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DECEMBER 2018

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MG CAR CLUB HUNTER REGION INC.

FOUNDED 1987

AFFILIATED WITH MG CAR CLUB UK

AFFILIATED WITH CAMS



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Committee members welcome your phone calls, but please call before 9.00pm

The opinions of correspondents, individuals and advertisers in this magazine are not necessarily those of the MG Car Club Hunter Region



MG Car Club Hunter Region sponsored and supported activities

What's On

December 2018

- ♦ ***Saturday 1st—Historic Registered vehicle annual inspection
Caltex Maryland***
- ♦ ***Saturday 1st and Sunday 2nd—HSRCA meeting @ Sydney
Motorsport Park***
- ♦ ***Wednesday 5th—GEAR meeting***
- ♦ ***Thursday 6th—Square Riggers Natter 12-2pm @ Café Inu
Carrington***
- ♦ ***Tuesday 11th—Committee Meeting 6.00 at Clubroom
Club Night 7.30pm at Clubroom***
- ♦ ***Wednesday 12th — Midweek Gathering 12.00 at Maryland
Tavern***
- ♦ ***Sunday 16th—Clubman Run— Asho's Mystery Christmas Club-
man Run for Sunday 16th December departing Club 10 am take
morning tea and picnic lunch.contact Ian Ashton 0429 592 823
for details***

January 2019

- ♦ ***Sunday 20th— Breakfast Run — meet at club room for 8.00 am
departure—Instructions will be provided
before departure—BYO breakfast***



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The new club website is up and running.

Search MGCC HUNTER

The site is temporarily hosted by [www. ratwhacker.com](http://www.ratwhacker.com) so
don't worry



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This issue contains the usual reports and:

An interesting article on “WW2 comes to the East Coast of NSW” written by our North Arm contributor John Fletcher (see page 16)

There is some history of “Elfin” streamliner and their race cars successes from the *National Auto Museum of Tasmania Launceston* (see page 19)

Continuation of the interesting article on the first car memories of one of our club members is included with this issue (see page 22).

Christmas shopping is just around the corner and the next meeting may be the last for purchase of Regalia before Christmas (see page 30).

Progress with my MGB

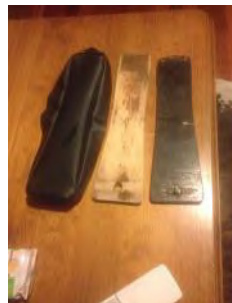
After reading on the internet how a member of the MGB & MGBGT Experience Forum reduced the weight of the rubber bumpers but retained them on his car I have been inspired to do the same whilst I am also making the repairs to ensure my MGB is roadworthy prior to registering it.

I have read about the rubber bumper models with poor cornering performance and some of the blame is on the excess weight appended at the ends of the car in the rubber bumpers. That excess weight is because of the steel reinforcement within the bumpers.

I have installed the gearbox rubber mounts and the cross member pads installation is the next task to achieve.

The interior of my MGB has not been forgotten and I have been able to stitch up some black vinyl stuffed with high density foam to replace the badly torn armrest. I also replaced the dried out and cracked vinyl on the door waist rail of the passenger's door. I can now comfortably rest my left arm and the interior has improved a little visually.

***Graham
Editor***



I've managed to squeeze in two tuning runs into this magazine. The first was October's where the route fell on my shoulders and I managed to find a road that even I hadn't been on. Alan Andoni (F), Ross and Sue Adams (B), Elliot (Y) and Bev and I in the Midget headed along the very scenic route to Booral (via Seaham & Clarence town) for morning tea. Elliot had two engines in the Y to try and keep up but it didn't work, so we just backed it down to Mr E's 80kmh cruising speed and enjoyed the scenery.

After a cuppa, Elliot headed to Gloucester to drop his "P type" engine at his "engine man" but the rest of us turned right and took the windy road to Bulahdelah. The nice part with Bev's Midget is that you can have a very engaging and spirited drive and still be well under the posted limit.

November's Tuning Run was a "B series" run to the Entrance for Thai. Austin (BGT), Rick and Sharon Nevile (B) and I (in the B this time) took the old Pacific Highway to "Doylo Bowlo" for a cuppa where we picked up the Adams (B). We dropped in for a look at Norah Head light house then continued along the coast to the destination at the Entrance.

There's a rumour that the tuning runs are done at race speeds. This is way off. If the speed limit is 60, we do no more than 60. Ditto for all others. I know the NSW speed limits cater for the lowest possible denominator but if you find the right roads, it is never a problem to sit near the posted limit (unless you're in a Y with 2 engines). If you find really good roads you can have a great time nowhere near the speed limit. If someone wants to race, there's plenty of track time to be had legally.

I heard a rumour that "Circuit Italia" may be pipped at the post. The story with the stupidity of Port Stephens Council seems never ending, but Lake Macquarie Council is more supportive. An overseas businessman is planning a race circuit called "Black Rock Motor Park" and community facilities (a retirement home???? I'm signing up) west of Teralba in the old disused Rhonda Colliery area. If I hear I'll tell. We might end up blessed with two circuits on our door step. Three if you could count "Casar Park" on the Central Coast.

The first "Hunter Classic" has been run and won. Due to a lack of lead time the numbers were disappointing and I suppose that the drought relief charity we were supporting will be not as well supported as we had hoped. "Shannons" were happy and want us to do it again next year.

We are changing the rules for the "Clubman" awards. Classes will be reduced to ½ dozen (from what seemed like 30). Every club event (barring the club night) will attract points. Hopefully this will open the awards up to a lot more members.

For the next few days, I'm going to be getting up before the sparrows to officiate at the Newcastle 500. 3 days of 11 ½ hr days trackside. It is the best seat in the house but you have to work for it. You get nothing for nothing.

December 5th will see "Team Hunter" heading south. I'll be there in a support role for a "GEAR" race meeting. Austin Blanch will campaign his "A" and Gary Piper will stretch his "B" on Wakefield Park. A report will be in the next magazine month.

NEW YEARS EVE PARTY invite: The clubs end of year get together with be on New Year's Eve from 8pm at the Presidential Palace (that's 45 Spruce Street North Lambton). We'll party until the air raid siren is sounded. BYO drinks and some supper to share. I wonder if we'll make it to midnight? Drop us an email if you're coming.

At this point of time, I only know of three couples that are heading to the National Meeting in Queensland next Easter. The Adams', Blanche's and Jones' all have accommodation booked and are awaiting event entries to open. Is anyone else going?

Steve.

Tuning Runs

Austin Blanch

There will be a break in Tuning Runs for December and January

Time to wind down, I have to save some of my motoring intelligence and intellectual reflections for next year. This year is just about done and dusted and the social calendar now accelerates for the last few weeks of 2018. The Christmas Toy Run was the last event with the club for Brenda and I this year. We left home at 7.45am and returned at 4.00pm. Of the eight and a quarter hours away from home we spent near six and a half hours just driving. A great day, the drive around Lake Macquarie and the Central Coast region with time out for a Remembrance Day reflection, then on to Rathmines Bowling Club for lunch. Thanks to Alan for a well planned and enjoyable run and to all the club members who welcomed us as old long time friends.

The Christmas Spirit brings the joy of catching up with friends and extended visits from family members. Then there is the frenzy of shopping for the gifts that will light up the faces of grand children and the stocking of the pantry for the over indulgent feasting that is required over Christmas and seeing in the New Year.

So we park our MG's and they will sit in silence, some under cover in our garage until the season of merriment is over. In the New Year we will sit exhausted, from the high living off the hog during the festive season. The Spirit of Christmas is a time when we all over indulge with the good life, living up to the requirements of being happy and enjoying company of family and friends. When it's all over we wonder about the over use of the credit card and why do we now feel lethargic after all the party participation. Thinking back it was the same last year and the years before that, so why haven't we learned from the experience?

We are human and we all like to party and enjoy the festive season, closing off the old year and seeing in the new one. So park the MG and enjoy the festive season but make sure your around for the New Year events. Celebrate the spirit of Christmas, of joy and happiness with family and friends but be sure to set a limit on the bottled spirit.

Something to think about, why is WD40 called WD40? answer next year. Have a Merry Christmas and a Safe and Happy New Year, so ye all can come back for the must know answer to WD40.

Have Wheels Will Travel

The MGCC Hunter Region/ New England Highlands chapter.

For those newer members who do not know me, my name is Maurie Prior. I've been a member of the MG Car Club Hunter Region for almost 24 years now and have considered myself very privileged to have been a part of this club for all of that time. Now I've made a move to different pastures, along with starting a new chapter in my personal life, I am looking at starting up a new MGCC Hunter Region Chapter up here on the New England Highlands, based around Glen Innes. My aim is to invite all of the MG and BMC vehicle owners up here to partake in the comradeship and shared enjoyment of owning and driving these historical and much loved vehicles.

Glen Innes is located on a major crossroads, the New England highway that runs north from Hexham to near Toowoomba in Queensland, and the Gwydir Highway that runs east-west from Grafton to Walgett. Major towns/cities near Glen Innes are Armidale (approx 100 km to the south) , Grafton (approx 160 km to the East) , Inverell (65 km) to the West and Tenterfield (90 km to the North) .

It is a most beautiful part of NSW, and since moving up here, I have grown quickly accustomed to the climate. With an elevation of around 1100 metres above sea level it can get rather cold in winter. The saving grace for this cool climate is the clear sunny days. No overcast grey dreary days for us up here! The sun shines almost all through the winter. Just beautiful! The summer temperature is just fabulous, as we don't suffer those stifling 40 plus deg heatwaves that are becoming increasingly regular and hotter down on the lowlands of the coastal plains.

There are some very significant and historic buildings along with many gracious old homes in the surrounding towns and villages. We have many small pretty townships in the area and some great MG driving roads to get to them. I can recall my very first trip to Armidale back on the Queen's Birthday weekend in 1996. Organized by George and Geoff from our Car Club, the dynamic duo managed to arrange a perfect long weekend in the winter wonderland of the New England Tablelands as it was known then. It left a lasting impression on me.

I am looking forward to meeting all the MG owners from the northern reaches of our great club, and catching up with those MG owners who are, or have been, members in times past, especially those villains from the Liverpool Plains and those from around the Tamworth/ Gunnedah Region. To any members up here in paradise, you are most welcome to become involved in our new "New England Highlands, MGCC Hunter Region Chapter". To any members passing through, this is a lovely area to stop and catch your breath. Give us a call.

My sincerest best wishes to you all,

Maurie Prior

Public Relations Officer Report Ian Ashton (Asho)

The inaugural "Shannons Hunter Classic" car display was a success despite there being just over 100 cars on display.

Thank you to our members who supported the event...we had 23 MG's on display which was a great effort!

I'm pleased to report that as a result, **MGCC Hunter Region will be presenting Lion's Club "Need for Feed" farmers appeal with a cheque for \$2,200...well done to everyone involved.**

Please remember members to wear your name badge when attending MG Club events and to those members who don't have a new style windscreen sash please get one from Wendy and display it proudly on your car at all car displays you attend.

Thanks to our wonderful members who supported our annual Salvation Army annual Toy Run to Rathmines followed by our Christmas lunch at Rathmines Bowling Club.

If you were unable to make the run and would still like to donate a toy to a less fortunate child, please bring it along to the December Club meeting and I will get it to the Salvation Army in time for Santa.

In view of your tremendous support of the Toy Run appeal and the ambience of the Rathmines Bowling Club, your committee has decided to add our Annual Presentation Day to the event...so this day in 2019 will be a combined Toy Run, Christmas lunch and Presentation Day ALL in one! And it will NOT be on Armistice Day!!

Thank you to those members who at Brian Madden's invitation took their MG's to Repco Gateshead's Show n Shine promotion day on Sat. 17th November and handled the bar b q and drinks with profits (although quite modest!) going to your Club.

No evening Christmas party or celebration this year although President Steve has indicated the Jones's may have an after Christmas/ New Year gathering at their New Lambton residence...here's hoping!

Have a relaxing joyful Christmas with family and friends and I look forward to seeing you at Denny's now famous January breakfast run to Blackalls Park as our first event for 2019

Ho ho ho! from the PRO with the mo! ...Asho

SPORTING DIRECTOR REPORT

Gary Piper

Hope everybody got to have a look at Supercars & support categories while they were in our lovely city, certainly looks impressive on a TV screen and I reckon kills the Gold Coast. Our resident firey / rescue man Steve Jones was at the track ready for action, not sure if his skills were required.

I did manage to escape work on Friday & got to watch the first practice sessions. I also managed to find my way to the Touring Car Masters pits, spent a considerable amount of time in there, wonderful machines real cars full of character.

Matt & Austin Blanch are busy putting together the gearbox & engine for Matt's MGB.

Not long to go now until the Bathurst 12hr in Feb next year where Matt will compete in the Group S support event. Austin has assured me it will be quicker than last year. I would say Blanch engineering have carried out a few more serious mods.

On Wed Dec 5 Austin Blanch & myself will be running in the last Gear meeting for this year at Wakefield Park, really looking forward to that.

Mark Janus recently competed in a Hillclimb at Ringwood Park, after previously fitting a set of semi slicks and replacing some dodgy bushes in the rear end of the MX5. He was able to lower his times considerably on the day. Well done!

All the best for Christmas & the festive season & stay safe.

Remember drive them don't hide them .

Cheers Gary

MGCCSA MG
Racing at
Mallala
Similar racing
will occur at
GEAR



Captain's Corner

Alan Andoni

The end of another year is rushing towards us and MG Hunter is as busy as ever.

The last Thursday of the month is always the Tuning Run. Longer runs with destination decided on the day. It's one of my favourite runs of the month. We leave Hexham MacDonalds at 10am. Hope to see you there.

However there will NOT be tuning runs for December and January

Enjoy your Mg's. Hope to see you soon.
Alan Andoni, Club Captain

Thank you to those who have contributed to this edition of "On the Marque"
Please submit your contributions via email to ghaywood6@bigpond.com
It is great to have input from members as well as committee members!

NO JANUARY MAGAZINE
Deadline for the February edition will be
Thursday 24th January 2019

Reminder of Midweek Gathering

Meet at the venue for a 12 noon lunch

12th December— Maryland Tavern
Don't forget to phone Kay Bowden to reserve a seat!

WW11 Comes to the East Coast of NSW

Writer John Fletcher

Date 29th May 1942 a Japanese float plane is launched off one of the five I-Class Japanese submarines, it flew over Newcastle and Sydney on a reconnaissance mission seeking out targets for a midget submarine attack. The Newcastle BHP Steelworks was noted for bombardment from sub deck guns and the US Heavy Cruiser Chicago was to be the target in Sydney by the midget submarines.

Date 31st May 1942. five super large submarines were standing off Sydney Harbour Heads I-21, I-22, I-24, I-27 on their decks each carried a midget submarine, I-29 carried the reconnaissance float plane in a purpose built hanger.

The entrance to the main channel of Sydney Harbour had boom nets in operation, however they did not cover the entire entrance as ferry services had to operate from Circular Quay to Manly. The gaps were monitored by electronic loop mechanisms that detected metal hulls that crossed them. The timed duration of the crossing determined the length of the vessel crossing. All crossings were monitored by naval staff observing detection equipment. At approximately at 8.15pm the naval observer logged one Ferry, Two Tugs and a Barge as crossing the detection loops which in fact were the midget submarines. The small size of the hulls lead to the error of identification. Civilian watchmen in row boats kept visual observance on the gapped nets at night. At 8.47pm the duty watchman observed a black bow of a boat caught in the net but could not see all of the hull to give proper identification to what kind of vessel. The watchman rowed back to base with his report and a motorised launch was sent to investigate and determined it was a submarine and reported it.

The line of command had to be followed, rear Admiral Muirhead-Gould was the head of command and in charge of Sydney Harbour defences and was required to be notified to determine what action was to be taken. The admiral was hosting a dinner party for captain H. D. Bode Commander of the Heavy Cruiser Chicago. The Admiral was incensed at having his dinner party interrupted and wanted more detailed confirmation that the discovered vessel was a submarine. In the mean time motorised launches were in action with spot lights and the crew of the Chicago were using search lights, a periscope was spotted. Machine guns were trained onto the sub. Time is now

10.45pm proof now established a ferry captain realising that all the lights and boat movements were not a drill, had to reverse his course at full speed back to Circular Quay.

The Chicago with one visual contact fired a shell at the attacking sub, it skipped off the water and hit a wall on Fort Denison which also was having some gunnery practice. The sub commander had difficulty in controlling the sub's course, it kept on bobbing to the surface and submerging, due to this action the torpedoes fired did not stay on course. Two torpedoes fired one missed and ran up on shore it did not explode. The other ran beneath the Chicago and hit the Kuttabal, an anchored ferry being used as sleeping quarters for naval personnel. Midget submarine M22 actually escaped from the harbour and was found 64 years later off Manly beach. The occupants committed suicide as the sub was unable to reach its mother sub waiting at sea. Of the other submarines one was sunk in the harbour the other was beached within the harbour. This was the second time Japan used midget submarines to attack shipping in a harbour, the other was Pearl Harbour. Two attacks and two failures, midget submarines were never used again.

Date 8th June 1942 just after midnight mother submarine I-24 surfaced off Bondi and shelled Sydney, firing 10 shells in four minutes trying to hit the Harbour Bridge. Shells fell at Rose Bay, Bellevue Hill, Cooper Park and Fletcher Street Woollahra. A shell hit a grocery store on the intersection of Fletcher and Small Streets. The owners were Mr & Mrs Richards. My grand parents lived in Fletcher Street some four houses away from the grocer shop.

The only casualty of the action was 1st. Lt. George Cantello in his fighter plane a P400 which was scrambled from Bankstown Air Port. His plane crashed due to engine failure, a park reserve exists today at Hammondville named in his memory.

The same day at 2.15 am mother submarine I-29 surfaced 9km off Newcastle and fired 34 shells trying to damage the BHP Steel Works, only one shell exploded. The shells fired at Sydney and Newcastle were armour piercing shells and because of the sandy ground they landed in and by hitting non reinforced building structures in most cases they did not explode. Fort Scratchley situated at the mouth of Hunter River, Newcastle harbour entrance became the only coastal defence guns to have fired against the Japanese in WW11.

The two shore based guns fired two salvo's before the submarine submerged. The guns did not open fire immediately as identification of the submarine could only be judged from gun flashes on the hori-

zon.

After these actions coastal defences were strengthened south of Sydney near Wollongong, with additional shore batteries and a system of tank traps installed. The Steel Works was considered a prime target and Wollongong for possible invasion attack to reach Sydney. Likewise steps were taken north of Newcastle, Tarbuck Bay was considered a possible landing point for invasion to reach Newcastle. So the waters of Tarbuck Bay were littered with tank traps and the Lakes Way Road was mined and no civilian traffic was permitted to use it.

Fate of the I class mother submarines.

I-21 was the most successful of the five submarines involved with the Sydney attack, it stayed in the Australian East Coast waters sinking 44,000 tons of shipping, its last sinking was the freighter "Star King" within sight of Port Macquarie on 1st February 1943.

I-21 was sunk near the Gilbert Islands on 11th June 1945 by a US Navy Sub chaser USS Larchmont.

No official statement on record but long time residents of Crowdy Bay just north of Taree, claim that sailors from the sub came ashore on occasions to rustle cattle to provide meat for the dinner table.

I-22 was sunk near the Solomon Islands on 4th October 1942. Battle history was Pearl Harbour, Coral Sea and Sydney.

I-24 was sunk near the Aleutian Islands on 1st August 1943 Battle history Coral Sea, Sydney and Pacific Islands

I-27 on 12 February 1943 sank the "SS Khedive Ismac", killing 1,297 passengers and crew. The I-27 hid beneath the floating bodies, however British destroyers HMS Paladin and HMS Petard dropped depth charges forcing the I-27 to surface and it was sunk by a ramming action.

I-29 After the Sydney attack the I-29 linked up with German U-boats operating in the Pacific. I-29 was sunk on 26th July 1944 by a Sawfish torpedo plane in the Luzon Strait near the Philippines.

Research Bibliography: Book "1942 Australia's Greatest Peril" Author Bob Wurth Published 2008 Macmillan by Pan Macmillan Aust. Pty. Ltd. Googled Computer research, and Information supplied by Family members who experienced the Sydney midget submarine attack 29th May 1942.



1960 ELFIN STREAMLINER

The following is supplied by National Auto Museum of Tasmania Launceston

Elfin is the oldest continuous sports car maker in Australia and one of the most successful with 29 championships and major Grand Prix titles. The original factory was located at Edwardstown in suburban Adelaide, South Australia.

Garrie Cooper, a successful driver, designer and builder of racing and sports cars founded Elfin. Garrie Cooper died suddenly from a burst aorta on the 25th April 1982, at the age of 46.

In 1983, following his death, the firm was bought by Tasmanian Don Elliott, racing driver Tony Edmondson and mechanic John Porter who re-established the provision of parts and service to existing owners.

Elfin won 29 championships and major titles including two Australian Drivers' Championships (1973, 1975), four Australian Sports Car Championships (1970, 1973, 1974, 1975), three Australian Tourist Trophies (1966, 1976, 1978), and four Australian Formula Ford Championships (1970, 1971, 1974, 1982). In addition Elfin cars also won the Singapore Grand Prix (1968), the Malaysian Grand Prix (1968, 1969, 1972), and the New Zealand Grand Prix (1973, 1974).

Drivers of Elfin cars included 1976 Formula One World Champion James Hunt, and French F1 driver, Didier Pironi. Others included Australian F1 drivers Vern Schuppan and Larry Perkins, as well as John Bowe, Frank Matich, John McCormack, Bob Jane, John Harvey, Allan Grice and Peter Manton.

The Elfin Streamliner was produced between 1959 and 1963, only 23 cars were produced. The car on display was originally owned by Peter Manton and is powered by a supercharged MGA motor.

The body is all aluminium. See next page for photographs.



MG Motor reveals the MG EZS – the first ever all electric MG

Australia, 20 November 2018: MG Motor has revealed the marque's first ever pure electric vehicle, the MG EZS.

Unveiled at Auto Guangzhou 2018, the new MG EZS is an all-electric evolution of the marque's popular compact SUV, the MG ZS, and comes with an impressive cruising range of up to 428km, with 100 kilometres of electricity consumption using just 13.8kW of power.

MG Motor Australia said: "We're inspired to see the continued innovation emerging from the global SAIC technical centre of excellence in Shanghai. Having launched the ZS in Australia with two engine options and to wide acclaim by our customers, MG Motor Australia will continue to evaluate the local market demand for the fully electric version of the ZS.

The MG ZS model line-up is performing very well from a sales point of view locally and has been vital in helping us exceed our sales targets in 2018 to-date.

The MG EZS is expected to arrive in China and Europe in 2019. The local availability of the fully electric version of the EZS is yet to be confirmed.



Continuation of "My Motoring Early Days And An MG Love Affair To Remember" By Maurie Prior

Ouch, 27 pounds ten shillings and sixpence, and sheepishly, I had to admit that I didn't have the money, so could I pay it off? (I was earning 4 pounds and five shillings those days equivalent to \$8.50 nowadays).

Damage agreements settled, the payments for the hire purchase debt on the Model A had to be postponed (meaning on the never never) and as a result, after a lot of enjoyment hooning up and down Hunter Street Newcastle, and the thrills of taking a girl to the drive in etc, the simple man repossessed the car!

Unashamed, I didn't care, and after my father told the simple man, that the agreement was illegal and therefore non-binding, simple man agreed to take the car back and seek no further redress.

It was a good decision as it happened, because I had no money anyway. Second year apprentice carpenters did not earn much money back then, so I was sort of happy with the outcome.

Ten pounds for the thrill of possessing and driving my own car for several months was great value. The cost of the Vanguard damages didn't count!

Back to riding my bike everywhere, I worked hard, took every opportunity to work overtime and do small jobs for whomever would employ me after hours, and with the result of almost five months of scrupulous saving, I managed to acquire 50 pounds towards my next car.

Starting to gain some semblance of sense and responsibility, I got my driver's licence. Armed with my new licence and the hard earned fifty pounds, my brother offered to drive myself and a couple of mates to Sydney to buy a car, and again, any car would do, as long as I could afford it.

I remember that it was a warm and sunny Saturday morning, in early November 1957, when we drove to Sydney to look for a car for me.

Any car would do!

We wandered along Parramatta Road, viewing the stock in many used car dealers yards.

Hillman's, Morris Minor's, Oxford's, Cambridge's, Ford Pilot's, Chrysler Royal's, Vauxhall's, Vanguard's, Holden's, Riley's, MG's, Buick's, Chevrolet's, Peugeot 203's, Simca's, VW Bugs, Dodge's, Oldsmobile's, Anglia's, Prefect's, Consul's, Zephyr's, and not finding anything that caught my eye.

Someone suggested going out along the Princes Highway towards Arncliffe and Kogarah etc.

This we did, and hot and tired from looking at so many cars without success, we were just about ready to give up, when I spied a little car with a grey canvas hood, in amongst the other cars, in a car yard in Arncliffe.

Getting closer, I saw that it was painted grey, and it was a low slung two

door sports type car, and I knew then, that this was the one (well, my 50 pounds decided this). It was a 1949 Singer Nine Tourer, and the dealer wanted 165 pounds for it. It was a one owner, a four seater, and had red upholstery, steel disc wheels with chrome hub-caps, and it was as close as I was ever going to get, in obtaining a sports type car with low mileage, and in beautiful condition.



Image from BING Search and Flickr Photo Sharing

Given that the selling price was 165 pounds and he wouldn't budge, my fifty pounds was never going to be enough for a one third deposit, so a quick whip around raised another five pounds from my companions, and with brother going guarantor for me, we did the paperwork and it was mine. Making sure there was enough petrol in it, we managed to navigate our way towards home through Sydney, and the little Singer purred along and I was in raptures. By the time we made a fuel stop about half way along the old, and the only Pacific Highway as it was then, the temperature was rising in the Singer so we had to beg the servo for some water. They relied on tank water and were short through lack of rain. Begrudgingly, I managed to get enough to top the car up and after she cooled down a bit we took off again. Nothing serious except for a leaking radiator hose, which duly tightened, made for a delightful, and uneventful trip home.

My feet never touched the ground for days on end after this, and with the canvas hood stowed away, I was in a seventh heaven, of open top motoring. I soon earned the glances from the young ladies around the Belmont area, and with my Ivy League Cap, and being very tanned from my outdoors carpentry employment, that car and I were a pair.

If I had been able to take it to bed with me I would have, because I loved it so much. The fondness for the Model A Ford had long since evaporated and my little Singer was "just it".

Of course it was no match for any of the MG's around the place, but I didn't care, the little 1074cc, overhead cam motor, got me and my passengers along very smartly and it was just so enjoyable in being able to drive around in a little sports type car.

Over the summer, I decided that I didn't like the grey colour, so I resprayed it

attend a film or slide night, in a private residence, in Laman St Cooks Hill, about MGs or an MG Club or some such, but I never found out whose house it was or who it was that presented the slides or whatever we were there for. I would love to know, but it was so long ago (60 years) that memories are fading like the owners. I was never far from the MG influence, so I was destined to own one, eventually.

Well the old De Soto, lasted until Springtime 1958, and with the less fearful thoughts of accidents in a soft top, I found a dirty white 1951 Vauxhall Wyvern Tourer at Arthurs Autos, at Waratah, as the replacement.

My scruffy scoundrel friend, had actually found it, as he knew its history, so with that piece of intelligence taken on board, the De Soto was traded in, and the Vauxhall Wyvern Tourer, was purchased and driven home to Marks Point.

After a few weeks, it was quickly repainted a lovely red, and a new soft grey hood was made by the scruffy scoundrels mate, an apprentice auto upholsterer, who did a beautiful job, and a new chick magnet was born, sort of, even though I was now "going steady" with young Elaine.

I kept this car for over twelve months, and then in early December 1958, I decided that I wanted an MG after all.

Earlier that same year, and well before my new found interest in wanting an MG, my best friend John Laverick, had bought himself a red, 1949 Jaguar XK 120 roadster. and as we discovered much later, it had been a well performed ex racer.

He loaned it to me for a weekend and I thought I was on another planet with the power and style, that beautiful beast possessed.

Fate was also pressing my MG buttons, and I can remember vividly, when going to the old Palais Royale dances one Friday night, I walked past the MG showrooms of P and R Williams, which was on the corner of Hunter St and a short street whose name escapes me now, and I was smitten, with what I saw.

It was an MGA Coupe in Ash Green.

I think it may have been a Twin Cam, but I can't be positive about that (Someone in the club might know?).



Image from BING Search

Anyway, it was absolutely stunning and if memory serves, it had a price tag of around two thousand pounds. That sort of money could buy two and a bit of brand new Holdens! It was superb and I pressed my face to the window, in shoulder sagging, awe and envy.



Image from Flickr

This was the catalyst for my proper sports car yearnings and I desperately wanted something to at least compare favourably, heritage wise so to speak.

There was no way that I could afford anything like that MGA, or a Jag XK, however, an MG TD was within reach. I saw a red one for sale in a dealers yard in Swansea one day in December 1959, and after enquiring, discovered that it belonged to an old school mate from Belmont called Barry Jones, (who eventually went to the Gold Coast and made and lost several millions in real estate in later years, but that's another story).

The TD was on consignment and the dealer (and Barry) wanted 450 pounds for it. I took it for a test drive, loved it and arranged with the dealer to accept my car on consignment as well, so that we could do a deal on the TD.

My car sold quickly, but I was still short of having enough for a deposit.

Due to the buying and trading in losing deals I had engaged in with three cars, I still did not have enough equity in the Vauxhall, so I had to let the TD go.

I simply could not get enough money together to pay the third deposit, of 150 pounds.

That was the closest I ever came, to owning an MG in those days.

So, I had no car and couldn't buy the one I wanted.



It was a sad day, and with my life changed again not long after that, due to affairs of the heart, I needed another set of wheels to get me around and I saw an ad in the Sydney Morning Herald for a privately owned 1939 Ford V8 sedan, in "smick" condition.

My brother drove me down again, but this time I had enough cash to pay for it outright at 100

pounds.

It had the original paint and lovely dark green leather seats, and I was happy with it for quite a few months, but I started to get tired of its heavy fuel consumption, and later that year in 1960 I traded it in.

Its replacement was a nice little 1954 Ford Prefect 100E, and again Stan Cotton grinned even more delightedly, as I drove off.

I was a good earner for those used car dealers in those days, and it wasn't until many years later that I came to the obvious conclusion, that used car dealers were there to make money out of fools like me, who kept coming back with a trade in!



My flirtation with MG's was over by late 1960, and it wasn't until almost over 37 years later, when I was going through what might be called, a very late, mid-life crisis, that I needed a distraction, from my business and personal life.

One morning in early December 1995, I happened to be reading the Newcastle Herald's, Cars For Sale page, when I spotted an MGB for sale. It was listed at Oddmobiles in Tudor St Hamilton.

It was fate, I know it was, because I said to my secretary, that I was going into town, to buy an MG.

She asked me in surprise, "do you know much about them? and I replied, oh yes. heaps!"

I drove straight into Hamilton as fast as the speed limit and my Land Rover Discovery would allow, and as soon as I saw it, I knew that I would be its new owner.

A test drive ensued, my heart was racing, a price negotiated, with several upholstery items needing rectification, and the deal was done!

Never mind, that the engine was a bit iffy, and some paint blisters showed on each dogleg, and it would have been obvious to a purist, that it was an ex USA leftie converted, but I had just bought my very first MG, and that was my 1977, Tahiti Blue, Rubber Bumper roadster, an MGB that gave me a complete change in my life, and another automotive love affair to remember.

I enjoyed owning that car, and the first few weeks of ownership, which was around the Christmas period, had me just sitting in it, in the garage, and feeling so smitten, and desperately wanting to know all I could about it.

I had applied to join the club, but due to the Christmas break, nothing much was going on, and it wasn't until the 26th January, 1996, that I got to meet some members at the clubrooms at Elder St who had gathered to participate in a late afternoon Clubman run up to the vineyards of Pokolbin, for after-

noon tea.

If anyone could possibly have remembered me that day, it would be a miracle, because I couldn't wipe the smile from my face, I was so chuffed, to be driving my beaut MGB, along with other like-minded folk, in an outing, of pure pleasure.

I joined the MG Car Club Hunter Region and my life changed enormously, due to meeting with new, but like minded people and the involvement of participating in a successful club made me a much happier person.



Image from Wikipedia

Tuning Runs

Departure is 10am sharp from McDonalds Hexham, but check the WHATS ON in the magazine each month just in case a special run has been planned

For more information call

Austin Blanch

There will be NO Tuning Runs for December and January

FOR SALE

SPECIAL LICENCE PLATES

These licence plates are for sale and asking price is \$500.00 negotiable Contact (nmorrison1@outlook.com)
(Prospective buyers are cautioned to check with Service NSW as special plates may have an annul fee) editor



1997 MGF Manual, 53000 klms, Outstanding condition, service history. Senior (75) selling due to limited use, Like this great MG to go to an MG enthusiast. Only way to appreciate is to see. Price guide \$9500 Call Lewis Hutchison 0410642970 (Daleys Point NSW)



1949 MGTC

Part finished restoration. All the hard work done (including new wooden body frame, chassis straightening and repairs and all panel work repairs). Many new and reconditioned parts. A rare opportunity to acquire one of these acclaimed milestone cars. Newcastle area
Asking \$15,000 Contact Robert on 02 49684696.

Wanted: MG PA parts.

Wanted to keep the restoration of my 1934 MG P Type (PA1499) progressing: oil filter assembly, oil pump, generator, amp meter & tachometer / speedometer. Any condition or location considered.
Contact Elliot Burns 0478 415405 or 02 49574921

1997 MGF

1.8i, rego April 2019, 5 speed manual, air-con, SRS air bag, alarm system, runs well, \$5800 negotiable.
Ph. Phil on 0428313555



Wanted: MGBGT V8 Speedometer. The face needs to be in good condition.

Will just buy the face or the whole speedo if needed.
80mm 220kph from '75/ '76 BGT V8
Robert Cronin 0424142629

Ads submitted will appear for 3 editions of On the Marquee
If you want your ad to run longer or the item is sold, please notify the Editor

CHRISTMAS REGALIA SPECIALS

MG Apron in black or blue - \$5.00 perfect gift for the cook in the family.

MG Hunter Region Maroon baseball cap (one size fits all) - \$15.00

White Panama hat and maroon band with club logo - \$25.00 perfect for the coming sunny weather

Maroon MG Hunter Region windscreen sashes - \$18.00 just the thing for club group displays.

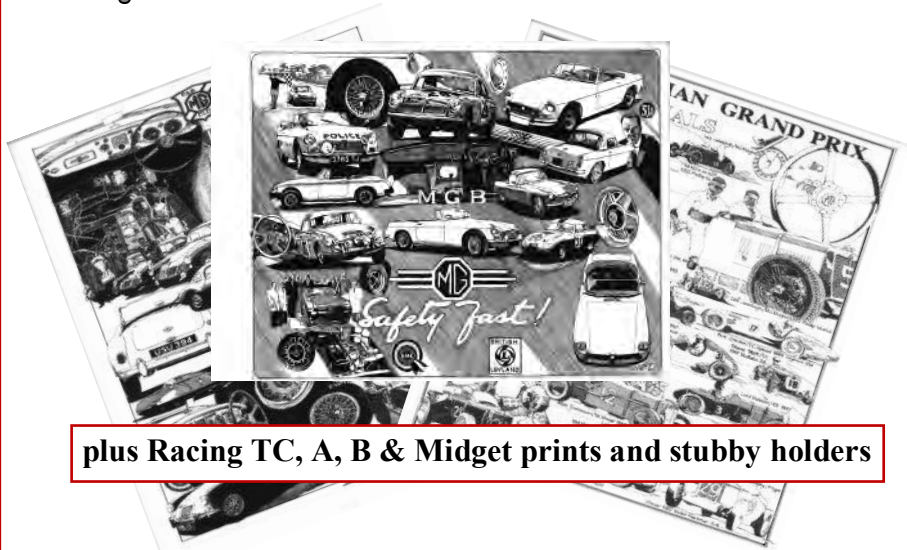
MG Hunter Region wine - two bottles for \$25.00 - Cabernet Merlot or Sauvignon Blanc Semillon

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Free 54 Page Catalogue

MG Car Club Hunter Region

Minutes of Committee Meeting held 13th November 2018

Meeting Opened 6:10 pm

Present: Stephen Jones, Denny Bowden, Greg Jenkins, Ian Ashton, Alan Andoni, Wendy Croker, Jeff Lauff, Graham Haywood

Apologies: Gary Piper, Frans Henskings

In attendance: Brian Madden

Minutes: Accepted, Moved: Alan Andoni/ seconded: Denny Bowden

Business Arising:

Photocopier replacement organised. The second unit at the club rooms is in working order at this time.

Clubman meeting has occurred. Report in general Business.

Reports:

President:

Nothing to report.

Vice President:

Nothing to report

Treasurer:

Secretary:

NIA.

Club Captain:

28 people at the Santa toy run

Received a thankyou certificate from the Salvos

Suggestion to collect toys during the year for an earlier presentation.

December run will be on the 16th and organised by Mr Ashton.

Sporting Director:

NIA.

Public relations:

Look into new design for new feather banners

Look into new design for gazebo IDs.

Membership cards that can't be handed out to be posted to mem-

bers.

Date to be assessed for Christmas get together.

Mr Bowden to organise the January breakfast run.

Invite from Repco to provide BBQ help on Sat 17th at Repco Gateshead

Invite for 2019 Tea Gardens Motorfest – 9th March.

Regalia:

Will have a Christmas Sale next meeting.

Magazine Editor:

34 magazines posted for this month. Up from 28 previous month.

Committee Member:

Nothing to report

General Business:

Calendar planning meeting on 29th Nov at Presidential Palace
Point score rejig as per email circulated to all committee.

All members happy. Will run a 12 month trial then revisit decision.

Moved to get the magazines bound.

Moved: Mr Ashton/ seconded: Mr Lauff.

Hunter Classic report:

Shannons were happy

Numbers were disappointing but considering the lead time it wasn't too bad.

Shannons keen to do it again.

Felt that the flyers may need some fine tuning

Talk and observe other car shows.

Meeting Closed 7:20 p.m.

Next Meeting

6 p.m. Tuesday 11th December 2018.

Club Regalia is available at Club Nights

See Wendy Croker for all your regalia needs

Cash only as no credit card facility

Shirts, Hats, Jackets, Umbrellas, Badges, Cooler Bags, not to mention our MGCC Hunter Region wine from Tamburlaine!

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Sports Parts	Outside back cover

NO JANUARY MAGAZINE

**Deadline for the February edition will be
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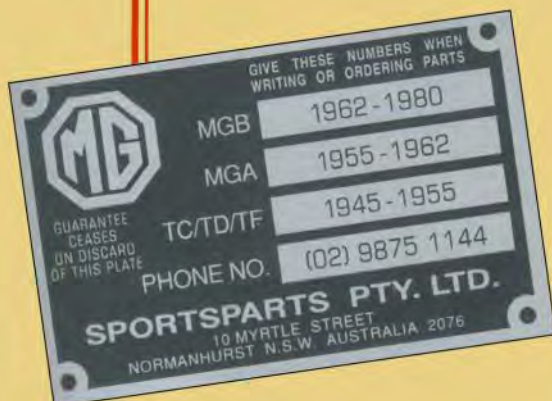
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