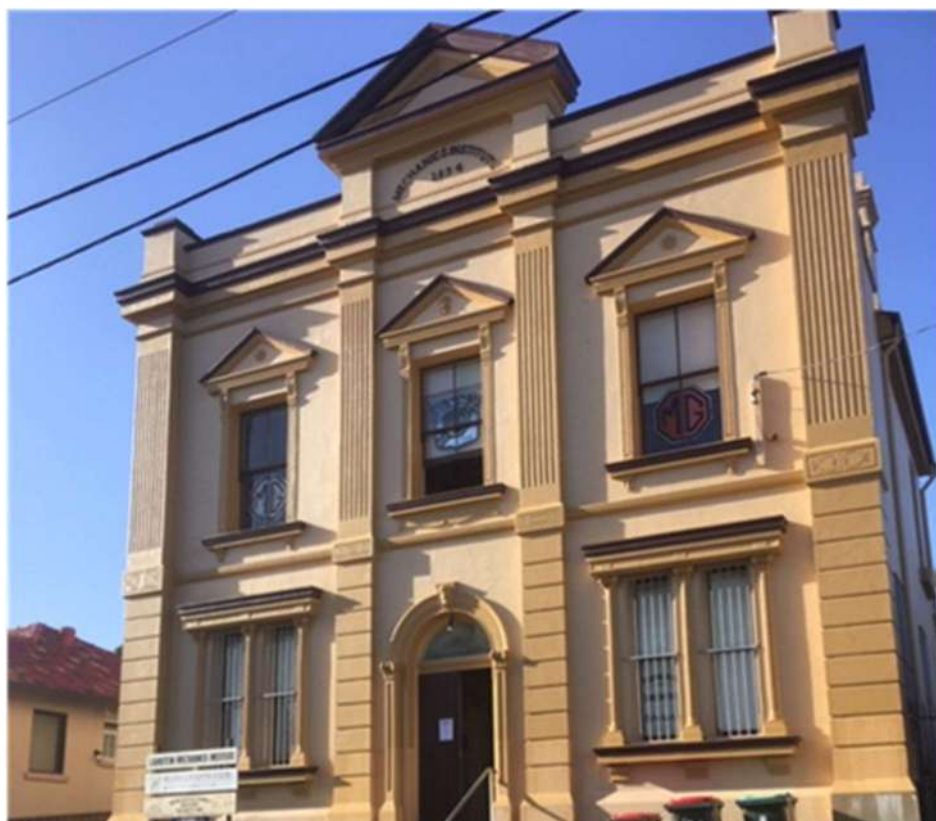
Written and Published by the MG Car Club Hunter Region Inc.



AUGUST 2026



MG CAR CLUB HUNTER REGION INC.



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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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YOUR COMMITTEE

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Committee members welcome your Emails and will answer them as soon as possible. Phone calls only before 9pm, please.

WHAT'S ON



MG Car Club Hunter Region sponsored and supported activities.

AUGUST 2026

- **Tues 4th** MGCCHR North Region meeting at Lake Cathie Tavern.
- **Thurs 6th** Square Riggers Noggin' and Natter at Café Inu, arriving 11.30 for meals 12.pm to 2.pm.
- **Sun 9th** Cars & Coffee Maitland (check Website for details).
- **Tues 11th** Committee Meeting at club rooms 6 pm.
Annual General Meeting at Club rooms 7.30pm.
Election of Committee for 2026 - 2027.
- **Wed 12th** Midweek Gathering. 11.30 am for Midday Lunch with the venue is Wangi Workers Club.
- **Sun 16th** Clubman Run.
- **Mon 17th** Cars & Coffee in the Bay (check Website for details).
- **Mon 24th** Catalina Flying Boat Restoration Tour – 10am. See page 42.
- **24th – 27th** Tuning Tour 2026
- **Tues 25th** Lakeside Coffee. 9 am at Marks Point Café & Post Office.

SEPTEMBER 2026

- **Tues 1ST** MGCCHR North Region meeting at Lake Cathie Tavern.
- **Thurs 3rd** Square Riggers Noggin and Natter at Café Inu, arriving 11.30 for meals 12.pm to 2.pm.
- **Tues 8th** Committee Meeting at club rooms 6 pm.
Club Night at Clubrooms 7.30pm.
- **Wed 9th** Midweek Gathering. 11.30 am for Midday Lunch with the venue to be advised.
- **Sun 13th** Cars & Coffee Maitland @ Maitland Airport (see Website for details).
- **18th – 20th** MG Car Club Canberra MG Gathering of the Faithful 2026
- **Sun 20th** Clubman Run. To be advised.
- **Mon 21st** Cars & Coffee in the Bay (check Website for details).
- **Thurs 24th** Tuning Run. To be advised.
- **Tues 29th** Lakeside Coffee. 9 am 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. Check there for such changes to date/time/locations.

MEMBERSHIP RENEWAL

Dear Member of the MG Car Club Hunter Region,

Membership Renewals were due by end of June 2026.

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

2. There are three possible renewal fees as follows:

Single Membership (Full or Associate) is \$70

Family Membership (Full or Associate) is \$80

Student Membership (over 18 and full-time student) is \$35

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

4. Payment should be made by EFT as follows:

BSB: 062-817

Account Name: MG Car Club Hunter Region

Account Number: 0090 3262

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

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

Your name(s)

Date and amount of payment,

Renewal type either:

Full Single/Family,

Associate Single/Family, or

Student

to our Treasurer Greg Jenkins (treasurer@huntermg.com)

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.

Andrew Barker

Hayley Birch

Peter & Tracey Bradley

John Breedon

Dennis & Patricia Carter

Jan Cheetham

Tony & Susan Clarke

Andy Dodd

Kurt Ekanayake

Judith Flowers

Chris Gibson

Anthony & Susan Guy

Gerry Harper

Nicholas Hartley

Elizabeth Hinton

Mark & Karen Hodgen

Garry Koski

Graham & Anne Leary

Kevin Liddell

Raymond Melton

John & Lisa Needs

Clarke & Brenda Orlowski

Maria Outteridge

Bill Pike

Jonathon Prior

Terry Saunders

Des Semple

Mark & Toni Woodcock

MIDWEEK GATHERING

Midweek Gathering Wednesday 12th August 2026.

Venue: **Wangi Workers Club**

Location: **Market St, Wangi Wangi**

Parking: **Plenty of parking at the across the road from the Club.**

Time: **Approx. 11.30am for 12.00**

Members and their wives or partners can sit together if they wish.

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

Thank You, Kay Bowden

NEXT MAGAZINE DEADLINE

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

Deadline for the AUGUST 2026 edition will be

FRIDAY 24th JULY 2026

NATIONAL MEETING 2027



With the National Meeting for 2027 being held in Tasmania, it's a good time to start thinking about and planning for the event if you would like to attend.

Our Club Member Sharon attended a national meeting in Tassie with her Toyota MR2 Club a few months ago, and I asked her to write a short report on what they did. You'll find her report in this edition.

Steve is talking of running a 'Targa Tasmania Tuning Tour' on the back of the NatMeet, so some of the places Sharon covered may be of interest for those thinking of going.

Please stay tuned for planning and developments.

The Experts in S.U. Carburettor Restoration Since 1969.

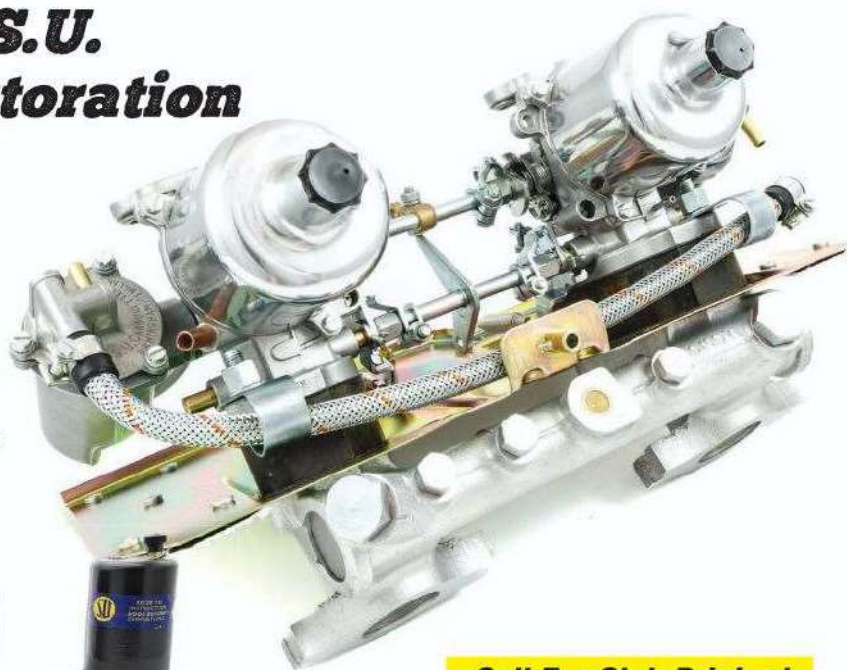
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FROM THE EDITOR

This issue of the magazine has the usual pictorial report of the club events during July of "Square Riggers", "Midweek Gathering", "Clubman Run", "Tuning Run", "Lakeside Coffee Run" and the participation of our motor racing members.

Our next Club Meeting will be on Tuesday 11th of August including the AGM, then we can enjoy sharing our "MG" experiences over a hot cuppa, a wine or a cold Beer, of course after the formal business is completed.

This magazine is the last with me as Editor and I feel confident that my successor will be a great replacement by providing an interesting magazine with factual reporting on our great club activities.

Nonetheless I will probably find enthusiasm to provide an occasional article over time as I still believe that a club magazine reflects the life of the club it reports on. A strong magazine reflects a strong friendly club.

I have made the choice not to continue as the editor because of my increasing lack of coping with the many changes in computer systems and the anxiety that I was feeling at the start of every month by worrying about how to add photographs and how to complete a magazine that reports fairly on every activity of the club (especially the activities that I had not personally attended).

So, enjoy your club membership, fellowship and friends that this club does provide in bucketfuls.

Graham Haywood
Retiring Editor



PRESIDENT'S REPORT

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

Not much... and lots happening in club at the moment. At the end of the club and financial year, the club is still in a good position financially and we have reasonable numbers. Our club nights are well attended, and I believe we have an excellent name in the community.

The election of committee positions will happen at our August club night. A strong club is reflected in the committee. We'd love to see some new blood to keep the club fresh and progressive for its members. Please get your nominations in asap.

In the shed.

A year or so back, I bought a metal lathe... because I could. I haven't actually used one in, um, 50 odd years. 1st form at high school was probably the last time anyone was silly enough to let me loose on one. I can't believe how good it makes you feel turning solid pieces of metal into swarf. Even better, try machining plastic. Wow! I'm not very good at using the lathe but I'm having fun. I have actually, successfully, made a few MG things that I can't buy. So, it's a win-win!

The shed is fairly quiet now as I've hit a standstill waiting for the engine for the TF. It was running again (on a test stand) and the bottom end sound effects were not nice. I wait again.

I got the race Midget out of the trailer the other day and the clutch is locked. I've tried a few tricks to get it to release to no avail. I'll do some more investigating before trying it out in some pits somewhere. Either way, the workshop is full at the moment, and I can't be bothered moving all the cars around to get it in there. The TF is the current project. One at a time please.

I don't have any race meetings I'm planning on, so who knows what the next 12 months holds. Monty and Bella are still running nicely, and both are a pleasure to drive. I just have to get enthused.

Steve

President



CLUB CAPTAIN'S REPORT

July has been another very busy month for club activities with solid attendances.

The CLUBMAN RUN was to Murray's Beach Cafe where we started at Oak Cafe Freemans Waterhole, headed down through Morisset, Doyalson then onto our lunch destination where the final couple of kilometres proved a challenge for some through the streets of Murray's Beach.

The TUNING RUN was to Denman where we all enjoyed a quick blast from Branxton then along the Golden Highway for lunch at the Royal Hotel. The springlike day made the day even more enjoyable for a country drive. I know we certainly blew a few away a few cobwebs in our B sitting on 95ish there and back. The group were fed well next to the log fire in the pub. We were joined by Russell & Lily who drove down from Scone in their '66 B.

At the time of writing, we still have the Christmas In July cruise and the Morning Coffee Run to Marks Point.

Busy busy.

Cheers,

Peter

Club Captain



PRO REPORT

At our July Clubnight I was pleased to present the final Raffle Prize that was won at our Euro Motorfest. Nicholas was a visitor to the show, and didn't exhibit a car, but he ended up as the winner of the Repco Big Bucket of cleaning products. He had left the show before the prizes were drawn, but he was able to come to our Clubnight to collect his prize (picture below). This neatly represents two parts of the equation that makes Euro Motorfest a great event; our fantastic sponsors and the general public. Add to these the clubs and individuals who exhibit their cars and You, our Club Members, and we have a formula for success.

That's the final bit of 'Eurofest' business for this year. I've greatly enjoyed the opportunity of being the Club PRO, and I look forward to sharing what I've learned over the last few years. When I took over this role Asho had been my predecessor, and he very generously sat with me for a few hours discussing the role, answering questions and sharing his notes and contacts. I stand ready to pass on the benefit of his advice, as well as my own experiences.

At the time of printing, I've had no enquiries about anyone standing for this position on our committee. My challenge to you, dear reader, is to ask you to consider supporting our club by nominating for this, or any other position on our committee. The more the merrier.

Regards,

Andrew Gowans

Outgoing PRO



WANGI QUEEN CRUISE

What day it has been!

Thirty-Six members and their partners have enjoyed the most glorious of winter Sundays on the Wangi Queen. This beautiful old lady departed from Lemon Tree Passage and cruised the waterways past Soldiers Point then Tahlee towards the Karuah River.

We enjoyed stunning weather, were graced with a display of playful dolphins and a festive touch of Christmas in July.

The company was excellent and the staff were delightful.

When the sun is shining so brightly in a winter sky so blue and the water just calm and perfect, where else would you want to be...We certainly live and enjoy a beautiful part of our state.

To all those shared this day it truly has been delightful.

Let's all look to another adventure in the future and maybe many more of our members will want to join in on the day.

Linda Claydon

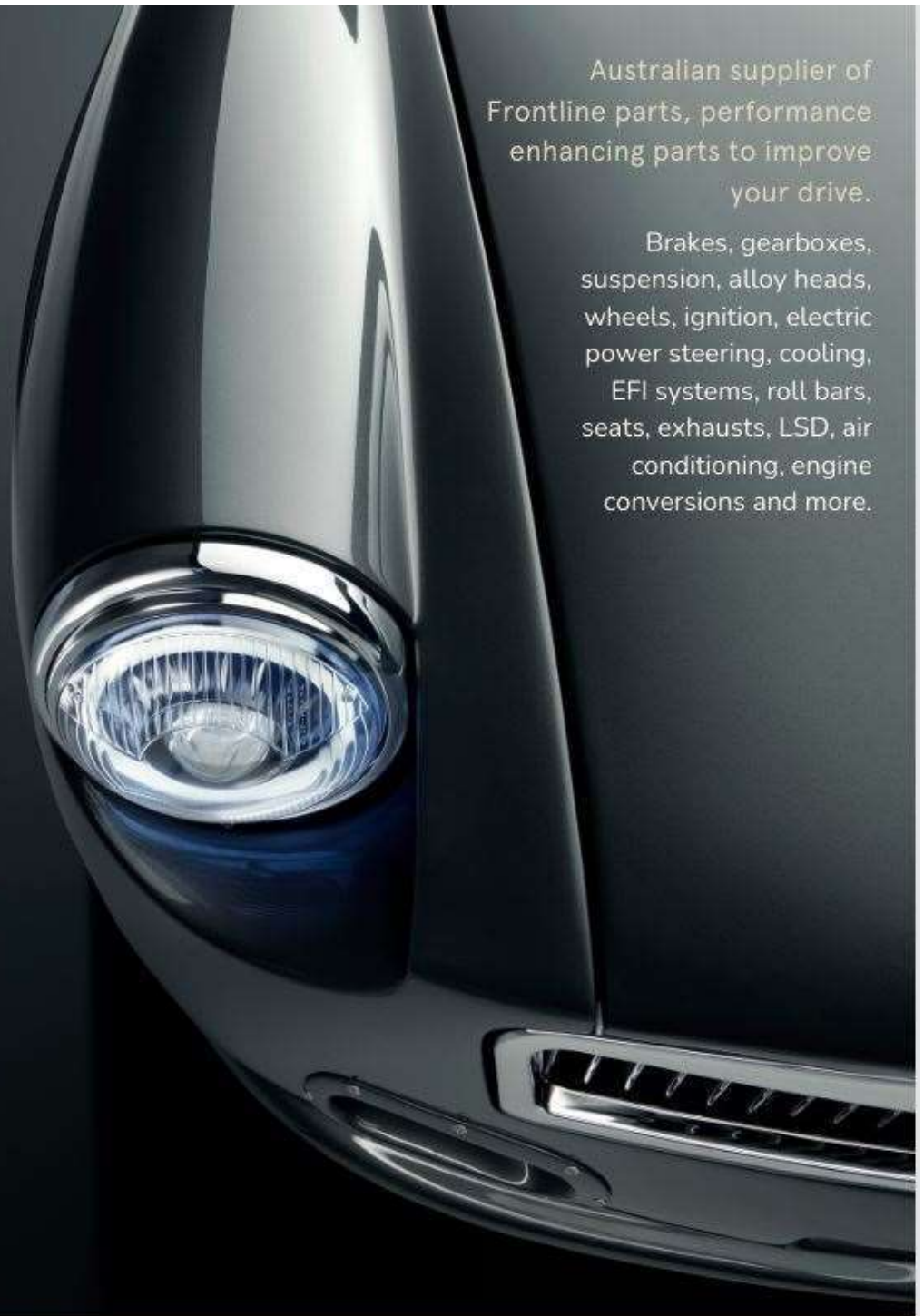
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SPORTING DIRECTOR'S REPORT

Team Hunter member Bruce Melville recently competed in the HSRCA Sydney Classic run at SMSP Eastern Creek on the Gardner GP circuit. Conditions for this event were near perfect. Bruce was driving his Lotus Elan S3 & competing in Regularity. The Elan run perfectly all weekend & Bruce got two 4th & one fifth placing which was a good effort in a highly competitive field.

Bruce also competed in the NSW Road Racing Club 10 hr regularity relay event a couple of weeks after the Sydney Classic. He was invited to join a team by the Group N historic group. It was run over Saturday & Sunday with practice during most of Saturday & the event starting at 5.30 pm with 4hrs under lights then continuing on Sunday from 10am to 4pm. For this event Bruce gave the Elan a spell & drove his Alfa 105, the rest of the team consisted of 4 Toranas & 1 Volvo, one of the Toranas failed to start & 2 more died on the track, so the remaining team members had plenty track time. About 1.00 the heavens opened & the event was red flagged due to heavy rain. After the red flag was withdrawn Bruce's team decided they'd had enough & decided to withdraw due to the dangerous conditions. Thanks to Bruce for his report on the 2 events.

Great to see Austin Blanch's MGA race ready again & Austin is entered in the upcoming August GEAR meeting, Paul Embleton will also compete in this event in his MGB.

Coming events.

- Saturday August 8 MGCCN Practice for state Hillclimb round 7 Ringwood park
- Sunday August 9 MGCC State Hillclimb round 7 Ringwood park
- Monday August 10 GEAR SMSP South circuit.
- Friday 25 to Sunday 27 September HSRCA Spring Classic One Raceway Goulburn.

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

MG the Marque of friendship.

Cheers Gary



JULY GUEST – ROB ROWE

Presentation to MGCC Hunter Region at the Club Meeting on 14 July 2026

I have been lucky to work on an amazing variety of sports and racing cars all my life. I am not a marque expert of any type but have had real life experiences that many experts would envy. The last 40 of those years have been with the cooperation and understanding of my wife Barbara; she says that we did not run a business, it was just my hobby gone wrong.



14-28 115687 Julie Craig at Bathurst rally 2013

MG 14/28 Julie Craig / Royce Reed

ROB ROWE CONTD.

At the beginning Cecil Kimber was repairing cars at Morris Garages. When he modified a Morris 14/28 with a Super Sports body, he changed the radiator badge to the shortened version of Morris Garages - simply MG. This car was built the year earlier than Old No. 1.



Radiator Badge of Morris 14/28 owned by Julie & Ron Craig

Julie Craig bought this car to me because it had a slipping cork clutch. You do not appreciate how coarse your modern clutch is until you have driven with a cork clutch: the smoothness is like taking off downhill every time.

The Julie and Ron Craig car is the oldest original MG in the world. It is now part of a collection in Lismore.

ROB ROWE CONTD.



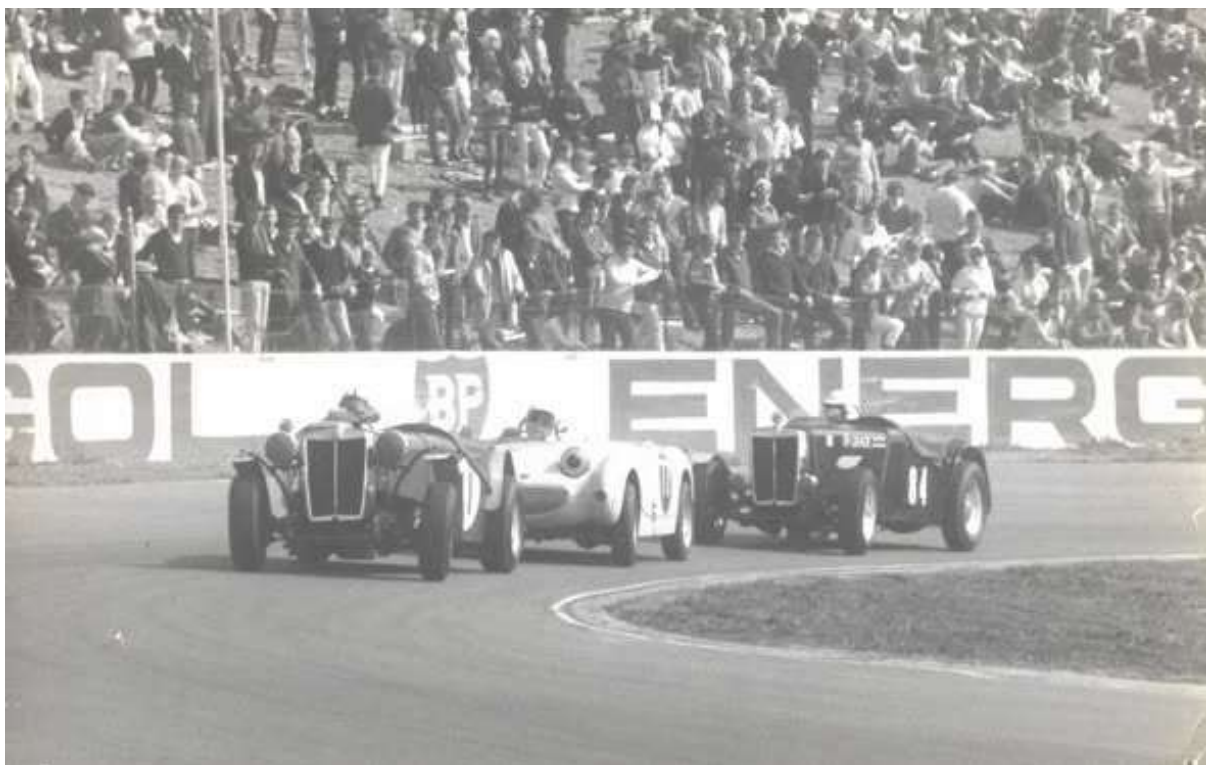
1947 MG TC Ken Rowe

This highly modified racing car was successfully driven by my brother from about 1963 to 1968 at the stadium circuits like Catalina, Oran Park, Hume Weir and Amaroo Park. It was the last MG TC to race as a modern car: it was later raced by Ken and his son David in historic events until 1996.

When building the car, I concentrated on reducing the flexing of the suspension and changing the overall balance by narrowing the front track with TF wheels and moving the engine down and back in the chassis. These modifications made it a very good and precise handling car which was difficult to pass in any corner. It had a very light steel flywheel and reinforced clutch which along with the light weight and stable suspension allowed this car to often make up four or five places at the start and then be almost impossible to pass.

This was a very quick little car, but the built-in head wind reduced its top speed which showed up at circuits with long straights like Warwick Farm and Bathurst.

ROB ROWE CONTD.



1937 MG SA "Christie" - Harry Hickling

ROB ROWE CONTD.

Harry Hickling is passionate about Prewar MGs and motoring history. When the opportunity for him to get an MG SA and the centenary of the 1907 Peking to Paris Rally in 2007 coincided, his dreams came true. The MG SA he acquired had been written off by being burnt out in a bush fire decades before and stripped of the easily removed parts like wheels, engine and gearbox. My job was to make the car rally worthy to cross deserts and rivers and drive at high speed on unsealed tracks and make it to the finish down the Champs De Elysees. I think the entry fee was \$60,000 and you had to pay to have your own fuel supplied to dumps along part of the way.

The work included making new parts such as the crankshaft, camshaft and axles, double wrapping the main leaves of the road springs. I decided that the oil bath cork clutch on this car may be problematic for the rally, so I sealed off the bell housing and fitted a Triumph TR3 dry clutch. The remains of the four-door body was converted into a Kellner style drop head coupe. This car has now done over 50,000 rally miles around the world.



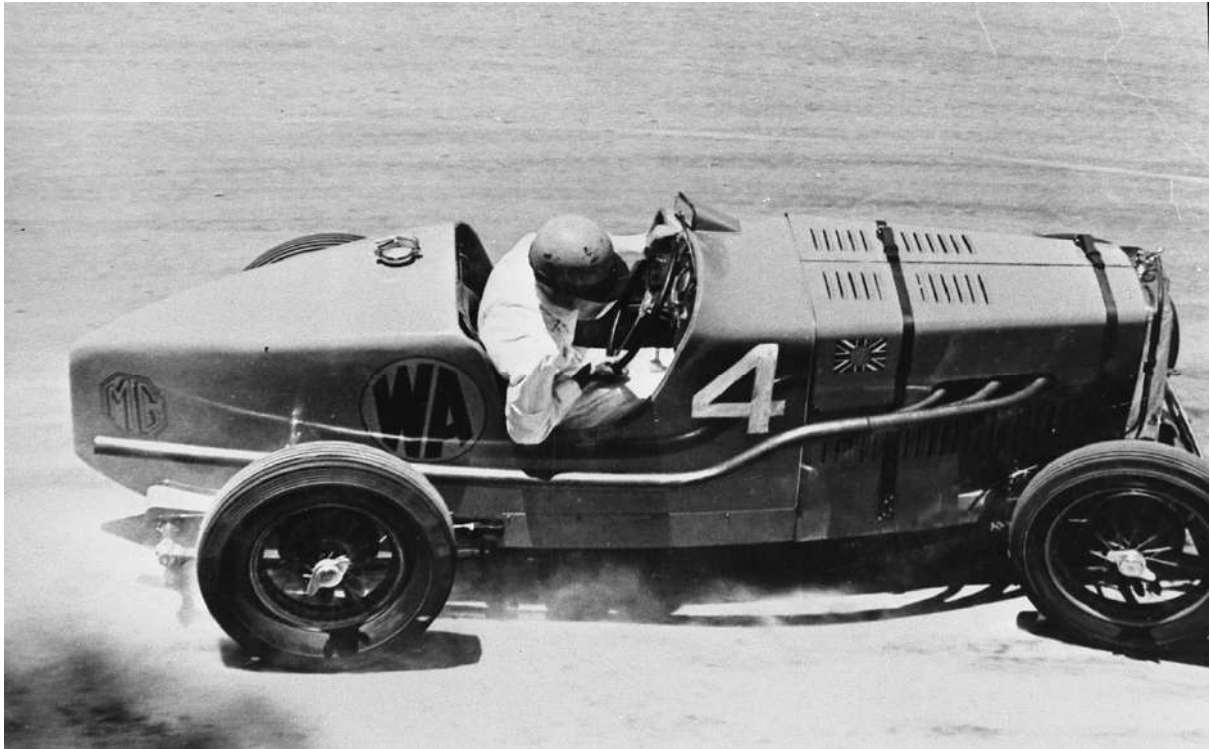
MG SA Crankshaft



MG SA Cork and Dry Clutch

ROB ROWE CONTD.

John Lackey asked me if I could build a prewar MG special for him that would be eligible to run in the historic parade at the Australian Grand Prix at Albert Park. I said the most famous prewar MG in Australia was broken up and destroyed so I would be prepared to make an exact replica of that MG TA special. It was the supercharged TA that Alan Tomlinson drove to win the 1939 Australian Grand Prix.



1938 MGTA Alan Tomlinson (above & below)



ROB ROWE CONTD.

In that race Tomlinson beat the fastest cars in Australia, two P3 Alfa Romeos and the Delahaye. With the help of the Australian Defense Force a bent chassis arrived from Texas that had been chunked across the prairie by a tornado. An engine with cracks in the block and head came from England. I straightened 5 front TC axles to trade for a rear axle housing. A supercharger came from South America. I decided to replace the cork clutch with Kevlar linings that would operate in the engine oil like the original. We had 2x2 Black and White photos taken in Alan Tomlinson's back yard when the "Kids from the West" built their own body originally.



Tomlinson Engine Bay

ROB ROWE CONTD.

At Lobethal in 2009 the then 90-year-old Alan Tomlinson looked at the replica, said that it was exactly the right colour, hopped in with a foot on either side of the gearbox and drove it around the block.



Exact Replica of 1939 Aust Grand Prix-Winning MGTA Special with John Lackey, Alan Tomlinson, and Rob Rowe

TUNING TOUR 2026

 TUNING TOUR 2026 - 24 to 27 AUGUST						
DATE	DEPARTURE TIME	FROM	TO	ROUTE	TRIP TIME	DISTANCE (Approx.)
24/08/2026	9:00	Wattaka Rest Stop Westbound	Merriwa (via Denman)	Hunter Expressway (M15) New England Hwy (M15) Golden Hwy (B84)	2 hr	100ml/159km
"	11:30	Merriwa	Mudgee	Golden Hwy (B84) Ulan Rd	1 hr 25 min	75ml/123km
DAY 1					3 hr 25 min	175ml/282km
						https://wanderlight.com.au/
25/08/2026	9:00	Mudgee	Rylstone	Castlereagh Hwy (B55) Cudgegong Rd Bylong Valley Way Castlereagh Hwy (B55)	40 min	35ml/56km
"		Sofala	Bathurst	Sofala Rd Bylong Valley Way Ilford Sofala Rd Sofala Rd	1 hr 20 min	60ml/100km
						Lunch Information Centre Bathurst Mt Panorama
"	14:00	Bathurst	Orange	Mitchell Hwy (A22) Vittoria Rd Millthorpe Rd Whiley Rd - Forest Rd Huntley Rd - Brabham Way Shiralee Rd - Woodward St	1 hr	40ml/66km
DAY 2					2 hr 46 min	134ml/216km
26/08/2026	9:00	Orange	Eugowra	The Escort Way	1 hr	50ml/80km
"	10:30	Eugowra	Parkes	Parkes Eugowra Rd	30 min	25ml/41km
"	13:00	Parkes	Dubbo	Renshaw McGirr Way	1 hr 34 min	85ml/138km
DAY 3					3 hr 4 min	160ml/259km
27/08/2026	9:00	Dubbo	Dunedoo	Golden Hwy (B84)	1 hr	55ml/89km
"	10:30	Dunedoo	Denman	Golden Hwy (B84)	1 hr 45 min	98ml/154km
"	13:30	Denman	Wattaka Rest Stop Eastbound	Golden Hwy (B84) Hunter Expressway (M15)	1 hr 15 min	66ml/113km
DAY 4					4 hr	219ml/356km
					13 hr 15 min	688ml/1,113km
TOTAL - to Denman EXPRESSIONS OF INTEREST TO : ANDREW GOWANS Phone: 0425 204 762 Email: web_admin@huntermg.com						

MR2 NATIONALS TASMANIA

EDITOR – Club Member Sharon took her MR2 to their Nationals in Tassie for 2026. I asked her to write a report for Member's interest. Particularly as the MGCC NatMeet 2027 is also in Tassie.

MR2 Nationals – Tasmania 2026

In February 2026, the MR2 Australia crew held our bi-annual Nationals in Tasmania. As the MG group are planning a Tassie trip next year, I've been asked if I could share some of our experience.

Heading down from Newcastle, I chose to break the trip up with two overnight stops. The first was just south of Sydney, where I met up with a couple of the Sydney crew the following morning. The second stop was at Albury Manor House before we continued to Geelong.

We were a smaller group this year due to the extra cost and time involved with Tasmania, but 23 of us boarded the Spirit of Tasmania in Geelong for the overnight sail to Devonport.



Day 1

Day 1 was pretty full, From Devonport to Launceston via a couple of Targa Stages. A stop at Christmas Hills Raspberry Farm for Breakfast, on to Legana for Lunch & then to Launceston. If you have the time the Tamar River Cruise into the Cataract Gorge is well worth doing. We did the hour-long cruise & the commentary along the way is very interesting.



MR2 NATIONALS TASMANIA – Pt.2

Day 2

We had a track day at Symmons Plains. Only 13 of the group participated, but we had the entire track to ourselves. There was no official timing and no “racing”, but everyone had a great time and lap times improved steadily throughout the day.



Those not participating spectated for a while before heading down the road to the historic town of Ross. After enjoying one of the famous scallop pies for lunch, we were treated to a guided walking tour of the town. It was a very interesting and informative couple of hours, including access to one of the historic homes, an old Holden garage, the historic bridge, and several other buildings. Afterwards we headed back to Launceston for dinner and then drove the famous “Blockie route”.



Day 3

We joined the “Japanese Classics” day at the Launceston Automobile Museum. They had arranged a special area for us and our cars attracted quite a bit of interest. The museum itself is definitely worth a visit, with a wide variety of vehicles including a couple of lovely MGs, a race section, muscle cars, bikes, and more.



MR2 NATIONALS TASMANIA – Pt.3

Day 4

This was another driving day, heading to Beauty Point Waterfront for lunch via the longer route and — of course — more Targa roads. We also stopped at Lilydale Falls along the way. After lunch, a few of us visited Seahorse World while others made their own way back to Tamar Village via various routes.



Day 5 – Launceston to Scamander

More Targa roads featured heavily again. We stopped at the famous “Pub in the Paddock” to see the beer-drinking pig, along with plenty of waterfalls, beaches, and beautiful countryside.

Day 6 – Scamander to Hobart

Stops included The Pancake Barn at Mt Elephant, Bicheno Blowhole, Swansea, Spiky Bridge, and Richmond with Australia’s oldest bridge.

Day 7 – Hobart to Queenstown

One of the highlights of the day was “The Wall” — Greg Duncan’s remarkable Huon pine carving. The dozens of carved panels tell the story of Tasmania and are absolutely incredible. Sorry no pics of this. They kindly request no phones or cameras. We also visited Nelson Falls and Iron Blow Lookout.

Day 8 – Queenstown to Burnie via Strahan

Another day of fantastic roads, scenery, waterfalls, and food. When we had checked in, the receptionist mentioned that penguins were often seen around 8:30pm on the nearby boardwalk. Despite the chilly weather, we were lucky enough to spot a few.

Day 9 – Burnie to Devonport

After checking out, we stopped at the Emu Valley Rhododendron Gardens and wandered through the beautiful grounds hoping to spot wildlife. As our ferry didn’t leave until 10pm, we were in no hurry. From the start, the focus of the trip was always going to be driving Tasmania’s amazing twisty roads, with stops at waterfalls, lookouts, and interesting places along the way. It really was a great experience. Everything was very well organised and mostly went according to plan, aside from the occasional GPS disagreement.

But hey — nobody ever got lost. We all arrived where we were meant to be... just sometimes by different roads than expected!

Sharon Caldwell

JULY SQUARE RIGGERS LUNCH

The Monthly Square Riggers Lunch & Natter occurs on the first Thursday in the Month, at Café Inu in Carrington. You don't need a 'Square Rigger' to attend, or even an MG to enjoy the company and the food. However, this is a 'Clubman Event' and Members can accrue Clubman points by attending in their club vehicle. Pics by Andrew Gowans.



JULY MIDWEEK RUN

The Monthly Midweek Run occurs on the Wednesday after Club Night, at various venues in the Newcastle area. The July run was to The Bank Hotel in East Maitland. This is a 'Clubman Event' and Members can accrue Clubman points by attending in their club vehicle. Pics by Trish Ashton and Andrew Gowans.





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PH: (02) 4946 2698

JULY CLUBMAN RUN

The Monthly Clubman Run occurs on the 3rd Sunday of the month, at various venues in the Newcastle area. The July run was to the Murray's Beach Café on Lake Macquarie, starting at the Oaks Café at Freemans Waterhole. This is a 'Clubman Event' and Members can accrue Clubman points by attending in their club vehicle. Pics by Andrew Gowans & Peter LeBreton.



JULY LAKESIDE MORNING COFFEE RUN

The Monthly Lakeside Morning Coffee Run occurs on the last Tuesday of the month, at the Post Office Café at Marks Point. Another fine and sunny, although cool, winter's day. This is a 'Clubman Event' and Members can accrue Clubman points by attending in their club vehicle. Pics by Andrew Gowans & Peter LeBreton.



JULY TUNING RUN

The Monthly Tuning Run occurs on the 4th Thursday of the month, with a longer-form run to give our cars a good stretch. This month we met at Branxton and drove to the Royal Hotel in Denman for lunch, with a lovely fire in the dining room to thaw us out. This is a 'Clubman Event' and Members can accrue Clubman points by attending in their club vehicle. Pics by Andrew Gowans & Peter LeBreton.





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CLUB CLASSIFIEDS

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*
2. *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

Message to 0439 212 880. Peter Lloyd



Lucas side entry distributor cap. Pt no 409635. Should suit DKYH4A, 40089 distributor. Applicable to TD, Y types. \$40.



A bundle of mostly XPAG parts, generally in good usable condition, except the rocker shaft assembly which is not quite complete. \$100 the lot.

Please send a message to 0439 212 880 (Peter Lloyd) for any further information.

FOR SALE Car Trailer - \$3,000 Contact Ros: 0409693848 or ros@bastians.com.au.

Car trailer suitable for MG T Type (not TF). Tows like a dream, totally stable on the road whether loaded or empty. Registered till October 2026. Good working condition and tyres. Needs a little TLC.



CLUB CLASSIFIEDS CONTD.

MG RV8 Sales Brochure "The Marque has returned"

Full colour throughout 23 cms x 26.5 cms 16 pages plus cover produced by Rover Cars 1992 in excellent condition.

\$50.00 excl Postage or pick up in Newcastle.

Offering first to MGCC Hunter Region members.

Rob Dunsterville 0457 612 152

MG Car Club Hunter Region car badge

From the first batch and in good condition.

\$45 excl postage or pick up in Newcastle West

Rob Dunsterville 0457 612 152

MG TD 1951

British racing green with ivory interior

It has had a complete overhaul & is running beautifully!

Tyres reasonable, No rust, No structural issues

Rag top in excellent condition

Asking \$35,000.00 Contact penny furner @gmail.com

Transmission & drivetrain

Gear Type Manual 4 speed

Gear Location Floor

Drive Rear Wheel Drive

Steering Rack and Pinion

Induction Twin SU carburettors

Engine Configuration In-line 4 Cylinder

Engine Code XPAG

Power 40.3 kW

Power rpm To 5500 rpm

Drive Rear Wheel Drive

Steering Rack and Pinion **Country of Origin** UNITED KINGDOM **Launch Year** 1951



CLUB CLASSIFIEDS CONTD.

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



CLUB CLASSIFIEDS CONTD.

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)



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



CLUB CLASSIFIEDS CONTD.

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 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



CLUB CLASSIFIEDS CONTD.

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 1995 MG RV8

A rare sought after 1995 MG RV8 finished in Nightfire red with a beige interior for sale in Lake Macquarie. A beautiful example of this powerful and comfortable MG includes manuals an emergency spare wheel and a spare windscreen full NSW registration until July 2027

\$45,000

Contact Ian on 0429 592 823



CLUB CLASSIFIEDS CONTD.

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



CATALINA FLYING BOAT RESTORATION

On Mon 24th August in association with Belmont Probus Club, we have been invited by Ian Ashton to visit the restoration project of a World War II Catalina Flying boat. The restoration is well worth seeing and is progressing with a team of very keen volunteers.

When: Mon 24th August

Where: 13 Craftman Close Beresfield Industrial Estate

Time: 10am morning tea meet and greet

Cost: \$15 per person

Please let Ian Ashton know if you're interested.

CLUB CLASSIFIEDS CONTD.

For sale MGB engine 5 speed (overdrive) adaptor plate, and 5 speed Datsun gearbox, including all nuts, bolts, clutch, pressure plate, spigot bush, tailshaft, all to suit Datsun stanza 5 speed gearbox.

Condition of gearbox unknown.

Located in Goulburn.

Adaptor kit and gearbox \$1300, contact my email with your number if interested.

Also, for sale MGB engine, engine cost, \$650

Good condition will suit rebuild, if you can't do it, I am a licenced mechanic and I can at a small extra cost. Email: stepor@bigpond.com



MGCCHR CLUBMAN POINTS 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, motorkhana or racetrack event. 1 point is allocated for each sporting event a member competes in during the club year (July to June). 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 the member responsible for monthly Tuesday Coffee Runs, Wednesday Midweek Runs, Thursday Square Rigger Lunch Runs and Thursday Tuning Runs (one each per month). The Club Captain is responsible for Sunday monthly Clubman Runs run sheets. The Member responsible for co-ordinating a display of MGs at MG Club endorsed Car Shows or Community Events forwards the run sheets (unless there are limits on the number of cars that can participate).

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.