

THE M.G. CAR CLUB HUNTER REGION INC.

July 1999



'ON THE MARQUE'

M.G. Headquarters
68 Elder St. Lambton
Postal address PO Box 503
Wallsend N.S.W. 2287



Print Post Approved
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PP229833/00014



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EDITOR: Position Vacant - Jeff Redman (TA, TC) Caretaker

COMMITTEE PERSON: Ray Bond (MGB, MGBGT LE)

The Committee welcome your telephone calls,
however would you call before 9.00.pm.

The opinions of correspondents, individuals and advertisers herein are not necessarily those of the Committee or the M.G. Car Club Hunter Region Inc.

JEFF



That's a lot better!

I'm sure you'll agree that last month's 'On The Marquee' was a big improvement. Our thanks to Mr. Ed Taylor of Toronto for the lift in print quality... he's also undertaken to instruct me on how to improve things even more.

A pity it will be for just one more issue, for that's when I finish and a new editor *must* take over. The Annual General Meeting and the election of the new committee looms closer, so I mention it now to give plenty of warning to find a permanent editor. ***This position will be empty if nobody steps forward.***

In the meantime; welcome to what could be called '*The Winton Experience*' for there will be a fair amount of words and photos on what was a fabulous weekend race meeting and mini-holiday. I have passed on a few *Rumours* to the relevant person and no doubt they will appear in the usual column. As well I've run off at the mouth (again) in a separate story on the 'meeting'. As well, I hope there'll be some good stories from the weekend away in Port Macquarie.

But while I've got your ear I must tell you something of a general nature, an observation if you like, about the ongoing 'Magic of MG' that we experienced on the trip to the races

We found that rolling through Sydney, heading south, the sight of an old MG dressed for battle on an open trailer still caused schoolboys to look and point, 'truckies to smile and wave, and any number of cars and utes to toot and give the thumbs-up of approval. Stop for fuel and you can forget about schedules as there's always somebody wanting to know a bit more, or tell you of an MG that's been in their life, or the life someone in their family

I've heard some owners expressing doubts about the *identifiability* of MG's in this day and age. Well, using the time-honoured litmus test of the 'schoolboy reaction', I'm pleased to report that an MG still turns teenage heads and causes a spontaneous collective yell of recognition and approval. And should this curbside excitement ever wane, I know one big kid who'll never lose the buzz and the tingle of excitement when another MG is spotted on the road.... "*a moving spot of colour on a drab landscape cluttered with look-alikes*"... as I think he read somewhere.

In any case, I hope there's something in this issue that you'll find interesting. If not, this chair will be vacant soon, so why don't you try it for size?

I've heard nothing back from the VSCC regarding the Bol d'Or, mentioned last issue, but I'll keep those who showed interest informed.

Jeff Redman TC3306
Postulate Editor

KEVIN



The Club year is made up of lots of normal things plus a handful of extraordinary ones. Like the June long weekend in Port Macquarie. Now that was some weekend. Not heavily structured such that we didn't have enough time. In fact quite the opposite. Plenty of sights to see, great company to do the seeing with, and perfect weather to do the seeing in. As well as the contingent who left from Hexham we also had nine members who live in and around Port join us for the weekend. So it was really an ideal chance to get to know a few more distant members.

It was great to see a variety of cars too. TC, TD and Midget, a hundred 'Bs and four 'Cs. Now just for the record, we think that's our total complement of mobile MGC's. We know Peter and Lois have one in pieces but we know of no others that are driveable. So to mark the occasion, John and Karen Fripp (who drive a very nice green 'CGT) offered to lead us on a little drive over some of the better roads in the area. This was an offer we couldn't have passed up under any circumstances.

Bob Harty, who I'd met for the first time this weekend, couldn't make it because of domestic commitments, which is a shame because Bob and MG go back a long way, and I would've enjoyed a bit more conversation and a chance to see his car. This might be an excuse for another run to Port. Some of our more competitive B drivers discretely stayed away, in order that their cars wouldn't

have seemed inadequate in the presence of such awesome company. But they shouldn't have been concerned. Our members are far more gracious than to allow model rivalry to interfere with friendship. The run was magic, including the longest hillclimb I've ever done (North Brother Mountain) and a piece of road towards Wauchope, that's like the Buckets Way, but better. It was over all too soon, as indeed was the weekend. But the smiles can still be seen.

An interesting and exciting development during the weekend was an offer from Peter Dever and Ian Tracey to co-ordinate activities in the Port Macquarie area much the same as the Western chapter in Dubbo. What a wonderful idea. Now we can offer all our members in the North Coast region a far better level of involvement, interaction and support. And isn't that why we join clubs in the first place? There's also a degree of benefit for members like Damien and Julie Kuik from Wingham and others from the Taree area. While we often see them in Newcastle (and yes, we saw them at Port) there should be more chances for them to meet and share if there are runs organised both North and South.

There's just a few days left for nominations for committee positions. I know some people have put up their hands, and I know that some still aren't convinced. Come along on Friday night and speak to us about what happens. It's a very rewarding job to organise the best MG Car Club. There's still time for you to be part of it.

Kevin Cornford MGC 050
President



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Warren Bell

PROPRIETOR

KATE



Thankyou to all those people who have renewed their membership early this year. It certainly makes my job easier, particularly this year, as I am currently on a whirlwind tour of Europe.

My daughter Amy and I left Australia on the 1st. of July, flew to London where we spent 4 nights, and then went on a 10 day tour of Europe visiting Holland, Germany, Austria, Italy, Switzerland and France. We then go back to London for 1 night, and return to Australia on the 17th. July, just in time to go back to school.

If you have sent your renewal in during the early part of July you will receive your membership card and receipt as soon as possible after I get home. On the subject of membership cards, Gary Boote was responsible for designing the current cards, which look great. Thankyou Gary!

For those people who do not renew their membership, this will be the last magazine that you receive.

Don't forget to keep those nominations for committee positions coming in. Remember that all committee positions are declared vacant, so this is the time for you to become involved in the running of your club. Nominations close on the July club night, and a list of nominations will be printed in

the August magazine, prior to the Annual General Meeting.

Craig Brown from Shannons Insurance will be our guest speaker at the July club night. I know that a lot of our members have their cars insured with Shannons, so this is a great opportunity to hear what Craig has to say, or to ask him some questions.

Well, that's all from me this month. I will hopefully have lots to tell you when I return. Don't be surprised when you see Chris at a club event, as he's not coming overseas with us. Chris is not a traveller. and someone needs to keep working to pay the Visa card!

Kate Leggett MGV 835
Secretary

WELCOME

*"We extend a warm welcome to the following people as-
NEW MEMBERS and wish them a long an happy
association with the club....."*

- | | |
|------------------------------|---------------------|
| * Peter Cooper | MGB Raymond Terrace |
| * Dan and Mary Hickey | MGB Gordon |
| * Larry Dickason | MGB Cooranbong |
| * Christine and Peter Hobson | MGB Wangi |
| * Col and Judy Lukes | East Maitland |

TERRY



CLUBMAN REPORT. JULY '99

For the WINTER WOOLLIES run on the 18th July be at McDonalds Hexham 9am to leave at 9.30am. We have to be at Barrington House around 11.30 so no time for morning tea, only time for a short toilet stop at Dungog.

24th July ANY PORT IN A STORM run is on, be at MGHQ 6.45pm to

leave at 7pm. Don't forget the thermos of soup, marshmallows or what ever you want to toast or roast over a fire and don't forget the port.

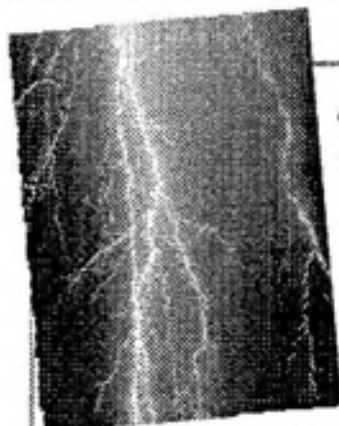
Some more dates for clubman runs are:

22nd August
12th Sept.
17th Oct.

By the time you are reading this the last run for the year will have been on.

I would like to thank everyone who helped Faye with the runs when I was at work, also thanks to all the people who turned up for the runs that made the runs enjoyable.[even if some were in the rain!]

Terry Petteit TUY 498
Club Captain



“ANY PORT IN A STORM”

The event held on what will hopefully be the coldest night of the year. While 'normal' boring people sit watching their brain-numbing TV's, us MG owners will be out having *FUN*!! Why not join us and see why this event has continued to be so popular for over a decade Start: MGHQ at 6.45pm. Bring: Soup, marshmallows, Port... and of course your MG.

Info: Club Captain Terry on 4975 1258

.....WINTER WOOLLIES...

The run to Barrington House over some of the best MG-roads in the Valley. It happens only once a year and has become a tradition. Great roads, great cars, great food and great people... no wonder the annual event has become an institution for so long. Book now with Terry.



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JOHN



Last month's navigation run was disappointing again with the lack of numbers. We had only eight cars on the run, but those who did come had a great afternoon.

the results were amazing considering the distance travelled and the variety of routes you could go on. Thanks to Chris and Kate for their help in organising the event.

I have changed the previously stated motorkhana from the 25th. July to the 15th. August as there was a clash with

an event being held at Oran Park where our rev-heads are going to be. I may have to go myself and see the new Ashton machine in action.

How about we give the sporting side a little support and get a few more people to come down for the day and give the 'Team Hunter' a cheer?

The long weekend in October, 2nd., 3rd. and 4th., we have been invited to The Great Lakes Historic Automobile Club's rally. Entries close on the 30th. July 1999, so if anybody is interested please contact me and I'll tell you all about it. Looks as though it would be worth the trip.

For those people who wish to attend the behind garage Doors workshop at Toronto on the 10th. July please ring me by Friday so that I may get an idea of our numbers — that's if you wish to eat!

John Moremon MGC 069
Sporting Director

BEHIND GARAGE DOORS

MIKE BENN AUTOMOTIVE
23 Day Street Toronto

Sat. 10th July 11am - 2pm to talk about the problems of attaining a **Blue Slip** after you have your Engineer's Certificate on your dream machine.

This is of particular interest to those building V8-engined MG Specials.

Mike Benn has the necessary accreditation to help you get your car on the road in line with the RTA rulings.

Bring your problems along, or your wish-list, as the session will be conducted as an 'Information Workshop' rather than a lecture.

A sausage sizzle will be provided, so call John Moremon 4958 5756 for catering purposes or additional information.

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1954

“BERNIE's Bits”

Grabs from a 1954 'Motor Manual' magazine as found by Bernie Hewitt of our Dubbo Connection.

HIGH OCTANE FUEL SOON

It is expected that 79 octane motor spirit will be on sale throughout Australia in the next couple of months. Price may be 1d. or 2d. dearer than existing 70 octane petrol. A new company is going to offer premium petrol next year.

PETROL STATION CHECK

The Victorian Automotive Chamber of Commerce has asked the Victorian Government to control petrol stations. The Premier, Mr. Cain, has replied stating that a survey will be made before deciding if there are too many petrol stations, and if control is necessary. It has been said there are 38 service stations within a one mile radius of Camberwell Junction Melbourne. Two more are planned to be built there!

SERVICE STATIONS RESTRICTED

Freemantle City Council has decided to restrict the erection of petrol selling

service stations. In future permits will not be issued for stations —

On any site within half mile of an existing service station — on the same side of the street.

On any street site between two junctions or intersections where there is already a service station on the same side of the street.

Exactly opposite an established service station in the same street.

OIL CONSUMPTION

The owner of a new “economy” small sedan, being unhappy with the oil consumption, wrote to the distributors who replied; “Present day high-speed high efficiency engines consume more oil than earlier models: 200 miles to the pint is satisfactory”. Hardly economical is it?

MOTOR CYCLE SUICIDE

The Hobart Coroner recently suggested that there should be provision in the Coroner's Act for the recording of a finding of ‘death by motor cycle suicide’. “In my opinion motor cycles are nothing but road torpedos, and the speeding motor cyclist second only to the drunken driver as a social menace,” he concluded.

DRINK TEST

A Sydney report says a bill is being prepared to provide for compulsory blood tests for those motor drivers suspected of being under the influence of alcohol.



Letters



14th. June, 1999

The Editor 'On The Marque'
MGCC Hunter Region
Dear Jeff,

At last club night, 11th. June I heard mention of the committee's decision to proceed with a move to demolish the wall dividing our clubroom's general area from the reading room and library. The justification for this move, I was told, was to increase the useable space in the general meeting area for those few times when large numbers of members and visitors attend functions.

As basis for general discussion I would pose the following questions if this reading room is deleted:

- * Where will members wishing to read magazines, workshop manuals and trade journals sit in quiet ?
- * Where will various informal groups such as 'Summer Concours' organisers meet during club nights ?
- * Where will members, not wishing to participate in general meetings retire ?
- * Where will our large magazine collection, currently housed in shelving on the wall to be removed, be stored ?
- * Where will our Perpetual Trophy collection, also displayed on shelving on this wall, be housed?

As someone who attends almost all club functions I know that the reading room is looked upon as a quiet haven for many members. Last club night there were at any one time up to 6 people sitting at the table in the reading room browsing through magazines.

I appreciate the concerns of those who feel that there is not enough space on evenings when the numbers of members and guests exceed comfortable limits. I would also suggest that these instances number no more than one or two evenings per year and feel quite sure that, as in the past, we will continue to cope.

It is my opinion and I am sure many members agree, that the demolition of this dividing wall is a retrograde step. I would urge all club members to make their feelings known and discuss this issue with members of our committee.

Thank you,
CHRIS LEGGETT.

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GEORGE

"The article..The article...!" Yes, I know it's late and I'm sorry Jeff, but I'm sure you'll punish me in other ways!

The Port Macquarie Experience went off very well. For those of you who missed it; "TUFF!" The weather was kind to us, had the top down all the way on the run up.

The 'Observation Run' was won by Ray Bond and his lovely wife Margaret, Mick and Di Collins a very close second with the 'McDonald-Hill No.2 Team, namely Margaret and son in third place.

"Foot-In-Mouth" award went to the ever-popular Pauline Sarquis for the answer to the question "What's under the 2 crowns?" I shall leave her answer to your imagination. Pauline also won the 'Dummy-Spit' award for doing all the pubs and clubs in Port Macquarie just to watch the football. The feet were stomping, the hands were waving and the mouth was going, but to no avail as the Newcastle Knights game was telecast on time delay. I hear that Maurie has ben put out to stud, so to speak, but I'll let Pauline explain that one!

It was great to get the locals along, and fortunate that Peter and Lois Dever from Bonney Hills were present. Poor old 'Matilda' - Ian Nelson's MGBGT - had a dummy spit of her own on the way to Trial Bay. A spare radiator from Peter and a water pump from Maurie, along with my umbrella, and she was

'on the road again'. John and Karen

Fripp, local vets, enquired at the motel whether 2 more could be booked in for dinner. The manager replied; "He can have whatever he wants...he saved my dog last week!" Ian and Carol Tracey made a Grand Entrance with the TC, and made a impressive sight among the line-up of MGB's. Grandma had come to take her place. We had to wait to see Robert Harty's MGB as Carol was out doing the shopping in it — the only way to shop. A number of times now I've had ladies come up to me in Woolies car park saying "I lost my virginity in one of these!"

Special thanks to Susan Bingham for all the typing and photocopying stuff for use on the trip and to Phill Princehorn for the prizes, which I had left back at home! One of these, the beaut Swiss Army knife, I am going to use as a raffle prize to be drawn at the Presentation Dinner. Speaking of which, please note the date 28th. August in your diaries (1 1/2 weeks before we leave for NZ and Hawaii!) The venue and the entertainment is the same as last year. Bookings are essential .. "You book, you pay... No Booking, no come!" Cost just \$33 each.

I refer you to the special invitation on page 27 in this magazine.

Club Night July 9.. Guest Speaker will be Craig Brown From Shannons.

Natter Night July 31 - Christmas in July' at the Bingham's Maitland St. Stanford Merthyr 4937 3510. BYO everything BBQ

George Quinn MGB GQ554,
Social Director



'GEORGE'S JAUNT'

George Quinn and Geoff Bradley certainly worked out a good run up through Seaham and Booral to Bulahdelah for morning tea. Another batch of questions were issued, then off via Kew and The Lakes Way for lunch.

After that you had options of whichever way to chose to go on to 'Port with time to spare to relax before dinner. And boy, what a meal. Two mud cakes cut into 60 to celebrate Mick Collins and Christine Winston's 50th Birthdays, both June 'babies'. As well the prizes for the 'on the way up quiz' were awarded, first to Mick Collins and second place Margaret McDonald-Hill. A great night, more so as we were joined by our local MG owners

After a *big* breakfast Sunday morning most people departed around 10am for the markets or South West Rocks. Today we were joined by Ian and Carol Tracey in the TC. Trouble soon developed for Geoff and Lyn Smith in the BRG GT, at Trial Bay the water pump's shaft snapped causing the fan blades to hit the radiator. Much Discussion.

Fortunately Maurie Prior had with him a water pump while Peter Dever had a spare radiator back home at Bonney Hills. Hey presto, all's well! Also at Trial Bay, Phill and Helen Princehorn's red MGB stopped dead. Another gathering of the flock found a lack of spark and oil on the rotor

button. Peter Dever whips a spare from his pocket, but this is not the answer. A simple loose connection on the coil was the culprit. (Brian George is now wondering how many people carry spare rotor button's in their pockets!).

Time for a lovely lunch then back to the motel via some great back roads. Suddenly Peter and Lois stop for no obvious reason, when from in front of the TD wanders a cute little echidna. We know Peter is a kind gentleman!

Late Sunday afternoon the rather unusual gathering of no less than four MGC's enjoyed a quick run before we all settled down to enjoy dinner, with more birthday celebrations including Faye Pettiet, and some people best un-named (It was after all Queen's Birthday weekend!)

The trip back on Monday was uneventful except thanks to the strong icy winds, almost blowing us home!

The travellers:

MGB's: Geoff Bradley & George Quinn, Ian & Trish Ashton, Phill & Helen Princehorn, John Alexander & Margaret Brown, Joh & Margaret Morton, Barry & Eveleyn MacKay, Alan & Marea Winchester, Bob & Chris Winston, Richard Merrick and his mate Daniel. **'BGT's:** Damien & Julie Kuik, Mick & I, Noel & Marea Smith, Noel & Wendy Armstrong, Denny & Kay Bowden, Brian & Jannette George, Maurie Prior & Pauline Sarquis, Ray & Margaret Bond, Ross Bartley & Cath Wilkinson, Terry & Faye Pettiet, Ian & Carmel Nelson, Geoff & Lyn Smith **MGC's:** Kevin & Gail Comford, John & Rhonda Moremon, John MacDonald-hill with Margaret in the *Midget*. In 'Street cars': Steve & Janice Horn + kids, Dianne Collins

CAROL

Once again we've been galavanting around the countryside. This time we had the pleasure of accompanying Meryll and Jeff down to Winton Raceway in Victoria, meeting up with Austin and Matthew Blanch down there as well.

Friday was a perfect day, no clouds just blue sky. "I never go anywhere and it rains" I skited, "...we are always lucky with the weather..."

Ha! It poured Saturday and Sunday and I believe it got down to 3 degrees. I think it was *minus* 3, never dreamt Nev and I could go so blue but we had a ball.

Jeff even had a bigger one, competing in the Regularity Trials, and I don't think he took the smile off his face all weekend. We're waiting for Wakefield park now....we've got the bug!

And so to Regalia— Our folding tables have arrived, \$50 each. I have new stocks of folding chairs, also \$50.

Wait till you see the startling new coffee mugs, Australian made, white, gold trim and maroon 'MG' on both sides. These will be selling at \$6.50ea and I think they will go quickly.

Have you got an "MG" jacket?. I can tell you they were very handy for me when I was looking for Meryll in a

crowd of hundreds, it just stood out from amongst the rest at the car races.

Well this committee year is nearly over and I have enjoyed it immensely, but I couldn't have sold so much without your dollars! Thank you for the support.

All committee people have worked together very well over the past 12 months especially Kevin who has had to put up with a lot being "the captain of the team". After a well deserved break I hope he will consider a position in the near future.

I wasn't standing again for Regalia, instead I was going to try Social Director but after a lot of deliberating I've decided to keep you lot broke. Maybe we'll get heaps of nominations and I might be back to tea lady at the committee meetings.

To all my dedicated helpers, thank you, especially Neville who has had to do all the "carting" for me. A special mention of Jeff, what a great job he does on the magazine, always on time and a lot of hard work put into it, thanks a lot.

You are going on next year aren't you, I hope, only this time not as caretaker editor?

Carol Roxby, TC006
Regalia Officer

HISTORIC WINTON

#1: The ex-Les Murphy AGP-winning 1934 P-type MG. #2: Three of the four Bugattis entered, Peter Giddings straight-eight type 59 up front. Truly mouth-watering stuff. #3: The vintage gents and their vintage Vauxhalls attempting to get their numbers to stick on in the rain -- I think they used more than 3 rolls of electrical tape.

#4: The irrepressible Alistair Clarke giving the 1933 J-type special a wash.

He claims he does this once a year -- whether the car needs it or not. This was Friday. Notice that it's sunny the next 2 days were rain. I think Alistair put a jinx on things with all his automotive ablutions. #5: The TC slides under a wide-running 1934 Roadmaster driven by Cameron Macmillan. Photos 1 to 4 by me, and 5 by a very clever Merryl.



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My last visit here was back in 1989, during the National Meeting. I remember it as being very dusty and somewhat rustic, a bit like early Oran Park, but just two laps of the twisting circuit in the ill-handling V8 left a wish to come back again and have a decent run.

In the years since, Alistair Clarke, that wonderfully colourful character who pedals the MG 'C-type' replica has been prodding me in the general direction of 'The Last Weekend In May'. So has Barry Bates, local Lotus 15 owner, both of the opinion that Winton is a *must* on the Historic Race meeting calendar claiming all other historic events second-place by comparison. All I had to do was make the commitment.

Now the hard part - getting an entry accepted. Letters, phone calls and faxes, and it became clear that the organisers, the Austin 7 Club, led by Event Director the seemingly fearsome Brenda Campbell, viewed the Regularity competition primarily for pre-1940 vehicles, or 'proper cars' as I was told, putting me firmly in my place. However, TC MG's *could* be admitted, but *only* as reserves. Accommodation seemed to be 'closed-shop' as well, nearby Benalla completely booked out 12 months in advance. We grabbed a motel 30-odd kilometres up the road at Wangaratta, and sat back hoping that Brenda

would smile upon us. And so it came to pass - and thus here we were, bright and early to grab a spot in the pits, for space would be at a premium with over 300 entries this year.

It was a different place to the Winton I remembered, the track extended to a full 3 km length by the inclusion of 3 90 degree corners with two long and one short straights. Permanent carports and garages had been erected and the majority of the pit area tarred or concreted, fortunately, for the perfect weather of Friday had been replaced with steady rain. Pity those who arrived late for the only space left was way down the back or in the mud.

Paperwork and scrutineering were dispensed with a minimum of fuss, Brenda herself all sweetness and light. Then, a chance to have a good long look at the track as others completed their practice sessions. The new extensions were not used resulting in the entire shorter circuit being visible to spectators. From the grassed raised viewing area on start/finish straight it became obvious that the three 180 degree corners over on the far side would be the most 'interesting' part of the circuit if the wet conditions prevailed. I struggled to dredge up anything I may have learned from those 2 laps back in 1989 that might assist me now.

Luckily the showers eased by mid morning in time for event 14 and a clearly defined partly-dry line could be seen. I'd been gridded up near the front of the field and decided to follow a supercharged Austin 7 special with VIC on the tail, assuming the locals would know the track. It was a good

WINTON

theory but from the word go I was using everything the TC had, including all the steering lock, in a vain attempt to keep the tiny Austin in sight. It was a rude awakening to find a thing with a side-valve engine no larger than a shoebox could be so rapid. Surprise Number Two - my you-beaut Avon's didn't have nearly as much grip in the wet as I seemed to recall. And of no surprise whatsoever was proof once again of my limited abilities.

It was great fun but hard work, trying to stay on the precious dry line, but occasionally steps aside onto the wet to pass slower traffic produced understeer into the corners and oversteer halfway out of them, and a lot of indecision in between. Quick glances behind showed both sides of the twitching 4 litre Ballot in quick succession. These 4 or 5 laps produced a 1m.32 sec lap time resulting in the TC being 8th. fastest in a field of 45 during practice, and 3rd fastest TC out of 9 entered. We were not disgraced. However I would not better this result, and attempts to nominate and maintain a 'regular' time came to nothing. (As usual!)

Back in the pits the sights were breathtaking, stuff we rarely see up north, like 4 Bugattis: types 37A, T35C, T51 and the type 59 brought over from California by Peter Giddings, a man with very deep pockets. The sedans provided variety with everything from a very tidy and quick Triumph 2000 to a lone Hillman Imp with all the usual stuff in between. Among the Pre 66/69 Sports cars was a brutal TVR Griffith (how long since you saw one of these?). And over all

the stutter and cackle of the 'bikes, A-Jays, Velocettes, New Imperials and 'Beezas, some running megaphones, just like the old days! (Remember, Winton is a mixed meeting, something I'm told CAMS is none too happy about, but the A7 club has been running this meeting like this for umpteen years and has told CAMS to get stuffed!)

Among the Regularity entries were various early Alfas, Alvis (is the plural 'Alvi' ?), Lagondas and Jaguars, plus 3 Vintage Vauxhalls - 1924 14/40TT, 1925 OE, and a 1926 Prince Henry. This majestic trio arrived in the rain early Saturday, roofless, drivers wearing deerstalkers and capes, and were an inspiration with their casual approach to the sport, and complete indifference to the weather. A 1928 Stutz and a 1920 aluminium bodied Sunbeam towered over the tiny Austin 7's which seemed to be everywhere like fleas. And scattered among the exotic line-up were the those familiar upright radiators of the early MGs. One historically significant entry was the cream 1934 P-type, winner of the 1935 and '36 AGP when owned and driven by Les Murphy.

We knew a few of the MG drivers - Victorians Ian Mawson, Peter Gostelow and Doug Hastie, and by end of the weekend I'd struck up friendships with a few more. I'm pretty slow to learn, but strolling round taking in details it became obvious that everybody else in TC's was running 15-inch wheels with either radials or racing tyres. Maybe my crossplies on 16-inch wheels is not the answer.

The rain continued right through to

WINTON

Sunday lunchtime, and time and again I silently thanked Steve and Bev Jones for the loan of their portable shelter, for without it the situation in the pits would have been thoroughly miserable. 3.30pm. Sunday and time for my final run ...Death or Glory stuff. From the dummy grid we could see a dry track, and our first real chance to turn the wick fully up. Thirty seconds before the off and it bucketed down and we slid and splashed around once more. The irony being the sun came out as we crossed the line and the weather cleared.

By the end of this last event, I had a total of just over 25 minutes on the circuit including Saturday's brief official practice. If you look at the diagram at the end of all this you'll see why Alistair so enthusiastically recommended Winton as the perfect venue for our sort of cars. Whilst I do enjoy Eastern Creek, screaming down that long straight, a quick glance reveals the tacho needle well into the alarming sector of the dial. I need either a taller diff ratio, or I must learn to stop worrying about the revs!

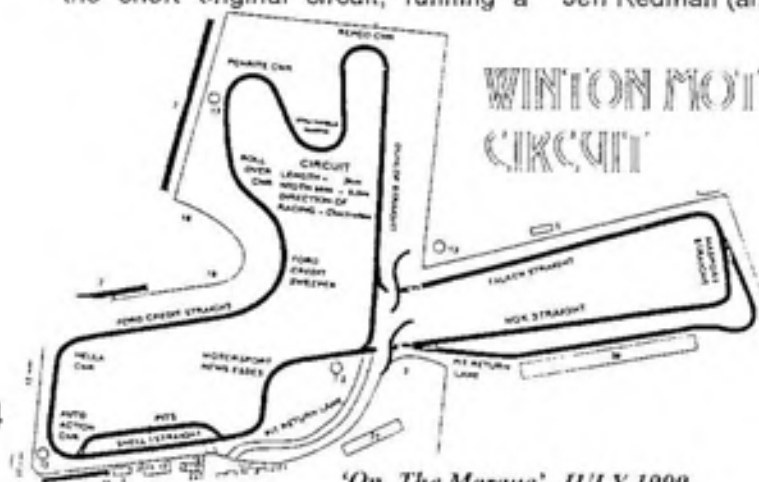
But on Winton's longest straight, using the short original circuit, running a

4.5:1 diff and on 600 x 16 tyres, the revs in 4th gear were never over 5,500 flat out. In fact the rest of the circuit could be taken in 3rd gear, with occasional desperate grabs of second to sort things out in the tight bits, and the revs never exceeded 5,700-ish. All of which sounds very scientific, so I hope you're suitably impressed!

Over the weekend we ate very well, enjoyed some great 'reds and confirmed once again the place to stay when travelling south is the Border Gateway Motel in Wodonga, with the wonderful Edwards Tavern just across the road. If you're hungry in Wangaratta don't go past The Bull's Head for both food and atmosphere. Heartily recommended. And it would have been only half as much fun had we not had the company, good cheer and support of Nev & Carol Roxby and Austin & Matt Blanch. The MG was safely transported courtesy of Kevin Cornford's generously loaned trailer. And what about raising a glass to salute an old MG that's still giving more than its best 53 years on. Wild horses will not keep it and its driver away from next year's event!

Jeff Redman (and TC 3306)

WINTON MOTOR RACING CIRCUIT



'On The Marquee' JULY 1999

RUMOURS.....

The octagonal going-on of MG owners in the Hunter Region - as heard by the Octogonarian.

A CHANGE OF OWNERS ... has taken place for the red MG Midget that up till now was owned by Marilyn and Tony Lawrence of East Maitland. The pretty little MG is now sitting beside a matching Mk3A Austin Healey Sprite in Bob Well's Mayfield garage.

SUBMARINES... in the main street? It has to be Holbrook. The Roxby's and Redman's were taking a breather when 2 blokes were attracted to the MG on the trailer and began exchanging pleasantries. Of the 4 blokes present, no less than 5 TC's could be accounted for, even though one had just recently sold his, an ex-Harry Firth special. This gentleman turned out to be Geoff Venn from the ACT, now out of MG's, but en-route to Victoria to collect his freshly restored red-label 3-litre VDP Bentley!. Now that's something worth selling a TC for!

GUNDAGAI... a few hours earlier, at the Shell roadhouse south of town, our Editor paused to slake the thirst of the Tojo towcar, when a fellow traveller started a yarn. Seems his neighbour is a long-time MG-nut, owning a mint-condition famous MG special once owned by Curley Brydon. I hear names and addresses were exchanged

A GOOD STORY... from Lotus a owning friend involving Gundagai. Some

years back also en route to Winton, the Holden tow-car stopped somewhere along the Hume highway for the driver to take a quick pee. It was quick because it was a freezing night. The 2 passengers, one up front and one in the back seat slumbered on, or so it was thought. An hour or two later Gundagai was reached. Time for fuel and coffee. Front seat pair waited for back seat passenger to emerge from toilet. Waiting, waiting. Twenty minutes later after searching the entire area the truth emerged ...*he's not here!* He'd got out earlier up the highway without being noticed and been behind the trailer spending his penny as the Holden took off. How to find him? Trouble was at night the 'Hume looks very much the same for hundreds of miles. Where exactly did they stop? And most of it is now a divided road. To cut a long story short, back-tracking they eventually found the poor man, dressed only in T-shirt, jeans and socks stumbling along the roadside, almost frozen stiff, but now very much awake and abusive!

ALARMED... was Carol Roxby during the recent Winton Historic Race Meeting. Seems our good lady has led a sheltered life and hasn't seen motorbikes in action on the track. The sight and sound, *felt* rather than heard, of a pack of Pommy singles thumping down the straight was enough to have Carol speechless! That is, until the sidecars rolled out. This was too much for the briefly silent lady, who suddenly regained voice with the plea for "Somebody should stop this... it's dangerous... They'll fall off and get hurt!" ... until she realised that the

blokes on the 'chairs seemed to know what they were doing!

REPARTEE... with a vengeance, and I doff me lid to Matt Blanch for the story that came from the pits at Winton. I hear Matt was casually inspecting a twin-cam Lotus engine in a Cortina when accosted by the owner, an over-moneyed, under-mannered and under-talented yob who challenged the younger Blanch with the sarcastic question: "Haven't'cha seen a Lotus engine before?" The answer, whip-like quick in response: "*Oh yes... but I've never seen one as slow as this!*" Touche!

MURKY ...were conditions on the Hume Highway Sunday evening after the races. B-doubles throwing up a haze of spray. The Redman's and Blanch's, slowly closing on the semi's as they sped north heading for their motel, or was it the promise of the pub just over the road with its open fire that spurred them on? In the spray ahead a dot of red, the size of a strawberry was spotted just behind the Kenworth. Cruising at 110 km/hr the strawberry turned into the tiny single tail-light of an aluminium bodied duck-back 1926 Alvis 12/50 boring up the highway on its way home from the races, 4" exhaust in full bellow, and the way ahead illuminated by a single headlamp - all of 25 candlepower. A brave man... and a stirring sight!

EASTER 2000 ... and it's either heads or tails as some will have to decide which event they'll be attending. I'm told conversations with members of the HSRCA at Winton revealed the Historic 'Grand Parade' at Uralla is to

be run at Easter next year, which clashes with the MG National Meeting! I hear that approval has been granted in principal for a similar type of event to be staged in our back yard next June. It will be known as 'The Maitland GP', also organised by the HSRCA. It's also rumoured that there'll be no Historic Race Meeting at Eastern Creek in '2000 because of some other event being held in Sydney at that time.

TURNING FIFTY... and slipping into top gear I hear is Michael Collins. A busy bloke, for as well as the ripper birthday party he's just finished the overhaul of the red MGB roadster's back end in readiness for 'George's Jaunt' to Port Macquarie. A new addition to the workshop is a new 2-post hoist, just like the big-time garages. Not only that, but I see there's an SD1 Rover parked outside having tape measures run over the big lump in the front. The hoist + the Rover = ???

NEW ARRIVALS ... recently, and our congratulations to Kylie and Stuart on the birth of little Alexander James. Meanwhile Teena and Andrew now have a beautiful daughter Lauren Louise. Mothers and babies are doing well I'm told, as are justifiably proud-grandparents Noel & Wendy Armstrong, and Denny & Kay Bowden.

RESPLENDENT... in its maroon paint is Steve and Bev Jones fresh engine on the stand ready to be installed into the white MGB. Inside there's a new crank, rods and pistons looking so nice it was a shame to cover them up with the sump. This is unheard of — at the time of writing it's still 5 weeks

away from the post-1961 Historic race meeting at Oran Park. All the lad has yet to do is refit the engine and complete the running-in. Jonesie, organised? It must be the end of the world!

OFF SOON... to Britain I hear is Secretary Kate and the lovely Amy, lucky devils. It's a holiday trip, but I'm told Chris has a small wish-list, like a supermarket shopping docket, for the ladies to obtain in their spare time while over there. Also off to the UK and the continent soon will be Barry and Gloria Young of our 'Dubbo Connection'. They're keen to take in as much as possible of the MG scene over there, and would be grateful to hear of any contacts or a calendar of events. They can be contacted on 02 6882 5212. Meanwhile, their red MGB roadster, the ex-Trevor and Barbara Allen car, continues to get 'the treatment'. The latest being a brand-new rear bumper which looks great.

PARALLEL ... to our run up the coast, Sydney MGCC chose inland to Parkes with 50 or so cars attending - 8 of which were our people, virtually locals from Dubbo. Reports are that despite freezing temperatures including snow on Monday, most were roofless. Rumour also has it that Peter and Dianne Harper scored thiru in the rally. Well done 'Hunter'!

BATS IN THE BELFRY... or is it 'rats in the rafters'... for Chris Leggett? I've heard a story concerning our lad's loft in the garage and the discovery of many rats nests among the carefully stored spares. This seems to be a common problem for those living near the bush or reserves. Fortunately for Chris the rodents had not descended

to the main storage area, the MG's and their upholstery being untouched. Check your garage now.

PRONUNCIATION... can be important, just ask some of our ladies. I'm told that a certain lady of North-of-North American extraction, commented a wish to have a *Cock-or-two*, just like Vice Pres Merryll's talking cocky 'Charles'. The innocent Canadian was quietly informed that it's a '*Cock-A-too!*' I'm told there's an important difference.

DUMMY SPIT AWARD ... with a difference was won by Pauline Sarquis during the recent Port Macquarie raid. Organiser George Quinn could not find a shop open selling 'dummies' for the presentation that evening. He was able to obtain 'the next best thing', or so I'm told. From an enterprise dealing with adult toys he obtained a large object, best described as resembling a rubber candle. (Batteries not supplied) Perhaps this indicates Maurie's position may now be redundant?

ROOF-RACKS ... on an MGBGT? I hear that such a fitment was considered by Noel Smith specifically to carry Marea's beauty requirements for the Port Macquarie weekend. Very unkind, and those who know the lady are fully aware she needs nothing cosmetic to maintain her radiance!

YARN-SPINNING CHAMPION... of the weekend would have to be Marea Winchester holding the after-dinner party in stitches. Who knows, Social George may be able to book the 'good lady as a guest artist at a club night soon!

"FOUR 'C's IN ONE DAY"... MGC's that is, quite something - but there were actually 5 'C owners present at 'Port. A bit of a yawn you say? Long-standing Hunter members will appreciate the significance for growth and development of the Club. It wasn't that long ago that V8 owners watched as their numbers swelled - now we have a very large V8 contingent. Anything that keeps the Marque alive is worth celebrating. The 'Port MGC's celebrated by having a run up North Brother mountain, then back by an exhilarating route full of bends through Wauchope, led by Karen and John Fripp. Thank you both, it takes locals to really know the roads worth a look. On this run Karen Fripp and Gail Cornford were the only 2 females present. Seems the other ladies allowed their gents to go on the run while they either went shopping or clubbing. On the road to Wauchope Gail was heard on the CB: "Well gentlemen, you can tell your ladies this is better than shopping!" Kevin was glad to hear how his shop-a-holic wife can be cured, and the other blokes were flattered to think that Gail thought them *gentlemen*. Different strokes for different folks!

INJURED ... was Ian Ashton who went down with a pulled back muscle during the 'Port trip. Help was plentiful ... drugs, cream, vibrating machines and of course President Kevin was at hand, so to speak, and glad to help out with a massage. Ian missed dinner on Sunday night - Trish did take him up a tray, but was down for breakfast next day and made a speedy recovery for the trip home. Trish still hasn't got to drive that MGB!

ANCESTORS... from Port Macquarie,

that's what Margaret Macdonald-Hill told her family, and I hear she was glad to show them where her good looks came from. The 3 M - H boys were delighted to use the facilities of the motel.. I hear the youngest was suffering 'curvature of the spine' from being crushed into the back of the MGC GT wherever they went... The payoff? I hear the same little bloke also got the queen-sized bed to himself. Now that's fair.

TECHNOLOGY? ...not one of her strong points. While everyone enjoyed a drink at the bar, I'm told Gail Cornford slipped back to the room for a rest. Failing the airconditioning test, reception was phoned for advice. Minutes later her phone continued to ring in a strange non-stop mode. Picked up... it stopped. Back on the cradle and the ring continued. Not to be fazed, she phoned reception on her mobile, and holding it close let them hear the room phone's noise. "I'll be straight up" said the voice on the desk. Gail then mobiled Kevin with the message "I need you!" Her diligent hubby arrived, and placed the room phone on its cradle ... the right way up! Then arrived the friendly receptionist. The embarrassed Gail, from behind the door, apologised, and asked if the air conditioner could be fixed. "Sure", said the patient lady, walking over to the switch, turning it on. "Anything else?"

PURPOSEFUL .. is the latest little jigger purchased by Ian Ashton. I hear he's the new owner of Ian Hague's competition MGB which is beautifully set-up for the track. Rumour has it that we'll see it at Eastern Creek come September. Lucky man!

NEW TOWING AND SPEED REGULATIONS

At last! after years of lobbying and negotiations the New South Wales towing regulations have been changed.

The motor Traffic Amendment (Towing and Mass Limits) Regulation took place from December 18th., 1998.

The key changes are:

The removal of the speed restriction of 80 kph that applied when a laden caravan, trailer or car float being towed exceeded 750 kilograms. The posted speed limit now applies.

The maximum amount that can be towed is the specified manufacturer's limit for the vehicle. However the towing hitch fitted to the vehicle must be capable of towing this weight, otherwise the towing weight is limited to the maximum limit specified on the towing hitch.

The new regulation applies to all new vehicles — sedans, commercials and 4WD's.

New South Wales was the first State to pass the new Regulation. Under an agreement reached between the Na-

tional Road Transport Commission and the States, legislation will be passed within the next few months so that uniform towing regulations will apply across Australia. This will end the current situation where up to five different towing regulations could apply across the country.

However the change to the speed limit in NSW will not apply to other States.

The new legislation, according to a National Road and Transport Commission spokesman will create national towing limits that will be a big cost-saver for thousands of holiday makers and take the hassle out of towing from State to State that currently exists.

The new towing regulations will mean that the two most popular towing vehicles, The Ford Falcon and the Holden Commodore will have their towing limits raised.

When fitted with the correct towing hitch system, the Falcon will be legally able to tow 2,300 kilograms and the Commodore 2,100 kilograms.

Further information is available from the NRMA Technical Department.



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At 'GINA'S ON BEAUMONT'

Valued at \$50

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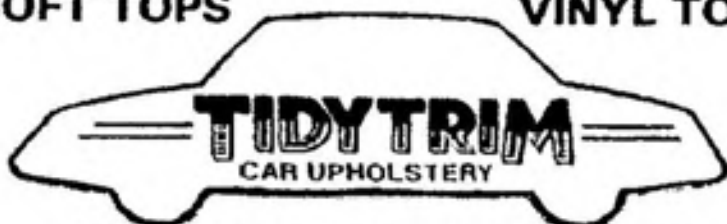
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FOR SALE:

MGB 1977 roadster. In great shape. Fitted with extractors and a cam to match. Fully rebuilt engine. No overdrive but one can be supplied if desired. \$11,500 or \$12,500 with O/drive. Bob Sommerville

MGB Mk1 Roadster - 1966. Overdrive, resprayed inside and out in Champion Red. Reconditioned original engine and gearbox. New clutch, mechanicals, chrome, tyres. Upholstery and tonneau excellent. Hood as new. Sony stereo. Alarm/ immobiliser. Reg: June '99 AEU10U. \$15,000

Ron:

MGA PARTS - Carburettors - complete set, from cylinder head face to air cleaner tops. \$450. Also MGA bonnet and MGA R/H door - offers. Ph. Brian

MGB LE 1980 Bronze metallic. Mech sound. O/drive needs attention. Minor panel damage. Paint reasonable. Soft-top and 1/2 tonneau as new. Interior needs some work. Complete with original iport licence and service history. \$17500. Bill or Wendy.

HARDTOP- fibreglass for roadster. \$250 Steve Oxley:

MGTD Aust. delivery Feb. 1953. Black with red trim. Chassis 11747. Original engine. Restored 1985 - 1989. Used regularly. On club plates \$16,500 neg. Ian:

MGB Roadster 1968. Partly dismantled

L/H conversion but complete car. Suit restoration. Asking \$5000 o.n.o. Christine

MGB Roadster. 1968. Tartan red. Fully rebuilt engine/gearbox/overdrive. Full nut & bolt restoration. Top condition. ready to go on club reg. Asking \$18,000 also...

PERFORMANCE PACKAGE - Fully worked MGB head. Stainless steel valves. Match-ported to Lynx manifold & 45 DCOE Weber carb plus special cam matched to perform with the above. \$1150. Steve:

MGB Roadster '67/ 68 Very attractive car fitted with competition roll-bar, driver's 3-way harness. New Falken tyres. Red/black interior. New hood, radio/cassette player. reg till March 2000. \$13250. Ian Ashton

TC 0595 - with new body tub and two engines but missing many parts such as chassis, rear axle, radiator. \$7,500

Also **MGTC** 1949 Chassis no. TC7588. ready for painting final colour and seembly. New body tub. Fully reconditioned engine and gearbox. New wiring, carbies, chromed wire wheels fitted with Dunlop tyres. \$18,500 also....**MUDGUARD** - MGB front L/H

Rob

MGBL 1972 Roadster. Cadiz. Purchased from Noel Armstrong 28 May 1994. Fully registered 'MGB - 72R expires 17 June 1999. Mechanically very reliable and used at least each week. Tyres and trim excellent. Motor & gearbox appear strong. Motor does not use oil. Floor pans and sills show

FOR SALE continued

ing some problems and may eventually need attention. Paint reasonable only.

\$11,000 o.n.o.

MGBGTV8 1975 Tahiti Blue. Autumn leaf interior. Genuine 2 owners. Completely original factory V8. Immaculate. Ron Hopkinson anti-roll kit front/rear. Battery Isolator. Spare s/steel extractors, full set hoses. Matching custom car cover. Professionally maintained. Serious offers entertained. James.

MGB Mk2 Roadster. 1974 Rubber-nose.

Overdrive. Red. Recent re-spray. Good Hood. New carpets, indicators, oil and water gauges. Registered till June 1999

Ill health forces sale. \$14,500 o.n.o.

ZA MAGNETTE 1954 Very good condition. Bare metal respray 1991 to original Royal tan colour. Blue/grey interior. New door trims and carpets. Original leather seats. Mechanically V.good. Near new tyres. Excellent timber int. trim. Owners handbook & workshop manual. \$6000 neg. Chris Lloyd-

Owen

M.G. MIDGET 1971. Reconditioned carburettors, shock absorbers, water pump. New battery, universal joints. Re-set springs Some spares. Workshop manual.

\$9,800 o.n.o. Stephen

WANTED:

HARDTOP to suit MGB Mk2. Preferably in good condition. Phone Clare Robins

BROOKLANDS STEERING WHEEL - A popular period accessory to suit MGTC. Please contact Ray Tolcher.

TO SUIT MGA 1500: Tool kit and crank handle. Firing order plate. Spare wheel clamp and fixing assembly. Heater control knob. John

PARTS TO SUIT MGB Mk2: Std. steering wheel with horn push. Grille and bezel chrome trim for speaker box. Rick Dunstone

For Sale & Wanted
is a service provided free
for Club Members.

AVAILABLE FOR LOAN:

The club can now offer members working on their MG a set of 'slave' wheels
- this keeps the shell moveable while all the dirty work's going on -
- and saves your good wheels from all the gunk.

Also: a 'rotisserie' is available to facilitate work under the car being accomplished in a comfortable manner. The wheels are courtesy of Norm Richardson and the rotisserie thanks to Colin Grubb.

Enquiries please to any Committee Person.

COMMITTEE MEETING REPORT 18th. May

Present: Kevin Cornford, Merryl Redman, Kate Leggett, Sue Bingham, Ray Bond, John Moremon, Denny Bowden, Carol Roxby, Terry Pettait. **Apologies:** George Quinn **Attending:** Kay Bowden, Robert Bessell, Ian Nelson, Les Bingham, Paul Stocker, Nev Roxby. **Meeting Opened:** 7.40 pm Kevin Cornford in the chair. **Business Arising from Minutes:** Kate yet to contact trust re alterations to 'HQ. Business. Business Plan Survey not yet printed in mag. Two outstanding Club plate holders not yet paid renewal fees - Denny still following up. suggestions Finance Committee be wound-up - Kevin formally thanked those involved for time spent and results they helped obtain. **Inwards Correspondence:** Letters: Shannons. Motorsport Video news. Australia Post statement. Flyer - Workwear direct. CAMS- Flyers: State elections. V8 racing. Rally to Birdwood. Officials Licence applications. Magazines: MGCC's - Canberra, Geelong, Wagga, Nole, Auckland, Gold Coast, W.A., Qld. Morrie news. NDCCC, Deepwater SCC, Taree Historic MC, Hunter Region Jaguar Owners.

Outwards Correspondence: Surveys returned

New Members: Neville and Noleen McFadyen MGB, Lou Bund MGB, Allan and Christine Griffiths MGB

Guest Speaker: Michael Horder - Bridges Investments. Investing in share markets has dangers. Investigate historical areas of market: cash market a/c etc. For investment in shares, one club member would need to be nominated taking responsibility on behalf of club members. recommendation: Leave funds in current IBDs and cash a/c's. **Secretary:** Shannons rep to be invited as guest speaker. Incentive for early m/ship renewals. Those attending AGM eligible for lucky door prize (Who knows, you may win the editors job - 'Lucky you!') Noms for committee positions open June club night - close July club night. Candidates in Aug. mag. **Committee**

Person: Power supply still not fixed **P.R.O:** Bar \$47 Bank \$25.00 Mattara Parade 10/9/99 same day as Sydney MGCC Concours Nole Custom tint special offer to club members and club

Sporting: June 13 invitation to Nole motorkhana. June 27 Combined run to Palm Beach. July 28 Motorkhana Vales Point. Sat July 10 'Behind Garage Doors' Mike Benn. John asked for format to be followed for trophies. **Club Captain: Up-coming runs** - 18/7/99 Winter Woollies to Barrington House. (38 names so far) 22/8/99, 12/9/99. 17/10/099 17 MGs to Mangrove Sam.

'Any Port In A Storm' Sat 24/7/99 Weekend to Quirindi 23/25 October. **Regalia:** Sales \$420

April - \$474 May. On order coffee mugs, jackets, timber tables. **Treasurer:** See attached appendix. Editor: Magazine poor quality a concern. Discussion on either purchase of our own photocopier or investigate commercial print shop. Latter adopted. Motion of thanks to Kate and Beresfield PS for past help in mag printing. **General Business:** Motion from Dianne Collins 'That

any person may hold one position on Committee for a period of 3 years'. Motion discussed - concerns that club may lose very worthwhile committee member if no one else to stand for that position. Agreed we assist Dianne to place notice of motion before AGM. Motion from Sue '

Charity supported from '99 Summer Concours - Rescue Helicopter. Paul Stocker approached club re property proposal. Decided club not in a position to make a purchase. Kevin to inspect land in question. Kevin broached subject of confidentiality. All club records are available for members perusal. Question of clubs database re MGs remains undecided.

Meeting closed 10.00pm. Kevin Cornford OPresident Kate Leggett Secretary.

WHAT'S ON ...WHERE & WHEN:

JULY

- Fri 9 Club Night
- + Sat 10 Chinese Night - Amor's in Dubbo- see page 19
- Sat 10 **"BEHIND GARAGE DOORS"**
- ! Sun 11 "Brass Monkey Run" - Austin Healey Club..Terry
- Tues 13 Committee meeting
- + Sun 18 WDAAC Xmas in July to Mudgee/ Parkes Manildra Movies
- # Sun 18 **WINTER WOOLLIES RUN - BARRINGTON HOUSE**
- Sat 24 **'Any Port In A Storm'**
- > Sat 24/25 Oran Park Post '61 Historic Races - HSRCA
- Sat 31 Natter Night - Christmas in July - at the Bingham's!

AUGUST:

- Sat 7/8 Newcastle Swap Meet -Cessnock Showground
- Sun 8 Wallsend Winter Fair
- Sun 8 Magazine Assembly MGHQ from 7.30pm. - ish
- Fri 13 Annual General Meeting
- * Sat 15 Sporting
- Tues 17 Committee Meeting
- # Sun 21 Clubman Run
- Sat 28 Annual Presentation Dinner

These events contribute to your Clubman Points

* These events contribute to your Championship Points.

! These are events organised by other groups to which we have been invited.
(Members are entitled to use MG's on Vintage Plates if they wish).

+ Events organised by the 'Hunter's Dubbo Chapter' .. Phone Bernie Hewitt

> Club Night is on the second Friday of each month. MGHQ from 7.30pm.

> Committee Meetings Tuesday after Club Night. MGHQ 7.30pm. Members welcome.

> Natter Nights - informal BYO social evening held towards the end of the month.



DEADLINE FOR NEXT ISSUE :
FRIDAY JULY 16 ! _____