

ON THE MARQUE!



HUNTER REGION
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DECEMBER
1987

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M.G. CAR CLUB HUNTER REGION

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AFFILIATED WITH C.A.M.S.

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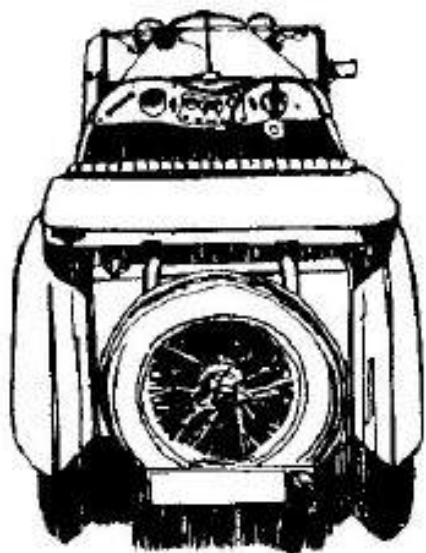
Neville Roxby 511 397
MGA, MGB, 'GT

EDITOR:

Jeff Redman 583 874
TA Tickford, TC, 'GTV8

The Committee members welcome your phone calls
BUT could you please call BEFORE 9.00 p.m.

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or the M.G. Car Club Hunter Region.



EDITORIAL

It comes as a bit of a jolt, time catching up with you ... just the other day I overheard a conversation between my 2 littlies as they sat toying with the controls of the MG. They were discussing 'L' plates and licences, alarmingly close in the case of my daughter, and

considered it excellent to pass the driving test in the supercharged TC. These schemers have it all figured out ... Evan gets the TC and the Tickford, while Calli takes the V8. What about the current owners you ask? Dad, well he'll have to buy back the cream-cracker TA, seems they've never forgiven him for selling it, and neither have I.

This may seem a touch irregular, but it should be remembered that this pair grew up in a household where just about everything was octagonal, from dinner plates to Mothers spectacles. In this day and age I thought that kids took the family car pretty much for granted, gone are the days when 'the car' was a part of the family. With the advent of the Jap tin box the modern car now engenders about as much excitement as the washing machine or the fridge, far from being the family retainer the modern car has become the family container.

I guess this is what makes MG ownership that much different and special. So many of us have had to wait quite a few years for our motoring dream to come true, so when that first MG arrived it was literally taken into the family - adopted.

And so my two kids are showing the first symptoms of 'MG Mania'. They could do a lot worse ... for if they are lucky enough to grow up and mix with people the likes of those their parents call friends, I'll be quite happy to be shunted off to the retirement village. Bring on the wheelchairs!

JEFF REDMAN,
ex TA 2828, TC 3306



PRESIDENT'S REMARQUES

Members, since the formation of the MGCCHR it has been the Committee's full intention to forget past problems and concentrate on running our car club.

No doubt you have heard the saying "Life wasn't meant to be easy" - At the time of writing this article our incorporation is only a matter of day's away, unfortunately C.A.M.S. affiliation is taking a little longer. We have been requested to attend the next C.A.M.S. meeting on Friday 27th November, when Col Bailey and myself will submit our application for affiliation. The reason we did not receive affiliation in October is because a number of objections were lodged against our application - the reasons were a little alarming.

It seems that due to the formation of the MGCCHR taking place in September a number of people renewed their Newcastle membership and are still members of that Club. This Club is now using your names and numbers to object to our applications. It's amazing to think how an MGCC as ours, could be a threat to a car club of such long standing. I am sure the events we wish to run would be of no interest to their members. I only wish the time and effort spent trying to disrupt our Club, could be spent in running their own club and they could regain the respect for which they were once known.

I, therefore request that those members who no longer have any interest in the Newcastle Club give serious thought as to their continued membership with that club. I apologise for this request but I feel it warrants immediate attention.

On behalf of Jannette and myself we wish every member and their families a very joyful and merry Christmas and a happy New Year. Safe motoring.

BRIAN GEORGE,
PRESIDENT
TC 6487



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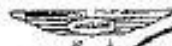
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COMING EVENTS

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DECEMBER:

11th	Friday	Club Social Night
12th	Saturday	INSPECTION DAY - VINTAGE PLATES
13th	Sunday	Twilight Run (& Santa)
18th	Friday	Committee Meeting
25th		HAPPY MG CHRISTMAS!
31st	Thursday	New Years Eve Party

JANUARY:

3rd	Sunday	Magazine Assembly
8th	Friday	Club Social Night
15th	Friday	Committee Meeting
23rd	Saturday	Natter Night
23/24	Sat/Sun	Historic Race Meeting
30/31	Sat/Sun	Bicentennial Celebration

FEBRUARY:

7th	Sunday	Magazine Assembly
12th	Friday	Club Social Night
19th	Friday	Committee Meeting
21st	Sunday	Breakfast Run
25th	Thursday	Newcastle Show Parade

SPECIAL NOTE: Pointscores will start from the first event in 1988

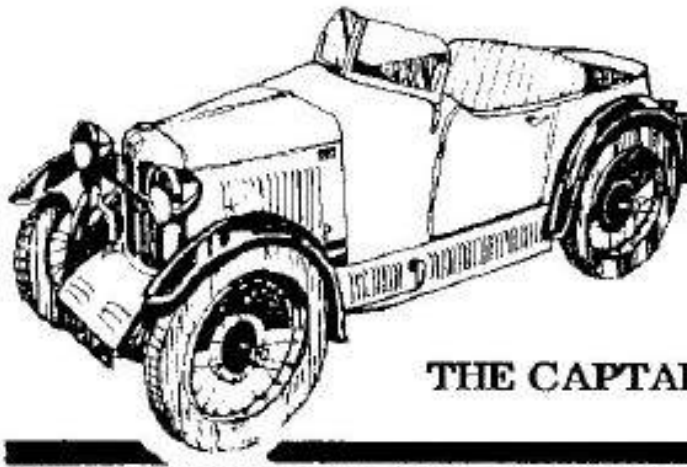
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THE MG CAR CLUB HUNTER REGION WAS SUCCESSFUL IN ITS APPLICATION FOR AFFILIATION WITH THE CONFEDERATION OF AUSTRALIAN MOTOR SPORT (CAMS) AT THE MEETING HELD IN SYDNEY ON 27/11/87

STOP PRESS: STOP PRESS: STOP PRESS: STOP PRESS:

COMING EVENTS - IN DETAIL

- 11/12 Club Social Night - Sulphide Club 7.30 p.m. Rear Car park - Bowling Club Rooms. PARENTS NOTE: Please bring your wrapped, named present for your child (max \$10) so that Peter Woolf can forward it to S. Claus esq. for distribution on our Twilight Run.
- 12/12 CLUB PLATE INSPECTION DAY - BP KOTARA
2.30 P.M. - see notes in this issue
- 13/12 Twilight Run to Shinglesplitters Point, leaving BP Kotara 4.30 p.m. This will be great for the kids as we'll be having a visit from our 'MG Santa'!
- 18/12 Committee Meeting - Sulphide Club
- 31/12 New Years Eve Part at the Roxby's
See 'LADIES TORQUE' for details from Carol
- 3/01 Into the New Year - Magazine assembly our place 26 Lutana Street Edgeworth
- 8/01 Club Social Night - Sulphide Bowling Club Rooms
- 23/01 Natter Night and sausage sizzle at the Redman's, Lutana Street Edgeworth. The usual requirements: Ladies - a plate (with sausages) Gents - an esky. If it's hot include your swimmers. Naturally, all welcome.
- 23/24/01 Historic Race Meeting - Amaroo Park. Presented by the MG Car Co. of Australia and organised by our good friends at the NSW MGCC. All enquiries to Trevor Bailey (02) 558 4294. A great weekend.
- 30/31/01 Bicentennial Celebration and Display! - Probably the prestige event of the year.
Final details next magazine, but just as an appetiser: Imagine square riggers in the harbour, square rigged MG's on the new Queen's wharf - tell you more next month.



THE CAPTAIN'S LOG

After about four attempts, this is the log for this month. I must start by congratulating all the winners at the Sydney Concours:

TF Concours Class

2nd Paul Windred

MGB Concours Class

1st Mick Barclay

MGBGT Road Class

1st Chris Kemp

2nd Bob Blayden

MGB & GT Rubbernose Concours Class

1st Zel Woolf

2nd Col Bailey

3rd Brian George

BGT V8 Concours Class

1st Ken Dodds

Midget Concours Class

2nd John Norris

It was also great to see many other members in attendance even though they were unable to take their MG's. As I have so much to talk about this month I'll try to keep each section fairly short ... so on to the Speers Point display:

At the invitation of Lake Macquarie City Council we attended to help celebrate the 100th birthday of Speers Point Park. I

was very pleased to meet some of our new members and look forward to seeing you all at our future events.

My thanks must also go to Zel Woolf who assisted greatly in organising the 21 cars that were displayed. The enthusiasm exhibited by many members of this new club is making it a pleasure to be able to serve on your Committee - thank you to everyone.

The next event we were invited to attend was a display at St Joseph's School Fete. Unfortunately this was "rained out".

The display at Elermore Vale Shopping Centre followed and I'd like to thank the Rankin Park and Elermore Vale "locals" for their attendance. That night we drove to the Brown's ranch at Kearsley for our Halloween Party. I'm sure everybody who attended had as much fun as I did, and on behalf of all the recipients at the surprise presentation I extend our sincere thanks.

At 9.30 the next morning I attended the Lambton Festival as the pace car for the triathlon and we put eight cars on display. I'm sure Zel didn't know we were going to view semi-clad dancing girls whilst there. You'll all come next time, won't you?

THE POINT SCORES:

The Club Championship will be the outright point score contested by members. The championship will be open to all Club members but it will be necessary to compete in an MG.

Points will be allocated as follows:

Club Runs:

All drivers of MG's will receive 6 points

All passengers in MG's will receive 3 points

Drivers of other vehicles will not receive any points

HISTORICAR

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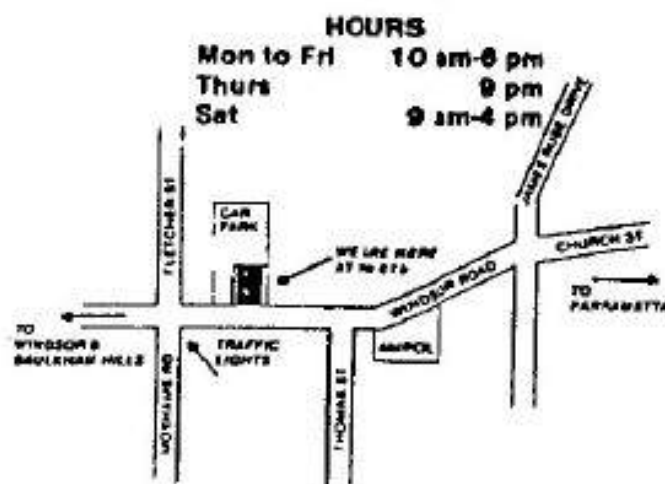
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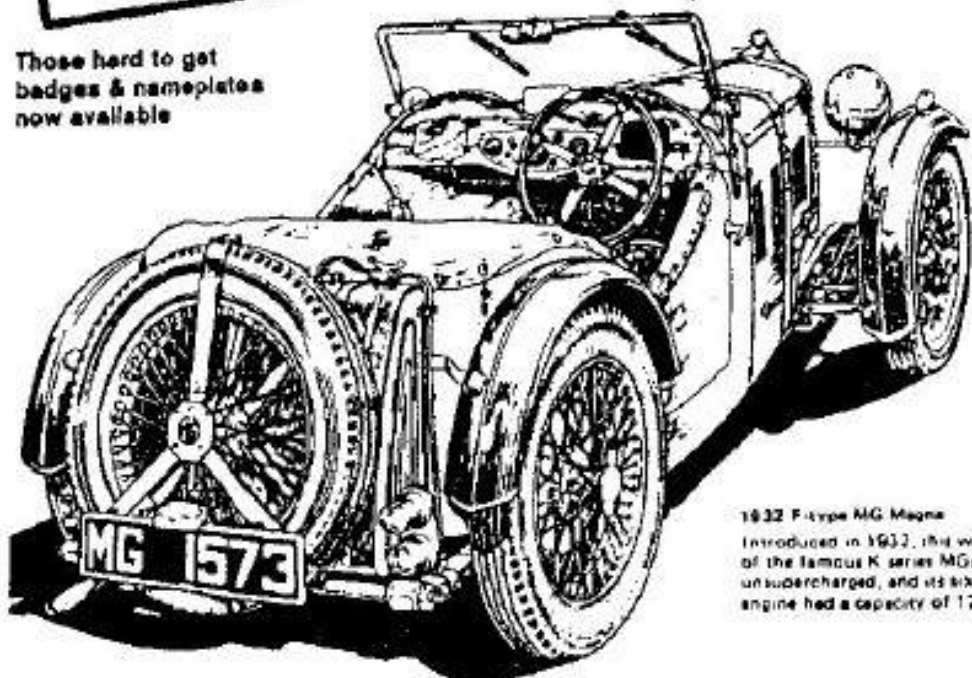
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Competitive Events:

Drivers will receive 6 points for entering and points will be allocated from 6 points for 1st place to 2 points for 5th and one point from 6th place onwards. These points will also be allocated for events we attend at the invitation of any other clubs e.g. National Meeting and all MG days.

Processions and Displays:

Points will only be allocated if we are not restricted in the number of cars we can put in these events.

Magazine Assembly:

Members will receive 6 points for attending assemblies.

The Clubman Point Score:

This will be the point score contested by members who attend as many events as possible. All members who attend all nominated events will receive 1 point whether you drive an MG or not.

Both point score events will have symbols in the coming events to let you know which events will relate to which point score.

If you have any questions about the workings of the point score, please don't hesitate to call.

Yours Octagonally,
in Maintaining the Breed,
CAPTAIN JOHN NORRIS



VINTAGE - OR CLUB - PLATES

Approval has been received from the D.M.T. for the Club to issue 'vintage' plates to full members owning MG's which are 30 years old and over. Hopefully plates will be manufactured in time for issue on the day of inspection.

DAY OF INSPECTION - 12th DECEMBER, 1987

AT - BP KOTARA (near Garden City)

2.30 P.M.

This will be classed as a CLUB RUN. If your vehicle has no plates, carry this magazine as proof to Police that you are attending an Inspection day for Club Vintage Registration.

Charges for plates:

Deposit on plates	\$50.00
D.M.T. Fee	\$22.00
Transcover Fee	\$31.00
Inspection Fee	\$ 7.00
Club Handling Fee	<u>\$10.00</u>
Total	\$120.00

Where a member ceases to be an owner of a vintage vehicle, the deposit paid on plates will be refunded upon return in good order and condition of the plates and name bars to the Plate Registrar.

Any further information, please phone me on 572 619.

KEN DODDS



LETTERS - LETTERS - - LETTERS - - LETTERS - LETTERS

Many letters of support and encouragement have been received - MG Car Club of Western Australia; The Gold Coast MGCC; The MGCC of Victoria; and Mr. Phill Richer of the MGCC (UK) - I'd love to print them all, but alas, no space. However, from the "MG Motoring" journal of the S.A. MG Car Club, October 1987, the President's message reads:

"It would seem appropriate at this time to mention the problems that have existed for some time within the MG Car Club Newcastle. Unlike our Club which demands by constitution that we have at least 70% MG owner members (which I might add is a requirement for affiliation with MGCC UK) MGCC Newcastle does not have this requirement built into their constitution and, as a consequence, have an overall majority of non-MG marque members, which has understandably caused friction between the 'MG Register' and the 'Competition Register' who are predominately other than MG. The upshot is that after many attempts to try to rectify the situation the majority of MG types, 83 at time of writing (137 now! - Ed.) have splintered and formed another club named the 'MG Car Club Hunter Region'."

"It seems that affiliation to MGCC UK has been withheld to the Newcastle Centre, which means they can no longer enjoy the use of the Octagon Badge, the MG name and associated historic connections."

DAVID PEARSON

Same magazine - Editorial:

"... while still in a reflective mood I feel I must add my support and encouragement to the newly-formed Hunter Region MG Car Club. The reasons for the emergence of this Club have already been noted by David Pearson. As a devout MG marque supporter, I must agree with the comment made regarding the aims of the original MG Car Club in the First Edition Editorial of the Hunter Region Newsletter ... 'to further the interests of the owners and drivers of MG cars' ... for me there is nothing more to be said."

ALAN GRIFFEN

Time for munchies!



Having a ball, at the Ball!





SECRETARY'S REPORT

Once again I'm happy to report a continuing climb in Club membership. As at 20.11.87 132 members have decided that they wish to be part of a one make MG Car Club. Enthusiasm being shown by members towards our new Club and it's

activities is still very much in evidence. I extend a warm welcome to new members who have recently joined the Club and hope you will come along to the meetings and participate in the various organised events.

The monthly social night on Friday 13th November (2nd Friday) was held for the first time at the Sulphide Workers Club. This venue certainly has potential for our Club use with vast areas of off-street parking, a quiet separate area equipped with TV and tea making facilities, downstairs from the main auditorium and with access to the bar. The monthly Committee meeting (3rd Friday) will also be held at the the Sulphide venue.

For those members with MG's 30 years old or more and who have been suffering withdrawal symptoms (as I have) because of the cars being off the road through lack of registration, I'm pleased to advise that approval has been obtained from the Department of Motor Transport for the issue of Club plates. An order has been placed with Page Manufacturing Co. for the making of the plates and promises have been made for delivery before Christmas. Please see Ken Dodd's article for details of inspection day which is on 12th December.

I'm also pleased to report on the receipt of letters and phone calls from the other MG Car Clubs throughout Australia endorsing the formation of our new Club and advising of the recognition of the Hunter Region Club as the sole MG Club in the area. Several other letters to the Club this month require special mention:

1. The MG Car Club Ltd (Sydney) are again conducting the Historic Racing & Sports Car meeting at Amaroo Park Raceway over the weekend of 23/24th January, 1988. All members are invited to participate/attend so include these dates in your forward planning diary (see separate ad. in the magazine).
2. The Newcastle Show Society has requested the Club to provide MG's to convey the showgirl entrants around the ring during the 1988 Newcastle Show. The presentation night is Thursday 25th February. Club Captain, John Norris will no doubt be pleased to receive offers from members for provision of cars and drivers.
3. Brochure issued by the Newcastle Bi-Centennial Committee outlines the 1988 program highlights. The weekend of 30/31st January will feature the Newcastle Harbour Regatta and the Heritage Transport Exhibition with steam trains, vintage buses and cars. Our Club has already been invited to that event so keep this weekend free. Period costume to go with the cars is suggested.

The Canberra National Meeting is fast approaching and Bulletin No.3 is now available. This bulletin contains the necessary Registration and Competition forms. Any member who has not yet received Bulletin No.3 should contact Jannette George as soon as possible. Membership numbers can be provided by phoning me on 523 045.

Finally, your committee at it's last meeting was provided with details of a \$500 donation to the Club funds, an offer from Elcom to assist in the production of the Club magazine, and other donations to assist in the printing of letterheads etc. How's that for offers? As I've said before our new Club continues to generate tremendous member enthusiasm. Thank you everyone, your assistance is greatly appreciated.

Yours octagonally,
COLIN BAILEY,
SECRETARY



THE MGB ...

THE CAR AND ITS MODELS

In this final episode on the 'B' we look at it's different models and offer the following points as a guide to model identification. We acknowledge MGCC Canberra President Brian Darke for the research behind this article.

JUNE 1962: Production of the MGB began with roadster chassis No. GHN3-101 (see notes on letter codes at end of this listing). Engine was a 1.8 litre version of the MGA BMC 'B' series with 3 main bearings. Cable driven tachometer. Pull-out type door handles. This model reasonably rare in Australia.

OCTOBER 1964: Engine redesigned to 5 main bearings. Gudgeon pins changed to fully-floating type. Tachometer changed to electronic meaning the left rear of engine block is no longer drilled out for drive spigot.

MARCH 1965: Fuel tank increased to 12 gallons and the tank now bolts to the floor - earlier models having 2 steel straps holding the tank in place. Door handles changed to push-button, which remain this type until 1980. Note to restorers - pre-65 cars have slightly different door shape.

OCTOBER 1965: The MGBGT was introduced with chassis No. GHD-3 prefix. Notably windscreen of GT is deeper and therefore non-interchangeable with that of the roadster.

APRIL 1967: The Salisbury "tube type" differential introduced to the roadster; this type having been fitted to the GT since it's introduction.

OCTOBER 1967: The MKII was introduced. For the GT and roadster; engine prefixed 18GD, 18GG, 18GF and 18GH introduced emission controls and some cylinder head modifications. Starter motor altered to a pre-engaged type

and the gearbox gained synchromesh on 1st gear. Transmission tunnel slightly wider to accommodate the optional automatic gearbox. Reversing lights become standard, majority of cars are fitted with the Laycock overdrive (previously optional). The cars are now wired 'negative earthed'.

OCTOBER 1969: MKIII introduced - known in Australia as the 'BL'. Grille changed to a black recessed type and a smaller steering wheel was fitted. Bumper overriders were changed to have rubber inserts and Rostyle steel wheels introduced. Few Australian cars were thus fitted - wire-wheels being preferred.

SEPTEMBER 1970: Telescopic bonnet and boot stays were introduced. A new folding hood replaced the old "fold it up and stuff it in the boot" type.

OCTOBER 1971: Engine designations were now 18V or 18K previously 18G, 18GA, 18GU or 18GB although some variations exist on engines stamped in Australia. The fascia was changed, face-level vents introduced to where radio was previously fitted. New rocker type switches appeared.

SEPTEMBER 1974: "Rubber bumper" models were introduced. As Australian production ceased in 1973, making way for the F76, these rubbernoses are relatively rare in this country, so changes after 1974 relate to only a few cars.

* CHASSIS NUMBERS: G=MG B=B series engine (all models)
N=Roadster D=GT

* BODY TYPES: 1-2 were the MGAs 3=MGBs 4=MKII from 10/67 5=BL from 10/69

No other series number changes were made and even the 1980 Limited Edition cars bear the prefix "GHN5"

* MARKET DESTINATIONS: L=LHD U=USA

- * YEAR MODEL: A=1970 B=1971 Also Australian cars manufactured from 1970 should carry a plate issued by the Australian Motor Vehicle Certification Board, which includes the month and year of manufacture
- * ENGINE NUMBERS: 18=1.8 litre B series G, GA, GB=Model designations U=Allocated to Australia H=High compression

Conclusion: You should now be able to group the cars, but if all else fails there is a date of manufacture stamped into the windscreen-wiper motor; this should not vary much from the date of manufacture of your car.



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LADIES TORQUE

What a busy month this has been, full of events and outings all geared towards the entertainment of the MG enthusiast. The fact that more members are participating in Club events is

a clear illustration of what can happen when people with a common interest come together with the knowledge that they share their interest with like-minded members.

To briefly summarise the past month's social activities let's start with the Sydney Concours. A great day and very well attended, with a group of more than 40 members and families making the trip to Sydney. (Results in the Captain's Log) However, it was at this event that our new Club T-shirts made their first appearance - 30 of them literally brought and bought on the day, with frequent visits by members to a nearby toilet block for a changeover of wearing apparel. It was well worth the effort though, when Robert Gibson arrived at lunchtime and commented how we all stood out in the crowd!

The following week a picnic run and display at Speers Point Park saw a group of 22 MG's and drivers out for a day's enjoyment. I'm pleased to observe that some of our newer, younger members are participating in these outings. It was at this event that the yellow MGB belonging to Gary and Wendy Rowland made its debut, restoration having just been completed. Great to see another MG back on the road.

Then a surprise Halloween Fancy Dress Party to honour the "steering committee" for the new Hunter Region Club resulted in more than 70 members and families taking over the Brown's acres at Kearsley. Thanks to Shelley Keirs and Judy Brown for their organisation of a top night. John Brown's TF parked in the driveway and Darren Brown's GTV8 under restoration in the garage created interest for all and sundry. Of course the fancy dress costumes weren't too bad either. I thought the silver

blonde looked a good sort! Not too sure though about the old hag with the front teeth missing. A couple of our lady members definitely need a new nose job and some other members, both male and female, need to get out more in their MG's with the tops down to get some colour in their faces!

Both the October club social afternoon at the International Sports Centre and the November social evening at the Sulphide Club attracted a group of enthusiasts. Of the venues it appears the Sulphide has more to offer and will be continued to be used for the time being on the 2nd Friday of each month. Please keep this in mind for future reference.

Finally to round off the month the 'Ball in the Mall' at Salamander Bay attracted a party of 30 Club members. Zel and Carol organised a raffle with proceeds to be split between our Club and the Royal Volunteer Coastal Patrol. I did think it a bit rash of Zel when she offered the red 'B' in the carpark as a prize. As there were 3 red B's there at the time, their respective owners, Ben and Bev Douchkov, Gary and Jeanne Boote, and Darren Brown (the Newcastle one) no doubt heaved sighs of relief when the 'real' prize was drawn.

Don't forget to read next month's 'Coming Events' and make a note of the ones you think may interest you.

Bye for now,

MARGARET BAILEY





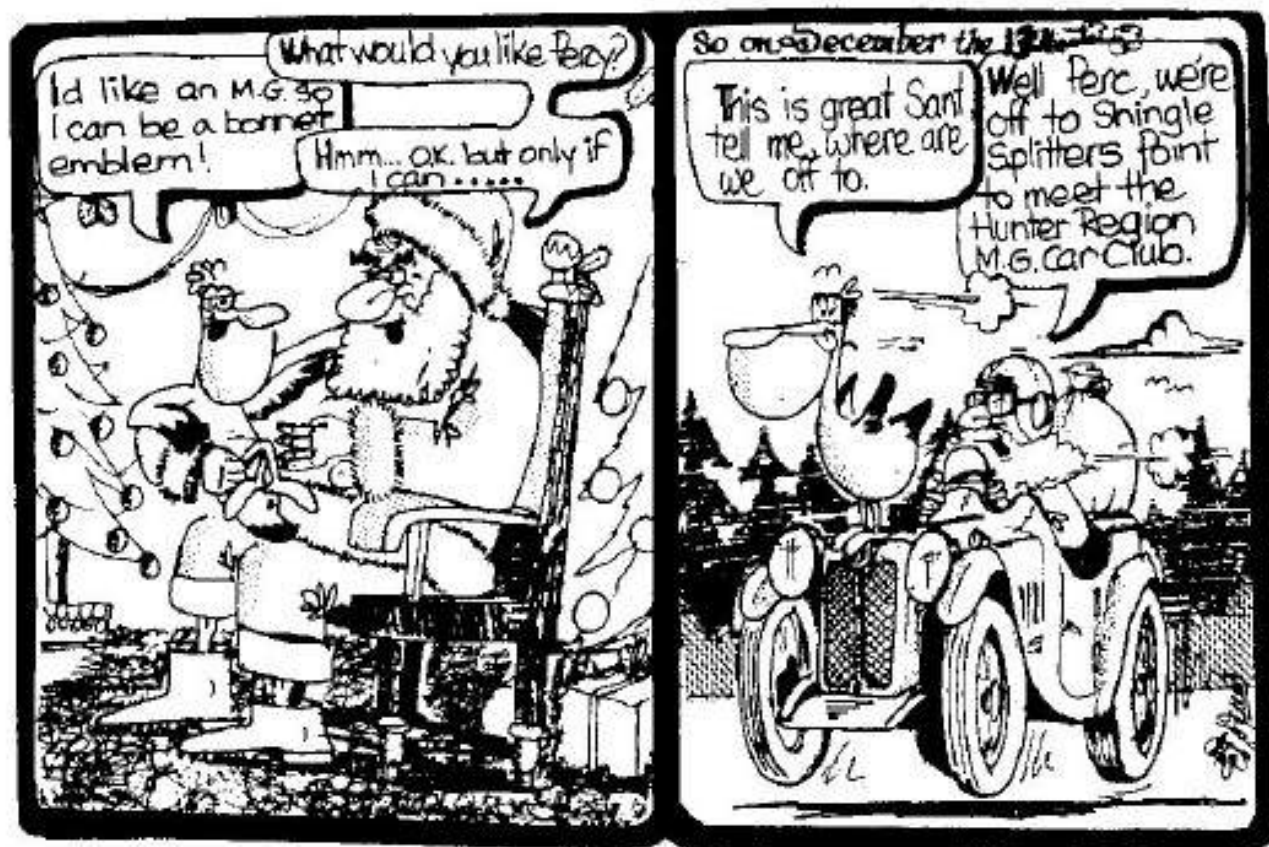
Who's for Halloween?



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First and foremost, I would like to say thank you to all the new members. Never did I imagine strangers becoming my friends so quickly. Terrific people driving around in MG's and also MG's hiding in garages, which I have dug out. But apart from

MG drivers, also a thank you to all Associate members and a warm 'welcome to the Club' to everyone.

Another thank you is to Club Captain John Norris, who has made my job so much more pleasant. We all seem to be working very well together, Committee and Club members alike.

First on the list of events was the Sydney concours - a great success for the New club (with an uneventful trip down and back for a change). Congratulations to all MG Hunter Region winners, it was a thrill to be part of such a smashing new club. The next event was Speers Point Park with thanks to Gary Boote for the professional display which brought in many favourable comments. John Norris did a great job of rounding up locals for the Elermorevale Shopping village display - thanks to all who helped us on that day.

HALLOWEEN! WOW, what a turnout! and what surprises! Judy and John Brown, Shelley and Stephen Keirs gave an outstanding party, their usual hospitality and warmth made members old and new enjoy the evening very much. The costumes were superb and most unbelievable of all were the people wearing them. Von Norris had everyone worried, she was unrecognisable and to John's horror it WAS his mother! Colin Bailey, alias Col the Great (my you have changed these past months) and Margaret Bailey had suddenly become a beautiful 20 year old blonde, but kept getting her new hair in her mouth. Can anyone imagine that?!? Unfortunately everyone looked so good, that I could go on forever, so at the next Halloween party, those who could not make it this year,

do come along and you will be shocked at what you will see.

The morning after the night before, we dragged ourselves up to do a special little display for a friend John Tate (anyone recognise the name? - might come in useful for our Club one day) at the Lambton Festival, Lambton Park. We had a nice turnout by some very sleepy members. Thanks again to all who participated.

Friday the 13th - Club Meeting: Nice turnout, but wish some new members would come along too. After a lovely supper we all were invited to John Norris' lovely little house for more supper which consisted of cheesecake, chocolate cake and black forrest cake. How on earth can I stay on my diet! Thank you John for a delightful evening.

Followed by 'THE BALL IN THE MALL': A credit to the Club - such beautiful people and such beautiful outfits - my we do all scrub up well. The spot was great, though it did seem strange to be surrounded by Shoey's specials etc. on surrounding windows. The setting was nice, food (dash, dot, dash), music pleasant. At midnight we all sneaked back to Pensioner's Paradise (our caravan) for coffee. All 24 of us. Thank you for the company and the fun. Next year again perhaps at a different shopping centre? Ha, Ha!

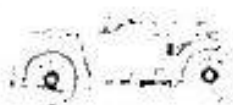
We are happy to announce a special new member to our Club Kev Kellaway, who we hope will do much announcing on Radio 2KO on our behalf on 'community Contact'. Sorry Kev, it was my turn this time.

Just for the records, my dear husband Peter has broken down and bought himself a new 'baby' called 'ZULU'. Most appropriate don't you think for an elegant black TD? Also, I heard that new member Rudi Scevak has had his 1967 MGB roadster since new and it is 20 years old this year. Happy birthday from us all and may he stay in your family forever.

ZEL WOOLF
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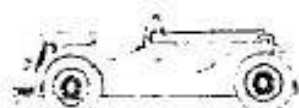
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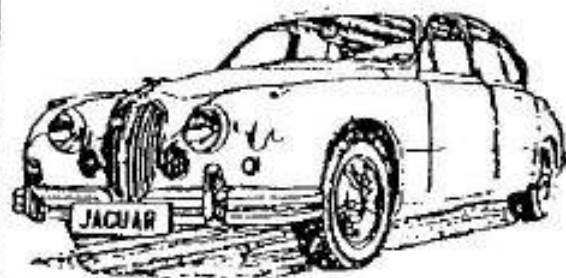
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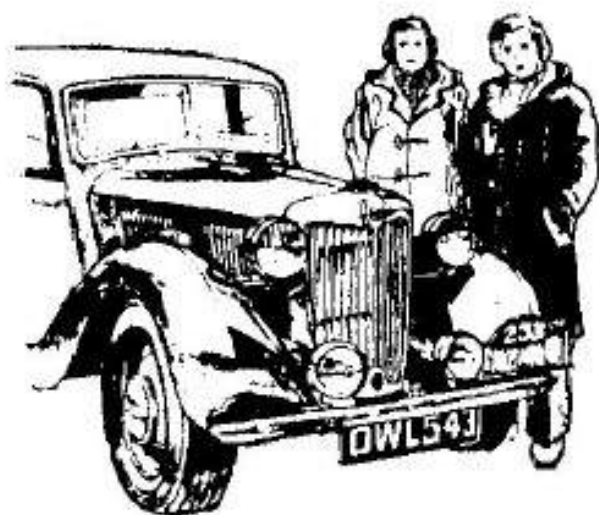


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TO THE NEW MG OWNER

Congratulations on purchasing your first MG. This MG will hold a special place in your heart for the rest of your life. Here are some tips to help you enhance your enjoyment of this special marque.

When driving in town try and avoid taking sideways looks at yourself and MG in the reflections of the shop windows. Those soul-less Jap buzz boxes tend to stop for red lights and pedestrians. We don't need to draw attention to ourselves with a four wheel panic lock-up do we! If you are waiting for the lights to change it's OK to look, just pretend you are window shopping. Don't let the lights change too many times, the tin box brigade might not understand.

When taking off from the lights do it smoothly and without fuss. If the jerk in the other lane wants to burn rubber, make his day, all he has proved is he or she usually has two to four more cylinders than you. We don't have to prove a thing.

In the movies the hero never opens the door of his roadster, he vaults over and into the drivers seat. If you have the notion to try, there is only a very limited amount of distance between the seat and the steering wheel. A thigh bruise is very painful. Steping over and into is a no-no. The seat stitching can only take so much. Tatty seats really detract from a well polished MG.

When driving in the country, an exhilarating experience in spring in a roadster, be very wary of the middle-aged driver wearing a hat. He will attempt to overtake you at all costs, no matter what the road conditions are and traffic density is. An MG driver soon learns to drive defensively.

If a car approaches in the opposite direction on a narrow road, move over as far as possible into the gravel on the left. The on-coming motorist will think you are courteous, but in fact you will not cop the stones thrown up by him if you had stayed on tar.

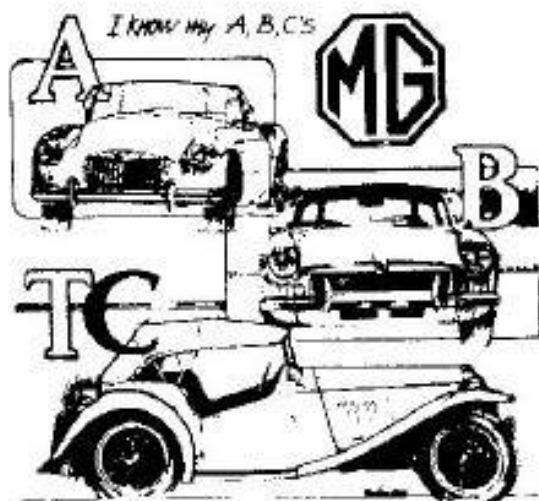
Highway driving also has some technique. Don't allow semi-trailers to get too close to your rear. An overtaking vehicle could cut you off and give you nowhere to go that isn't expensive or painful.

All members of the MGCC are always willing to give advice and help to any MG owner. Don't forget, workshop manuals are expensive and tools have been purchased for the owners personal use. There is nothing more frustrating than working on your MG and the tool you want to use has been borrowed ("I'll drop it round tomorrow") and you can't remember who to and how long ago.

The choice of a cap to wear is not purely pose value. I have found that the weather and season, dictates the type of hat. Summer I wear a Foreign Legion style. It keeps the sun out of your eyes and off the back of your neck. Cool sunny weather brings out the tweed "flat hat". This keeps your head warm and still keeps the sun out of your eyes. For cold weather day or night, my favourite is a fur-lined Canadian flaps over the ears cap. A scarf also stops a stiff neck.

I hope this may be of some enlightenment to you. We in the MG Car Club (Hunter Region) know the excitement and pride of driving your very own MG. It is second to none!

Yours Octagonally,
GARY BOOTE,
MG 2466



RUMOURS ...

John and Kristine Walker, the trouble they've had with that TD'd fill a book ... First was the bearing trouble, on a brand-new engine. That's fixed when now she fails electrically on the way up to the Terrace display. Nice to see our 'T' brigade coming to the rescue.

Geoff Latona stole the limelight by leading the parade AND carrying the top-lovely on the pale grey TF, now running nicely after the engine surgery.

More strife, this time the Presidential 'BGT' failing on the return from the Sydney Concours. Seems the brakes were self energising. All's well now after master and wheel cylinder rebuilds. By the way, there's no truth in the rumour that First Lady Jannette's having the house painted white!

Big news at the Concours - rumoured that Frank Bett has sold the K3. Heard astronomic sums mentioned. Dawn Hayes is said to be selling the class-winning Midget. Another well-known car up f'sale is June Bakos' Damask red GT.

Our new shirts with the Club logo made a big hit, they were everywhere. Several orders being taken from our Sydney friends. Hunter Region made quite a showing in the results too. (Results in the Captains Log. Ed.) A special "well done" to Geoff Fry with the class-winning MGY - which I think is the first major award for this car.

Another car to get a lot of attention was Bob Blayden's bright-red GT - that's the one with the very expensive perspex moulded headlight covers. Very effective!

Been a bit hectic, couldn't make the Innaugural Meeting, managed to get my order in for my 'Foundation Members' badge though. I made it to the launch of "Bill the Boat" at the Terrace. Terribly hot day ... and the traffic! Spare a thought for

Talk of GT's, I hear that Stephen Keirs has just about got satisfaction with his battle with the Sydney dealers to get the long list of warranty work corrected. (Did I hear that Shelley now has her own MG? a Magnette.)

Peter Woolf now has an MG of his own too! Spies report seeing Peter, Zel and several of our luminaries checking out a very, very nice TD some Saturday mornings back in Lambton. It's a black TD with red upholstery ... and whitewally tyres, been christened ... "ZULU" - What else!

Another new arrival, Gary and Jeanne Boote have become a 3-MG family with the purchase of a very tidy little MG1100. This we're assured will be Jeanne's wheels until 'Midget MG 2602 is back on it's feet after the long, long rebuild.

Mention of Keirs ... What a terrific night Shelley and Stephen, along with the Browns, organised for Halloween late October.

Over 65 Club members attended in fancy-dress; can you imagine a platinum blonde Margaret Bailey? What about Col-the-Great magician gesticulating occasionally in the corner. Craig Leonard was a 'pain-in-the-neck', as was Keirsy. Peter 'the Grim Reaper' Woolf created alot of interest with his "rubber goods". I had a devil of a time recognising Ben and Bev Douchkov in their outfits - red suits them! Star of the night was Von Norris, what a performance!! Louise Renfrew is a night owl so it seems, she, Susanne Scevac Darren Brown (not Dazwar) and Stephen George were among the very last to leave. Nice to meet the Hocking family from Kanwal, hope they don't think we're this mad all the time.

Great idea to have the spit roast - must do it again, a sentiment expressed by everyone. A nice touch, the little pressy fr'our steering committee, sure took them by surprise. Once again our thanks for your combined efforts, principles and determination in getting this Club into reality. Last but not least, Thank you John and Judy for the open-house ... most hospitable.



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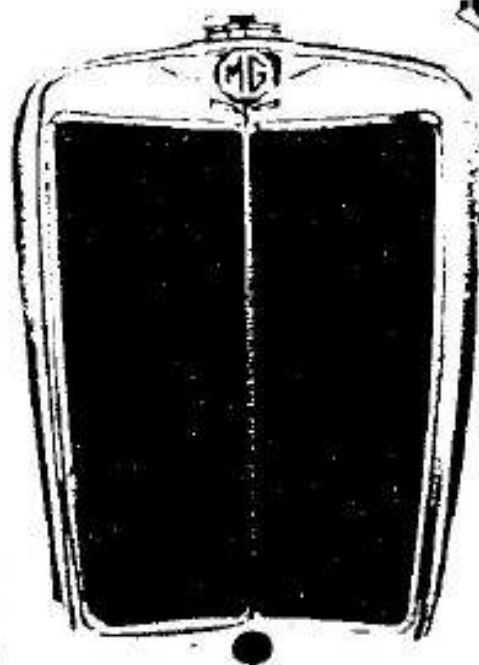
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NATMEET '88 UPDATE



Look out Canberra at Easter in '88!! the MGCC Hunter Region will be on it's way!

Brian and I have just returned from a fabulous weekend with Canberra Car Club co-ordinators Don and Margaret Brown. We were shown hospitality plus. Saturday morning we were whisked away to peruse all the Natmeet venues, the Hunter Region accomodations (which by the way look great) and all the attractions the National Capital has to offer and believe me they are too numerous to put on paper. I have limited magazine space as editor Jeff held the presses for this article until we arrived home.

We were driven around the Cara Hillclimb course at Fairbairn Park with the capable Don Brown at the wheel - he will be a force to be reckoned with at Easter. The Motorkhana venue at RAAF Fairbairn is enormous and has ample parking for the numerous MGs which will no doubt be arriving to contest and watch this skillful event. Commonwealth Park will be the perfect venue for the Concours d'Elegance, the park is extremely picturesque and the MG's will compliment it superbly.

Everyone is probably having difficulty in choosing one of the choices on offer for the Saturday evening social. Remember, first in first choice, limited seating at each venue, so hurry in mailing your registrations back to Canberra. The dance on Saturday night is in an authentic and solid woolshed but bigger than any I have seen and Saturday night I'm sure the roof will be rocking with the festivities planned. The Chinese restaurant looks to be the same humongous size as the woolshed if that's possible so plenty of food and socialising will be assured there. For those wishing to go on the Jazz Train, security has been arranged for the MG's left at the railway parking lot. Music will be pouring out of the train as it steams along the track towards it's destination. The little kids - and

the big kids - are sure to have a fun time at Australia Park (previously Canberry Fair) on Sunday evening. Rides, dinner and entertainment galore! Plenty of lush grass and paved areas with seating if the littlies or biggies get tired and wish to rest. MG Mastermind Quiz is also on at Australia Park that night - hope you are all studying.

Somewhere in between the full day of touring Canberra and surrounds we managed to squeeze in lunch at Gosman House on Ainslie Avenue, Braddon. It is central to most accommodation so if you have a free day and can spare an hour or two pop in and have lunch at the Zig-Zag Cafe in the complex. I can strongly recommend the open sandwiches with all the trimmings, mmm-mmm!

After our very informative day of looking over venues, accommodation and sights, we dined at the Brown's that night and nattered over a sumptuous dinner (on octagonal china) which Margaret had prepared for us.

If you have never been to a National Meeting then you're in for a treat - non stop entertainment and plenty of friendly faces with new friendships struck up for Natmeets to follow on in ensuing years.

One or two weeks before our departure for Canberra we will have a final noggin' and natter for all the Hunter Region Natmeet contingent at our home for last minute whatevers. Keep your eyes on the Coming Events column for details in February or March magazines. That's all for now.

Bye - Happy and safe Christmas to all,
JANNETTE GEORGE,
1988 NATMEET CO-ORDINATOR



