



Official Journal of the MG Car Club – Sydney

Opposite Lock



May 2020

In this issue

On the road again in a TC
Labour of Love

Regularity Report
Pininfarina

MGCC Sydney Club Calendar 2020

CANCELLED

All club events have been cancelled until the end of JUNE 2020.

The Board will decide towards the end of June when the Club will resume its activity programme.

JULY

- 5 North Shore Sporting Club- St Ives
- 6 Board Meeting, Ryde Eastwood Leagues Club
- 14 Members Gathering, Deniston Sports Club
- 15 Mid Week Muster, Bob Parkinson
- 19 Club Run MGF/TF Registrar, Don Young
- 23 Illawarra Registrar Run, Michael Hough

AUGUST

- 2 North Shore Sporting Club- St Ives
- 3 Board Meeting, Ryde Eastwood Leagues Club
- 11 Members Gathering, Deniston Sports Club
- 15 CSCA, hosted by Morgan Owners Club, Sydney Motorsport Park, Gardner Circuit, Max Wasson
- 16 Shannons Sydney Classic Display, Sydney Motorsport Park. Greg Fereday
- 19 Mid Week Muster, Bob Parkinson
- 29-30 HSRCA Race/Regularity, Wakefield Park, Steve Perry
- 30 Club Run, TC Registrar John Carter

SEPTEMBER

- 6 North Shore Sporting Club- St Ives
- 7 Board Meeting, Ryde Eastwood Leagues Club
- 8 Members Gathering, Deniston Sports Club
- 12 CSCA hosted by Triumph Sports Owners, Wakefield Park, Max Wasson
- 13 All British Day, King's School, David Noble
- 16 Mid Week Muster, Bob Parkinson
- 24 Illawarra Registrar Run, Michael Hough
- 27 Club Run C&V8 Registrar, Steve Foldhazy

OCTOBER

- 4 North Shore Sporting Club- St Ives
- 6 Board Meeting, Ryde Eastwood Leagues Club
- 11 MGCC (UK) 90th.
- 9-11 Bathurst 1000, Mount Panorama
- TBC Motorclassica, Royal Exhibition Building, Melbourne
- 13 Members Gathering, Deniston Sports Club
- 14 Mid Week Muster, Bob Parkinson
- 18 CSCA, hosted by Jaguar Drivers Club, Sydney Motorsport Park, Druitt Circuit, Max Wasson
- 18 MGCC Concours and Display Day, Silverwater Park Allen Gower

NOVEMBER

- 1 North Shore Sporting Club- St Ives
- 2 Board Meeting, Ryde Eastwood Leagues Club
- 8 MGA/MGB Workshop Day. MGA Registrar, Greg Keenan
- 10 MGCC Annual General Meeting and Members Gathering, Deniston Sports Club
- 22 Club Run MGB Registrar, John Clarke
- 26 Illawarra Registrar Run - Lunch Michael Hough
- 28-29 HSRCA Racing/Regularity Sydney Motorsport Park Gardner Circuit, Steve Perry

DECEMBER

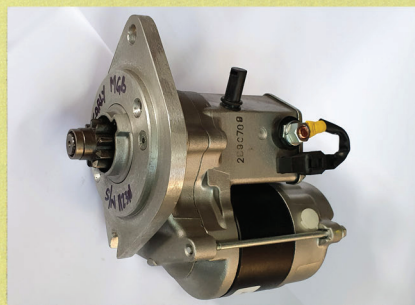
- 6 Club Run RV8 Registrar Alan Heritage
- 7 Board Meeting, Ryde Eastwood Leagues Club
- 8 Members Gathering
- 9 Mid Week Muster, Bob Parkinson

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President's Report

A very warm welcome to all members and especially those members that are new to the club. I trust that you are all enjoying good health and that you continue to do so as we hopefully see this current crisis wind down.



I would like to commence this month's report with a special welcome to two new club members, a father and son team Max and Mark Rowling. Whilst I have only met Max on a couple of occasions, Mark has been a personal friend of mine through cycling for the last 25 years. In this month's magazine you will find a feature on Max and his MG TC. It's quite a unique story and after reading Max's story, if you believe that you too have a similar experience to share please don't hesitate to forward your article to our editor Hilary for inclusion in forthcoming issues of *Opposite Lock*.
editor@mgcarclubsydney.com.au

For those of you that are yet to open the latest running board, I would like to restate that the postponed National Meeting for 2020 has been rescheduled in Albury Wodonga for Easter 2021. The meeting will be run by the Victorian Club. Dom has been advised that over the Easter weekend 2021 there is also a Hot Rod meeting in Albury Wodonga. This will mean that accommodation will be at a premium. It is therefore suggested that you book your accommodation as soon as possible to avoid disappointment. Dom has secured the same motels we had for this year. If in doubt re which motels to book I'm sure Dom would be happy to respond to an email. dom.d.david@gmail.com. At one stage we had 72 members signed up for the 2020 meeting. Let's see if we can make 2021 a special meeting and take a contingent of 100+.

As some of you will have read, Dom will be relinquishing his National roll for 2021. I would like to take this opportunity to thank Dom for all the work he has done in organising recent National Meetings. Consequently, we are looking for a volunteer to take over. Dom has offered to assist the new appointee in the transition period, so please if you believe this is for you give Dom a call and let's get the National Meeting 2021 on track.

I would like also like to extend a thank you on behalf of the membership to Matt Crawford for his monthly update to Covid19. If the latest news is correct, we may have a vaccine by the end of the year or early next year. Obviously, a development at this level would be warmly welcomed throughout the world.

In the interim, the Government appears to be indicating that some restrictions may be eased in the next few weeks. Rest assured the Board will act quickly should it become possible to do club runs albeit that there may be a limit on numbers. If this happens then initial suggestions and recommendations will come via a running board with a follow-up in the monthly magazine and on the website. In the meantime, the Board is working collectively to obtain interesting articles for *Opposite Lock* from all corners of the club and all contributions are welcome.

Finally, like most of us I have had a few spare moments to myself and my computer. Occasionally my mind drifts off to interests such as MGs and I found this program on YouTube just recently. It is called For the Love of Cars and is essentially about two chaps, one a motoring journalist and the other a restoration expert. They buy a British Classic and the latter sets about restoring it to pristine condition. The link tells the story of the restoration of a TC. I thoroughly enjoyed it I hope you do too.

<https://www.youtube.com/watch?v=JBL6deZs7oE>

Once again, I would like to wish all members of the Sydney club ongoing good health and on your behalf extend to the other MG Car Clubs of the world our best wishes for a safe and healthy year.

Charlie Frew

New Members

Welcome all to the MG Car Club, Sydney

Please make yourselves known to one of the members so that we can ensure you meet up with some like minded MG enthusiasts!



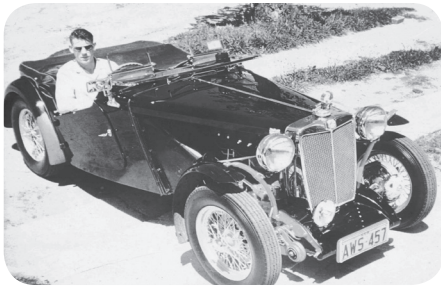
Maxwell Rowling	TC
Mark Rowling	TC
Christopher Brangwin	MGB
Stephen Mangnall	MGB
Nic Vasta	MGB
Timothy Hopkins	MGB
Gary Eyles	MGB
Malcolm Lambe	MGB
David Cush	MGC, V8 & RV8

So, you have bought a 'new' MG, or you have unearthed one long lost in the garage or you have finally finished that 'long, long, longer than you expected' restoration and decided to now join the club.

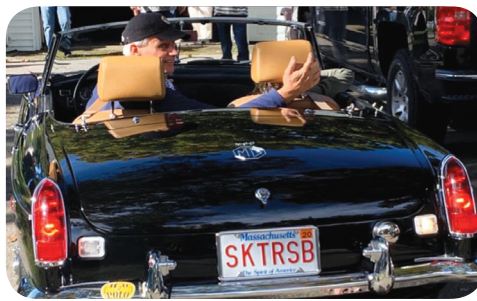
We want to hear your story!

Please send a short story about your car by email
And do not forget some pictures!
to: editor@mgcarclubsydney.com.au





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May Cover photograph:

Taken by Ros Bastian of her daughter Jo
on her wedding day, in the bridal car,
Ros's MG TA

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May *Opposite Lock*

Contributing photographers:

Thanks To:

Greg Fereday, Ian Frost,
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Brian Woolmer,
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Model registrars

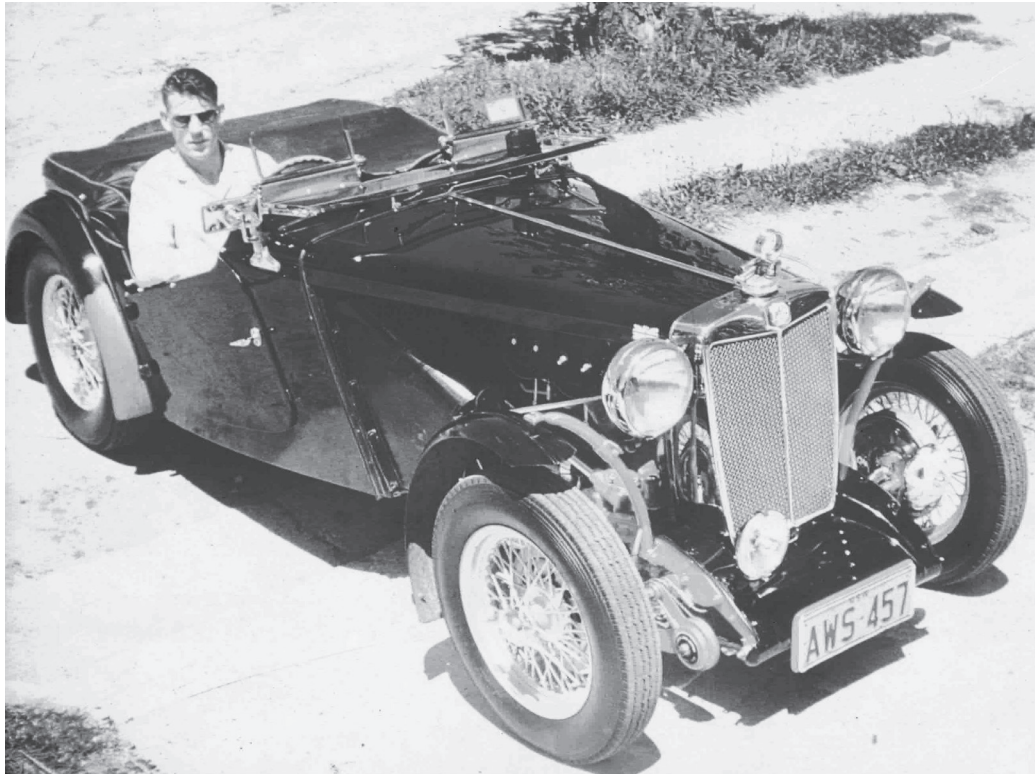
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On the Road Again

Brian Woolmer



Max Rowling in his MG TC circa 1955

Ever since the MG TC was released some owners have kept on improving the breed.

This is a brief account of Max Rowling and his passion for the MG TC. Max is a native of Bathurst, Australia's Motor racing capital so it was not surprising that he grew up with a love of motorsport. During his schooldays at Bathurst High he sometimes wagged school with his good mate and close friend and journalist Mike Kable (now deceased) to catch the sights and smells of action at the Mt Panorama circuit. Later in 1953, while working as a baker, he became a founding member and Treasurer of the Bathurst Light Car Club along with his friends "Rip" Hillier and Mike Kable.

After leaving school Max worked hard to scrape together the money to purchase his first car an MG PA. It suffered a roll over and broke the nose of the owner. His next car was a three year old MG TC purchased in 1951. Trouble soon struck. Extreme oil consumption, unpredictable steering response and unreliable brakes bedevilled the car. Most would say that was par for the course. Closer examination revealed that a chassis cross member was missing and the side rails were slightly twisted. Rather than sell the TC Max decided to fix it.



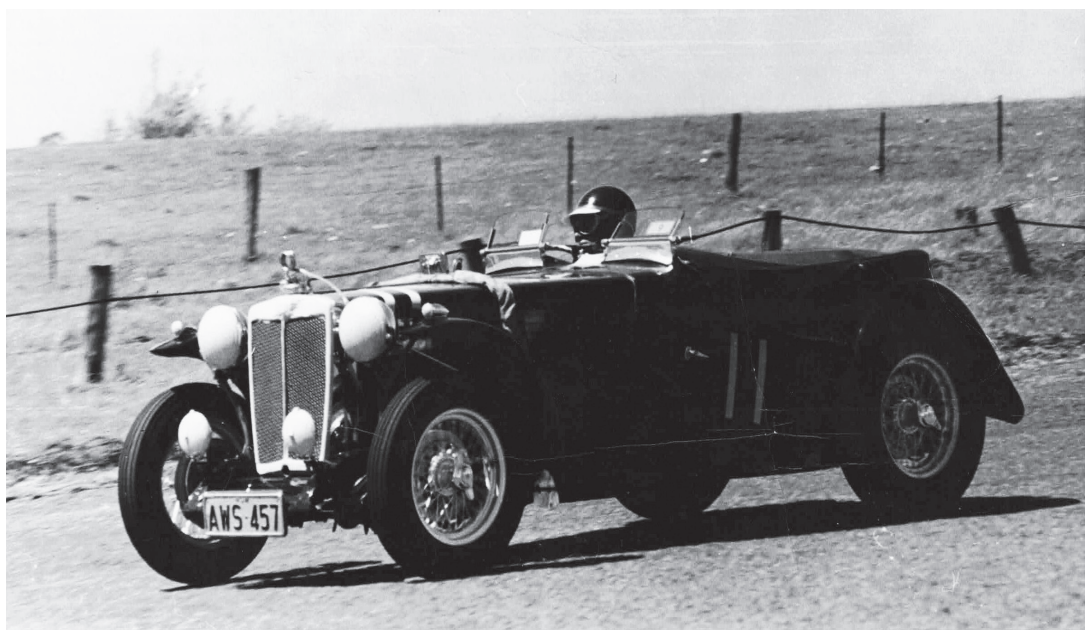
Over the years Max became a self-taught motor mechanic, a stone mason, carpenter and to cap it off a silver solderer. He took to any trade that appealed to him and applied these to his MGTC. With his soldering experience he manufactured an extractor system so precisely there was not one single ripple in the pipe.

After completing repairs and re-establishing the bodywork on the chassis the car was back on the road again. However, his joy did not last. More problems.

Max completely dismantled the TC yet again determined to do a comprehensive makeover. The original chassis was scrapped after a suitable replacement was found. The motor was overhauled and a great deal of time was spent refurbishing components and polishing some parts prior to chroming. This included springs, brake back-plates, steering rods and front axle. Enough 'bling' to make a purist shudder.

The original 'jet black' body was pulled from storage where it had been for three years. The paint, trim and upholstery were all OK. New 16" wheels and tyres were fitted and the car finally re-registered in 1955.

Max and his TC in race trim



After several months and 7000 miles of Happy Motoring the engine locked up. The strip down revealed that the bores were heavily scored. The engine was rebored and wet sleeved to bring it up to 1500cc and larger 1 ½" carburettors were fitted with pancake air cleaners. Foreseeing the possibility of head gasket failures Max fitted a water by pass from the back of the head into the water jacket allowing him to use a type of non-blow head gasket.

With the addition of a works camshaft and an extractor the car performed well at club competitions and achieved 16.9 seconds over the standing quarter mile. Max competed in the car at Mt Druitt and Amaroo racetracks as well as Hillclimb's at Collingwood (Vic).

In 1964 Max and Mike Kable went on a road trip to Surface Paradise in a new Fiat 1500. Mike was test driving the Fiat on the trip for an article he was writing. While this dynamic duo were in Surface Paradise they met up with another pair of best mates named Jan and Joy. With romance in the air and no pretence of chivalry they tossed for the girls. Max won Jan and Mike Joy. Max and Jan were married a year later in 1964.

Over the years mechanical upgrades continued. Max replaced all interior trim, added new instruments, aero shields, louvered bonnets and cycle guards to complete the transformation to a true MG TC Special.

Illness prevented Max from completing the most recent rebuild so his son Mark helped to put the TC into working order under the watchful eye of his Dad.

Mark is a keen motorbike enthusiast who was competitive enough to win a "wild card" into an Australian GP at Phillip Island. The TC is now Conditionally Registered and on the road again. The workmanship and quality of the finished vehicle is a fitting tribute to both men.

Brian Woolmer



Mark & Max completing the final touches



Off for a well earnt drive

Conditional Registration and Covid 19

The Council of Motor Clubs (CMC) has sought clarification from Transport for NSW on the use of conditionally registered vehicles, including those under the Historic and Classic Vehicle schemes, during the current COVID 19 movement restrictions.

Listed below is a copy of this general advice, which is also available on their web-site at this link.

New South Wales legislation regarding gathering and movement during the pandemic, current as at the 14th of April, is available here:

[Public Health \(COVID-19 Restrictions on Gathering and Movement\) Order 2020 \[PDF\]](#)

I would suggest that the main point to be made here is that most of our cars do not 'blend in' with current traffic and may not be seen as appropriate transport for the few essential needs that we are currently able to leave our homes to pursue.

Additionally, for those on conditional registration but not on the log book arrangement, as there are no club events to attend and the outings allowed by the regulations are not considered to be essential under lockdown restrictions, you would be unable to use the car.

Please be aware that the fines are substantial, as would be the cost to challenge them if you so desired. So, it's over to you to make your own decisions.

*Charlie Frew
President, MG Car Club Sydney*

Important Message From the CMC: Use of Vehicles under Conditional Registration For Essential Purpose

With thanks to the Council of Motor Clubs

As long as club members follow NSW State restrictions, such as only going direct to the mechanic, the shops, medical practitioners, pharmacies or to work, they are allowed to use HVS and CVS vehicles with the filled-out log book.

That does not include things like trips to try the car out or charge the battery, as far as CMC interpret it. Those reasons could be considered spurious by any authority who pulls a vehicle up and question its use.

There obviously can be no club events where people gather and the CMC suggest that no club sanction or organise any such activity as fines are substantial.

Note that two unrelated people in the front seat of a vehicle are breaking the distancing rules. If they are not family or live with you then they are unrelated.

Go it alone is the safe way if you must go out in any vehicle.

If you are taking a vehicle to a mechanic it is suggested it be for essential work and you have a prior appointment with the mechanic.

It is suggested that members who do need to use a vehicle under conditional registration have a good reason as to why.



Conditional Registration and Covid 19.

Can you use your conditionally registered vehicle be driven so long as Covid 19 is with us?

Yes but usage is very limited. MG Car Club members must abide by the NSW Government restrictions pertaining to Covid 19. Valid reasons for using your MG are: taking your car directly to a mechanic to have it repaired or serviced, going to a medical appointment, going shopping for food or medicines or going to your place of work. In all of these circumstances you must make an appointment beforehand and fill out your logbook before commencing a journey. Do not take anyone else with you in the car unless they are family as you will be breaking the social distance rules. Best to go it alone or else you might attract unwanted attention. Conditional number plates are a dead giveaway with all these scanning cameras in every Police car nowadays.

Brian Woolmer. Club Plates

Surviving the Corona Lockdown



So here it is. Powered by a 12 volt buggy motor, buggy wheels all round, lots of MG badges so you don't have to guess what it is supposed to look like.

Good brakes and a panic switch for parents to disconnect the power.

Only thing I don't have is a test pilot, my youngest grandkid is two metres tall and comes in at 180 kg.

Might bring it to the Concours, I know some members have kids that will fit.

Ian Frost



Only have a small garden which is mainly trees and shrubs that generally look after themselves. Lawn doesn't need mowing. Hedges look OK. My old TF is running better than ever (seems the deafer I get the better she goes) so I don't want to pull her apart for no reason.

Best I invent a project!

Old electric golf buggies, plywood left over from a boat building exercise ten years ago when I was going through a stint of boredom (pre TF) Some left over stuff from the grandkids whipper snipper powered go carts.

I have enough bits to build a model of my old TF without having to run to Bunnings for anything.

Covid Style Driving



Everyone has just about had their fill of the virus regime. Teddy TD had a covid style drive along our street to get some exercise - picking up essential groceries!

Can't wait for just a pleasurable jaunt.

Lesley & John Gibson

Regularity Report - HSRCA

Steve Perry



them standing in any closely bunched encounters! Drivers indeed, were pretty well spread out in large garages and open carports, and everyone was keeping a fair distance from others. The spectating hill only had a max of 6 people watching, so no close crowding problems here! All in all, a sensible approach was taken to ensure an enjoyable and safe Meeting, in what will be the last such competition meeting for some months, with Historic Winton and then the big June HSRCA Meeting already cancelled so far, as well as CSCA Round 2 Supersprint cancellation, in keeping with the ever tightening and stricter rules for isolation being enforced by the Federal and State Governments in its efforts to contain the spread of the insidious COVID 19 virus, which we can all appreciate & understand.



John Croft

Wakefield Park 21st & 22nd March 2020

In memory of our past Regularity Leaders & Registrar, Gerry Graham (Wingco), and his replacement Chris Carter, both passing in March three and two years ago respectively, I give a brief account of the "Rusty Nut" drivers at the March Historic Sports & Racing Car Association (HSRCA) Meeting at Wakefield Park, Goulburn, from the sideline only as my MGC's engine is still being re-built. Our Rusty Nut drivers are a mixed collection of like-minded people who enjoy their motorsport, including MGCC drivers.

March Regularity & "Rusty Nut" runners: Sydney members Richard Rose (MGA), Geoff Morse (MGB Peninsula Special) and newcomer John Croft (Sunbeam Alpine). We were well down on other drivers for various reasons this year, not the least being concerns over the COVID-19 virus, mechanical issues, or having to be elsewhere.

In Group S we had Sam Girgis (MGB) and interstate Victorian visitor and past Sydney member Ernst Luthi (Alpine Renault). Sydney Member Geoff Pike entered for racing in Group N in his beaut Mini Cooper S, but had some bad luck in practice when his differential suffered some terminal damage, and was forced to retire. Nice to catch up for a chat with Ernst again and see his well presented Alpine Renault on track, and to see Sam in action in his quick yellow MGB, pushing some very good times. Sam has graduated to racing from many years competing in the CSCA Supersprint series. It was also entertaining to see the very competitive Group S MG Midget of Damien Myer snapping at the collective heels of the Porsches, and passing some as well.

We had a keen but small group of drivers at this meeting, with several usual competitors missing in action, and which was obviously affected by some fears of the ruddy Corona (for Crown) virus. Some race grids were even down to just three cars, but other groups were quite well supported. The HSRCA had been working in conjunction with Motorsport Australia to have plenty of warning & hygiene notices, and hand sanitisers available in the toilet blocks and in the café, and even handout notes to all competitors to cover the Drivers Briefing to avoid

Unlike last year in which we all had to endure heavy pouring rain and lack of visibility for our Regularity practice session, and morning sessions, this weekend was just perfect both Saturday and Sunday – just magic for Wakefield, meaning those that attended had an excellent weekend indeed, assuming their competition chariots kept functioning!

Great to welcome a new competitor having a go from our club in John Croft, in his very well presented yellow Sunbeam Alpine. A recent purchase has seen John pick up this sports car in excellent condition indeed! John is new to Regularity, and keen to get in some laps, and made a great improvement in lowering his points. The Alpine ran well right up to the last run when a throttle cable decided to let go, and he failed to proceed, & needing a tow back in, but John was still smiling after a successful weekend!

Richard Rose was showing his experience with some very consistent lap times, and he only had some good times affected by a low fuel level at the end of one run, with some air being swallowed & engine coughing!

Geoff Morse was also putting in some fast and consistent laps in his MX-5 powered MGB (his friend Rick Marks, who volunteered as a commentator, has labelled this conversion as an MXB). I don't think Geoff had any issues over the weekend, and he and car love driving at this track, and Geoff ended up with the best Rusty Nut score for his efforts!

The Regularity point system: One point for each tenth of a second OVER your nominated time, but its two points for each tenth UNDER your time, and it's the LOWEST point score that wins. Hence its best to nominate a time just a tad quicker than what you think you will do – not easy to calculate with all the traffic!

Alphabetical Results (care of Natsoft): Five runs with the first 4 Runs only counting towards a Sheep Station (as we had a lack of runners in Run 5); Lowest Regularity Pointscore wins the Sheep Station!

Rusty Nut

	Reg 1Place	Reg1 Pts	Reg 2Place	Reg2 Pts	Reg3Place	Reg3 Pts	Reg 4Place	Reg4 Pts	Total	Result
J. Croft	9th	353	9th	1328	6th	174	5th	151	2006	N3
G Morse	6th	93	6th	118	4th	129	1st	46	386	RN 1
R. Rose	4th	71	3rd	7	5th	153	7th	203	504	RN 2

Geoff Morse



Richard Rose



In between runs, we watched some spectacular Historic open wheeler and sedan race cars on the track, not the least being the Group S fast battles up front between the Porsches and the very quick Damien Meyer in his MG Midget, and the flash of yellow as Sam Girgis went past the hill.

So Regularity is certainly a lot of fun for like-minded drivers, whilst improving your driving skills. All had a great weekend!

Come and join the Rusty Nuts next time in your MG for some of the best fun you can have sitting down, on or off the track! You drive at a pace you are comfortable, and nominate your own expected lap time – how much more control do you need? Get that MG prepared and out of its garage, and do some spirited driving with us – once this nasty COVID-19 virus is finally under control! Take care everyone!

Steve Perry



Ray Lewis

COVID-19- Update

Australia has so far done very well in its fight against COVID-19. Much of that has to do with our natural isolation and the fact that the out-break occurred at the end of our summer and in relatively warm conditions. The adoption of social distancing in the early phase has been a major player in controlling the spread of the virus within the community. Even as it stands now the number of infected by the virus is far greater from those who acquired the disease overseas that at home.

Table: Confirmed COVID-19 cases in NSW by likely source of infection

Note: Case counts reported for a particular day may vary over time due to ongoing investigations and case review.

Source	Cases
Overseas acquired	1,716
Interstate acquired	65
Locally acquired – contact of a confirmed case and/or in a known cluster	738
Locally acquired – contact not identified	351
Under investigation	16
Total	2,886

Number of Cases in NSW by likely source as at 14/4/20.

The true extent of the viral spread in the community is not known and will only become apparent as increased testing occurs. Australia has one of the highest rates of testing in the world, and this is what is going to keep community spread at low levels. The Health Departments in Australia will be watching very closely for clusters where increased infection

Table: Confirmed cases

Cases	Count
Total confirmed cases ¹	2,886
New cases reported since 8pm 13 April 2020 ¹	16
People tested since 8pm 13 April 2020 ^{1,2}	1,305
People tested and excluded since 8pm 13 April 2020 ^{1,2}	1,289
Total people tested ^{1,2}	147,114
Total people tested and excluded ^{1,2}	144,228
Total deaths	26

Notes

1. Confirmed case count includes interstate residents in care in NSW. Case counts reported for a particular day may vary over time due to ongoing investigations and case review. Excludes crew members of cruise ships who are not in the care of NSW Health.

2. A surge in total number of tests performed on a particular day may occur as the test results are updated in batches and new laboratories gain testing capacity.

Number of COVID-19 cases in NSW as of 14/4/20. Note high rate of testing and low positive rate.

rates have occurred, such that extra resources can be targeted for that region. A recent example is what occurred in northern Tasmania. Despite the fact, that we are doing very well in controlling the spread of this disease, we were poorly prepared for it initially. We did not have enough Personal Protective Equipment (PPE), and what we had was very soon stolen, leading to the equipment being locked away, and not available after hours. The health department is requesting daily reporting of the total stock available in each hospital. Some hospitals are routinely using N95 (high filtration) masks

Dr. Matthew Crawford



for all surgical cases, when only recommended for use on COVID-19 proven patients, or patient where there is likely to be a high risk of aerosolization of upper airway secretions. They include ENT and dental surgeries. The Ministry of Health is looking at this, as should it continue, we will run out of masks.

To prepare for this eventuality most hospitals have invested in re-usable Personal Air Purifying Respirators. These devices cover the head and face. They are supplied by a battery powered fan that draws in air via a HEPA filter. The devices can be cleaned and reused. The Ministry of Health has allowed the purchase of these systems, via a special COVID-19 cost centre, which we use to fund any purchases of equipment needed to tackle the virus.

These devices were initially manufactured for industry, particularly in dealing dust particles e.g. asbestos. The coronavirus is 0.13 microns in diameter and the medically approved devices of this nature are 99% effective down to a particle diameter of 0.1 microns. They also have other mechanisms within the filters that are rapidly lethal to the virus.

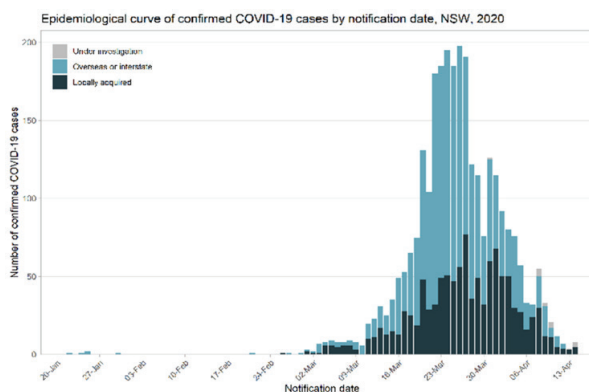
Personal air purifying respirator



ICU capacity has been dramatically increased to cope with the expected patient numbers. Australia has around 2,200 beds and this has been increased to around 10,000, by converting Post Anaesthesia Recovery units, High Dependency Units and Operating Theatres, to areas where patients can be placed on mechanical ventilation. There are still not enough ventilators available fit out these areas, nor is there enough trained staff to man them.

Spread of COVID -19

When someone with Covid-19 coughs or sneezes, they shoot viral particles at least a metre into the air in water droplets from their nose and mouth. Viruses cannot replicate by themselves. They infect a new host by harnessing our own cellular machinery to replicate. To get in, they need the key – a receptor within a cell they can bind to. Which cell a virus latches onto largely determines where it will spread throughout the body.



COVID -19 Cases inn NSW. Note the increased cases after March 19. The curve has now been flattened. (14/4/20)

The four main coronaviruses found in humans tend to colonise only the nose and throat. They mainly cause the common cold where symptoms are mild: a runny nose, a sore throat, sometimes a cough or a fever. Since 2003, three dangerous coronavirus illnesses have emerged in humans: SARS (Severe Acute Respiratory Syndrome), causing global panic some 20 years ago, the more deadly but less common MERS (Middle East Respiratory Syndrome) and now COVID-19, which has already infected more than 2 million people and killed about 133,000.

All three attack the lungs as well as the sinuses, sometimes develop into viral pneumonia – and, because they're new, there's little natural immunity to fight them off. COVID-19 shares 75 per cent of the genetic material of the SARS strain,

and binds to the same cell receptors (ACE2), which are largely found in the lungs. This is also the same receptor that the ACE-inhibitor and ARB type blood pressure medications bind to, leading to the thought that these drugs may aid in allowing the virus into lung tissue. This appears not to be the case. It is safer to stay on these drugs than to cease or change them. There has also been a suggestion that NSAID drugs such as Nurofen may worsen the outcome in COVID-19. That is also not true.

Early studies suggest this virus might be better at hacking into that receptor than SARS, which is why it could be more infectious. The new virus also appears to be replicating fastest in the nose and throat, rather than the lungs. That could make it more transmissible but also perhaps less fatal than the other two coronavirus outbreaks.

It is still too early to predict how the COVID-19 pandemic will develop in Australia. That will not be evident for another 3-4 weeks. The Federal and State Governments will need to carefully follow how the outbreak progresses over this time, to see if, and when some of the current restrictions can be lifted. The longer these restrictions continue, the longer will be the economic hardship we will need to endure post pandemic. It is likely that restrictions will be lifted and reimposed at varying times, depending upon our resource capacity to deal with the numbers of patients infected.

We are doing very well in comparison to the rest of the world, however one wrong move as evidenced by the Ruby Princess saga on the 19/3/20 could change the whole ball game. Currently our reproduction number (R0) rate is 0.5 i.e. each 10 patients with COVID-19 only infect five others. If this is maintained for many months the virus will die out. An R0 greater of 1 is the break even point, where the virus will remain in the community. The overseas countries in trouble have an R0 of 2.5 or greater.

Dr Matthew Crawford



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2020-MG National Meeting. Albury Wodonga. Bulletin 8

Dear MG Club Members.

First of all I would like to thank all of you who emailed or phoned me and others on the Committee expressing their support for the tough decision, the early advice we gave and thanking us for all the hard work.

We won't reply individually but the Committee really appreciated your kind words.

The Committee have taken a Bex and had a lie down, regrouped and are now sorting out the loose ends so we can wrap up this year's event.

Our friends in South Australia have generously offered to step back from their proposal to run the 2021 event in Mount Gambier to allow us to merely postpone our meeting to next year.

Therefore we have decided to rerun the event next year just like the Olympic Games i.e. The 2020 National Meeting in 2021.

Of course this is contingent on the COVID 19 virus being under control and the Government lifting all restrictions on mass gatherings and travel movements. We may not know this till very late in the year.

Entry Fee Refunds

We are working through the final costs and establishing what monies we can recover from deposits and permit fees etc. We will update you shortly when refunds will be available. Refunds will be transferred back to your credit cards. For those who have paid by other methods, i.e. BPay you will be contacted by our Treasurer seeking your bank details to direct credit the refund.

National Meeting Regalia

All Caps, Pin Badges and Cloth Badges were in stock before the order window was opened. However, Polos were only obtained as orders were received.

Given our concern over the likelihood of the event actually going ahead we stopped the purchase of Polos and held off processing orders. No doubt a few of you will have noticed your payments have not been debited from your account.

To simplify things we will honour those orders received on or up to the 3rd of March 2020 and refund payments for orders processed after that date. It may be necessary to contact you about your order if we don't have bank details.

We will bundle up the orders by Club Centres for bulk delivery for

local distribution. If you are located remotely from your Club we will make arrangements to send directly to you.

This will start to happen after Easter.

National Meeting Photographic, Website and Magazine Competitions

Given that some of you have gone to a lot of effort to forward your photographs and Club Magazines we will still make awards for these traditional Competitions. Judging of the Websites has been completed and the other judging is well underway. The Website award follows and the other winners will be advised in the coming weeks. Presentations of these awards will be made next year together with the 2021 Awards.

The Website Award

Our Judge, Andrew Seymour (Nikki M Group) has an extensive 17-year career in Graphic Design particularly in the Publishing Industry and Website development. He holds a Bachelor's Degree from Swinburne University.

In his role at Nikki M Group, Andrew oversees the quality of creative output across the studio that provides services to business, finance and education.

He was impressed by the various sites and made the following observations

Overall Review

It is impressive to see the amount of work that has gone into developing all of the MG Car Club websites across the country. There is real diversity in style and design. The websites are a wealth of knowledge that has been shared not only with members, but also for the wider community.

For all clubs, my advice is to treat your website much like you would a classic MG.

1. Clean and polish it so that it looks great and is admired by others.
2. Get under the hood whenever possible to make sure it runs well.
3. Provide regular maintenance and updates to maximise performance.
4. Give it some juice so you get from A to B in style.

The Winner- The MG Car Club Sydney

Is an example of a website that is well designed and thoughtfully considered. It successfully mixes style, layout, information & function with clean interface. It has great design, functions well and is a showcase of written and visual information.

☑ The user interface is easy to navigate.

☑ The design, colours and fonts give the website a unique style that forms a brand.

☑ Legibility is at a high standard across the website.

☑ It has a good balance of written and visual content.

Editorial content is excellent.

☑ It communicates clearly.

☑ Is helpful and considered.

☑ Is inviting for members and potential members.

Their website is a machine that has many functioning parts that work for the club.

☑ The design is responsive and works on all devices.

☑ It processes data using forms for membership and contact.

☑ Has a shopping cart for purchasing club merchandise.

☑ It integrates social media feeds.

The website works well to communicate with different audiences.

☑ Current members.

☑ Potential members.

☑ The general public.

☑ Affiliates and sponsors.

Highly Commended

Highly commended is the MG Car Club of Wagga Wagga. With so few members, the club has been able to create a website that punches above its weight. The design and content has the beginnings of a great website. It is highly legible, effortless to navigate, and uses design elements and layout to present a range of information in an easy-to-use interface

Well done Sydney and Wagga Wagga

Andrew's detailed analysis of the websites will be forwarded to each Club for their information.

2021

It is too early to furnish details for next year, however, a Bulletin will be released at an appropriate time when the events and program are revisited and there is more clarity on the COVID 19 landscape.

Given the economic climate we may well look at options to scale back the event and thus reduce the cost of attending.

We look forward to seeing you in 2021.

Keep Safe & Social Distance. 30.3.2020

Ian Prior Event Director

MG Car Club Quilt



We have all shared at some time a conversation which goes something like this ... "I wonder what ever happened to ..."

The following events have caused one such conversation to have happened recently.

Quite some time ago the MG group travelled to Tasmania for a combined club event which Colin and I also attended.

During that ferry trip I became part of a conversation with other women (as we women do ...) and found myself being swept along by an idea to form a Quilting group.

A group for we ladies, to share sewing ideas, make quilts for ourselves and create a second layer of women's interests within the MG club itself.

The idea grew quickly and of course, there we were ... "making a quilt for the MG car club, something for us all to share" ... !!

Another fellow traveller was Alyson Reeves (sadly now diseased), I approached her to join us. Alyson was a well known quilter with the Hunters Hill quilting group at the time and her input became invaluable as she gave us the design for the quilt blocks.

Pic Halliday designed and made the main centre piece of the quilt while we other friends beavered away making the surrounds which helped to form the whole quilt.

Of course this became the MG quilt which we made and gave to the club to be used at meetings for display on the main table.

For whatever reason this never quite happened and the quilt slipped from sight and mind.

So, back to the more recent conversation of .. "whatever happened to ... the MG quilt... ??"

After more conversations and much searching by helpful people the MG quilt has re-surfaced as these photographs show. This time hopefully for everyone to finally enjoy. *Gwen Baxter.*

Photos by Granville Harris with "Jellybean" assisting.





Skeeter with his beloved MGB in 1978

This is a story about my late cousin "Skeeter" and his beloved 1969 MGB. Arthur Chase, 'Skeeter' as he was nicknamed almost at birth, was my close first cousin. He and I were the same age and we grew up together although he lived in Pembroke Pines Florida and I lived in Southeastern Massachusetts. His family would drive up north for an extended stay each summer. As we got older I would fly down to Florida for Spring Break during my college years. Skeeter had a beautiful black 1969 MGB of which he was very proud. It fit his personality perfectly. Like him it was fun, agile, spirited, and it would always put a carefree smile on your face. He was quite the clown. He would take his MG to MacDonald's, order a Filet-o-Fish sandwich then arrive at the pick-up window wearing a scuba mask and a snorkel, just to make a stranger laugh.

While we were on Spring Break, his classes were still in session. He would throw me and my buddy Cal the keys and say "Take my MG and go to Hollywood Beach..." Cal and I would argue about who's turn it was to drive the car next. We both loved driving that little sporty car to the beach in the Florida sun, cruising down University Ave with the top down heading to where the action was – the beach, the Boardwalk, girls, paddle ball courts, seaside bars.

The spring break years ended, time went on and eventually my aunt moved back up north permanently and Skeeter followed. He would not part with the MG and trucked it up to Massachusetts in a U-Haul truck along with my aunt's furniture. Neither were happy when the truck was finally opened at the end of the trip – the car had not been secured adequately. The MG had moved around and bashed my aunt's furniture badly. The furniture took the worst of the impacts, but the poor MG was also worse for the wear. Skeeter had a little body and paint work to do, not to mention having to repair or replace his mother's furniture.

As we grew older our careers started, marriages happened, children arrived, and the car grew older too. A car that was too small for a family with children. And it needed some work by now. The floor pans had rusted through, the soft top was ripped, it had seen better days. He removed the interior and had new floor pans welded in. He had a busy life with his wife and three children and his job as a local sports broadcaster. He found little time to spend on his beloved MGB. He stored it in the old carriage house behind his mother's Victorian home with dreams of restoring it when he had more time. Unfortunately, that time never came.

Skeeter, the fit competitive swimmer and skilled water polo player, developed colon cancer at only 49 years old. He fought hard but lost his battle in 2009 at the age of 52. The most energetic, comical, 'life of the party' person ever, was gone.

Years later I was visiting Skeeter's only sibling, his older sister Marcia and saw the MG in the carriage house. It had deteriorated badly. I thought of the past and the fun times we had driving that car in Florida and Skeeter's dream of restoring it. A dream that he was never able to realize. It broke my heart. And I had an epiphany.

I decided right then that I would restore it and create a lasting family treasure to honor Skeeter. I had never done a project of this scale before, but I am a hands-on mechanical engineer and I was confident that I could accomplish it.



Once I got the go-ahead from Skeeter's widow I began in earnest. I estimated that it would take 4 years to complete the job. (As it turned out my estimate was one year too low, but that didn't matter.) I started by replacing the entire brake system: Rotors, drums, master and slave cylinders, calipers, shoes, pads and brake lines, all from Moss Motors. Then the engine came out to be professionally rebuilt. I removed all the body panels and trucked them up to New Hampshire to have



them glass bead blasted. I rolled the stripped-down car out of the carriage house back into the sunshine that it hadn't seen in 25 years.

After several failed attempts I found a very experienced local car restorer, Mark Keilen, whom I selected after asking him if he knew what the MG 'Crack of Doom' was. When he laughed and told me of course he did, I knew he was the right guy! He took it on as his last job, since he told me that he was planning on retiring within a year as he was well into his 70's. Sadly, he passed away only 3 weeks after finishing the body work and priming on the car.



This is one of the last pictures taken of Mark Keilen of 'Keilen's Auto Restoring'.

The car went to a local body shop for final prep and paint. They tried to talk me out of painting

it black since it is the most difficult and expensive color to do right. It shows every flaw no matter how small. I insisted that it had to be black since that was the color when Skeeter owned it. "Whatever it costs, it has to be black." It wasn't ready for another 6 months, but it was worth the wait. What a fantastic paint job!



Shop owner 'Tiger' admiring his painter's work.

Finally, it came home to my garage where the car would come back together. It went back together much faster than it came apart. I wanted to do it right, so I installed sound deadener, underlayment and the molded tunnel carpeting from Moss Motors. I cleaned up the rusted solid seat frames and reupholstered them with tan leather, made by Moss Motors. I added a much-needed safety feature in these times of distracted driving- headrests. I bought a pair of BMW headrests with the correct support spacing to fit the MGB seat tubes.

With the help of another engineer friend we installed the rebuilt engine together with the serviced gearbox within a day. I restored the dash with a topper and vinyl fabric paint and was surprised at how well it came out.

I touched up the original gauge dials with flat black and an artist's brush. I hired an expert, Jim Egan, from the British Motorcars of New England car club, to help me install the windshield. That turned out to be the toughest task of the entire build.

Since I always intended this rebuild to be a tribute to my cousin Skeeter I added several custom features that reference him. I had new stainless-steel door sills laser engraved with his signatures. I had a custom gear shift emblem and



key fob emblems made out of solid brass with his initials "AC" in the MG logo. I was able to locate a swim club in California that was selling the same yellow 'H2O Polo' sticker that Skeeter had put on the car in high school. I painted the engine bay in the colors of the ocean water at Hollywood Beach.

I also applied for a special license plate for the big reveal day. I did all this while largely keeping the project under wraps from Skeeter's sister Marcia.

And finally, it was done and was ready for the reveal day. I invited many family and friends. I invited Marcia to the "Surprise 50th Birthday Party", she wasn't sure who was turning 50 but she came.

I ordered a cake for the big day and decorated the inside of the garage with birthday decorations. But the garage was empty of cars and all windows were covered. We watched a video of pictures set to music of Skeeter and me over the years, many of them involving the MG. At the end of the touching video, when there wasn't a dry eye, the garage door opened revealing Skeeter's beloved MGB looking better than new, sparkling in the sun right outside the door. It took some time for people to regain their composure and walk outside to see it. It was an amazing moment.

I think Skeeter would have approved.

Article by David Yeo, USA and submitted by Tom Azcel.



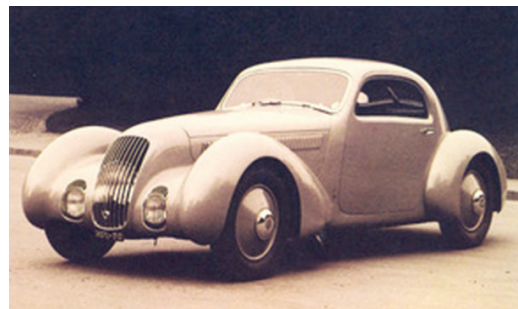
Pininfarina

Pininfarina is, perhaps best known for the dozens of Italian carrozzerie that sprung up near Turin in the first decades of the 20th century. These coachbuilders developed in order to design and fabricate bodies for the motor vehicles being built by the local, nascent automotive industry. Founded by Battista “Pinin” Farina in 1930, the shop may be most famous for its long relationship with nearby Italian sports car manufacturer Ferrari, for which it acted as a de facto design franchise from the 1950s until the 2010s, when the prancing horse brand moved these activities in-house. But, during its nine decades of existence, Pininfarina crafted literally hundreds of concept and production vehicles for dozens of other manufacturers, from the quotidian to the quixotic.

With the 90th anniversary of the consultancy being celebrated this year (on May 22), we decided to create our own list of the nine non-Ferrari cars—one from each decade—that best personify for us the Pininfarina ethos of “Above all, it must be beautiful.”

1931 Alfa Romeo 6C Pescara Coupé

From the very beginning of its existence, Pininfarina recognized the need to create truly capital-M Modern design. While Henry Ford was still building Model A's that resembled upright, horse-drawn carriages, Battista was experimenting with wind-cheating teardrop shapes. The name of this Alfa Romeo signifies that it has a double overhead cam straight-six engine with a pair of carburetors (named after a winning setup at the races in the Adriatic seaside town of Pescara.) But it's its radical body that is most noteworthy, a broad and low form, featuring windswept fenders and windshield, a tapered rear, and headlamps hidden behind recumbent grilles.



1947 Cisitalia 202

In the immediate postwar era, as Italy attempted to rebuild its economic and political systems post-Fascism, Pininfarina brought to coachbuilding a new idiom. Its body for the boutique Italian sportscar manufacturer Cisitalia is widely viewed as the progenitor of all postwar grand touring vehicles, with a long hood, tight cabin, and short deck, enunciated by taut bodywork that communicates the vehicle's desire to be lunging forward. This car was included in the foundational car-as-sculpture exhibit “Eight Automobiles” at New York's Museum of Modern Art in 1951, where the catalog copy venerated its handsome body as telegraphing “an extraordinary tension, as though its metal skin did not quite fit over the framework and had to be stretched into place.”



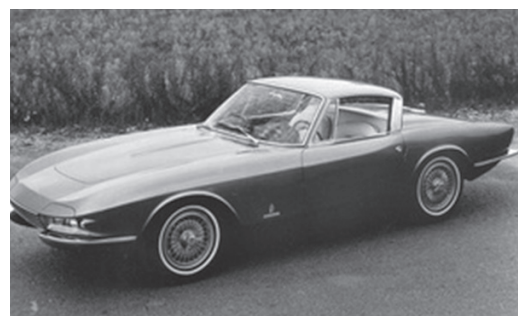
1957 Lancia Florida II Coupe

Having invented the tucked and rounded “ponton” shape that came to dominate postwar sports car design, with the aforementioned Cisitalia, Pininfarina literally went back to the drawing board to create this crisp, fresh luxury coupe concept for innovative Italian marque Lancia. It is impossible to not see the entire history of 1960s car design—especially the imposingly optimistic, slab-sided work of Bill Mitchell (GM), Virgil Exner (Chrysler), and Elwood Engel (Ford)—in this taut, pillar-less hardtop coupe, with its thick C-pillar, and horizontally-creased fuselage. (And its hidden rear suicide door is almost magical in its integration.) So sophisticated was this design, that Battista himself favored this car, driving it until his death in 1966.



1963 Chevrolet Corvette Rondine

Pininfarina broke into the all-important American marketplace with a design for a 1952 Nash-Healey Roadster. It then set out to Italianize the rest of Detroit. As the C2 Corvette was just being introduced—in all of its chrome-daggered, boat-tailed, split-windowed, shark-bodied menace—star Pininfarina designer Tom Tjaarda sent Chevy this one-off 'Vette variant that looked like it had just danced in from the Riviera in a Brioni tuxedo. Featuring low and lidded headlamps, a bubble-back rear windshield, tapered tail lamp enclosures, and an angularly pinched rear, it imagined an alternative, elegant, grand touring branch of the Vette family that Chevy never knew existed.



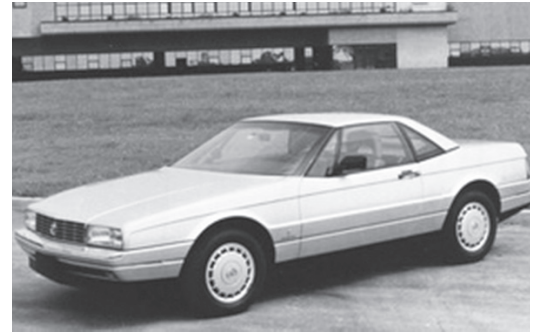
1975 Rolls-Royce Camargue

Not even the Brits could resist the allure of expert Italian design, which is how the Camargue became the first-ever Rolls not drafted in the United Kingdom. The results were somewhat controversial, with its broad body, long rear overhang, and inset wheels resulting in a look that appears slightly ungirdled to some. But there is no doubt that it broke the brand out of a reliance on a stifling baroque traditionalism it had been practicing since the turn of the century, and paved the way for its more brutal Oughties incarnation under ownership by BMW. You are welcome to disagree, but we think its domineering crispness has aged quite well.



1987 Cadillac Allanté

General Motors could not have conceived of a less profitable method for building its first attempt at a competitor for the venerable Mercedes R107 SL, a plan that involved Caddy and Pininfarina taking turns flying parts back and forth between Turin and Detroit on a fleet of specially designed 747s. (It might, however, have taken the time to prevent the myriad electrical and mechanical problems that cropped up.) But despite being built on a shortened, front-wheel-drive Eldorado chassis, the Allanté has debonair proportions and an intriguingly angular and sectioned body that seems like a presaging of Benz's own blunt R107 replacement, the R129 of 1989.



1991 Honda Beat

Pininfarina designed the two-seat, mid-engine convertible Beat for Honda as a hired gun. But given Honda's proud culture of innovation, the design wasn't put into production until the Japanese car company purchased it outright. This doesn't matter. The Beat is both adorable, and aggressive. This is typified by its backswept and teardrop-shaped wheel openings, its coved flanks feeding air into a high revving (8500 RPM) naturally aspirated three-cylinder behind the driver's head, its demented-eyed tail lamps, and its zebra-striped interior. The Beat led a trend of tiny sports cars in Japan, all of which took advantage of local engine size-based tax laws (the Beat's motor displaced just 656 cc.) It was not fast, but it was furious.



2003 Maserati Quattroporte

The Oughties saw Pininfarina expand its empire to assist emerging manufacturers in China and Korea. But it seemed to save its most sensual four-door design for the re-launch of Turinese neighbor Maserati's grand, if overtly named, Quattroporte. Having worked through the roster of local carrozzerie—Frua, Bertone, Italdesign—in previous iterations of the car, the trident brand came to Pininfarina for the launch of the fifth generation QP. Pinin delivered, with one of its handsomest and most sensual sedan designs, simultaneously curvaceous, protuberant, timeless, and à la mode, with a rich leather and wood interior. Did we mention it had a deliciously bombastic Ferrari V8 under the hood?



2019 Pininfarina Battista

In the late Teens, Pininfarina finally realized a lifelong dream of building a car of its own. And though the vehicle they unveiled at the Geneva was named for the company's founder, it was likely beyond his imagination: a \$2.5-million, 1,900-hp, all-wheel-drive, limited-edition, battery-powered supercar that would accelerate from 0-60 in under 2 seconds, on the way to a top speed of 217 mph. The Battista definitely has Pininfarina exotic car DNA in its design, especially from the front, where it looks like a modern Ferrari. But it also presages a new, all-electric design language the cutting-edge brand will use in an expanding range of luxurious, electric vehicles. Shocking, indeed.

Written by Brett Berk, published by Hemmings Motor News and submitted by Ros Bastian



MGB Musings

John Clarke



When it comes to MGBs I might be slightly vision impaired, but I am not totally one eyed. I acknowledge that they are not necessarily the fastest, best handling or most luxuriously appointed cars. But what I do think is that they are well engineered, well built for their time and most importantly they fulfill their design brief admirably.

This was brought home to me just before the COVID 19 restrictions when I helped my mate Dave take his TR6 chassis to be checked for straightness at The Classic Factory. Those who were at the March Member's Gathering will recall that Daryl from The Classic Factory was our guest speaker. Mentioning he had the technology to check alignment and straighten chassis, and knowing that Dave wanted this done I pointed Dave in Daryl's direction. While this was being done, Dave got Daryl to do a number of 'fixes' that have been developed by the TR community over the years to add additional strength to the chassis to overcome design deficiencies of excessive flex and cracking. There are also a myriad of other fixes for different aspects of the TR.

Similarly, I was talking to a friend a while back who did his apprenticeship at an Alfa Romeo dealership in the early 1970s. He relayed to me that part of the new car pre-sale preparation was as often as not to give a quick sand and spray over the rust that had developed on the way out from Italy. Alfa Romeos in those days were built with cheap Russian steel, had minimal rustproofing and poor quality paint. The 105 coupes were also known to droop at the back as the boot floor bent if a heavy load was placed in the boot as there was insufficient bracing.

The point about this is not to rubbish these other models of cars, of which I am actually rather fond, but to point out that I don't believe that there are any 'fixes' required for an MGB to overcome original design deficiencies. Indeed, in Motor magazine's July 1967 Spot Check review of the MGB they even commented:

Unlike many cars, the MGB has so far undergone surprisingly few major modifications and a prospective customer can buy any example of age to suit his pocket confident that it contains no obvious defects later rectified in production.

This is not to say that there were not improvements made by the factory as production went on, most notably the 5 bearing crankshaft introduced from 1965 and the 4 syncro gearbox with the Mk II in late 1967/68. Although it must be said, that as time progressed and faced with budgetary limitations and bureaucratic obstacles aspects of the MGB design did become a bit dated.

Nonetheless there are improvements that can be made. There are any number of things that can be done to make an MGB go faster or handle better. MG themselves produced a Special Tuning Handbook, which went as far as providing guidance on modifications for Stage 6, Le Mans specification, and there were, and still are, a myriad of companies that produce performance parts for MGBs. However, for most people today it is about ensuring that their MGB is reliable and able to handle our modern traffic without taking away from the essential character of the car. Modern technology can help by replacing the points in your distributor with an electronic ignition module and the points in the old style SU fuel pump with an electronic SU version that even still ticks when turned on. An electric fan or a radiator shroud can also help with keeping the engine cool in traffic. But all of these are taking advantage of modern technology rather than overcoming original design deficiencies. The designers of the MGB – Syd Enever and Don Hayter got it right for an affordable, reasonably comfortable, well engineered and particularly fun sports car.

Well, they are my musings on MGBs for the month. With the COVID 19 stay at home restrictions, and with the Club having to cancel our runs and other activities I am sure you will not have ventured out in your MGBs nearly as much as you would have liked. However, this is a good opportunity for you to still give them some of the love that they deserve and tackle some of those jobs that you haven't had the chance to get around to until now. If so, we would like to hear about it or any tech tips you might have in *Opposite Lock*. Please send your articles to Hilary at editor@mgcarclubsydney.com.au

John Clarke



Dating Triplex Windows

Triplex windows manufactured in the 1950s through the late 1970s can be dated with the "Triplex code" etched into the glass.

Assuming that your car has the original glass, it can be used to fairly accurately date your car. Of course, this method reveals the date of manufacture of the glass itself, not the car or hardtop it is fitted to, but the glass probably didn't sit around very long in the factory before being fitted.

Triplex Safety Glass is now owned by Pilkington, which uses a similar method of dating using dots under letters, but is not described here.

Triplex Window Date Code Decoding

If you know the decade your car was produced, you can find the last digit of the year by looking for two dots in the TRIPLEX logo on the glass.

One dot above T, R, E, or X gives the quarter of the year the glass was manufactured:

T is Jan, Feb, March, R is April, May, June, E is July Aug, Sept, and X stands for Oct, Nov, Dec.

To find the year the glass was manufactured, look at the nine letters in the word TOUGHENED.

One dot below a letter gives the year of the decade:

T is 1, O is 2, U is 3, G is 4, H is 5, E is 6, N is 7, E is 8, D is 9

If there is no dot, the year is a zero.

This code also works if you have a TRIPLEX window with the word LAMINATED instead of TOUGHENED.

Example Decoding of Triplex Window Date Code:

This hardtop was known to be made between 1960-1969. From the dot over the "T",

We know the glass was manufactured in the first quarter of the year (Jan-Mar). From the dot below the "U", we know the glass was manufactured in 1963.



Triplex Window Date Code

Written by AutoShrine Network [G+] – Created 2010-05-14
Published 2014-02-13

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Contact Darryl on 0412618023 @ darryl@theclassicfactory.com.au

www.theclassicfactory.com.au

The MG TA Bridal Car



The bridal car for John & Ros Bastian's daughter Jo, was of course Ros's National Concours winning MG TA. A beautiful Autumn day celebrated in glorious Sydney sunshine as Jo married Luke surrounded by family and friends.

Photos from the Bastian family



MG Car Club Regalia Clothing

With the cooler weather approaching it's time to complete your wardrobe with the MG Car Club regalia range ready for when we can all resume enjoying our MGs again.

Available in mens and womens cuts and sizes.

Contact: Granville Harris on 0414 880 374

granville2@bigpond.com to order. Alternatively shop online at our web site shop : mgcarclubsydney.com.au



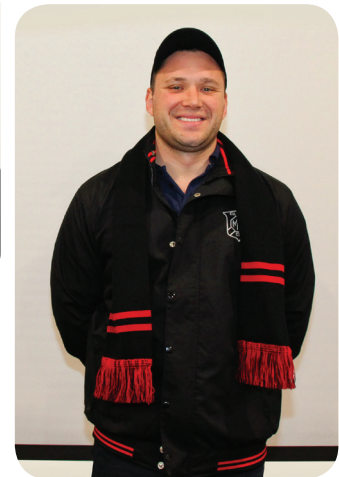
Ashley is wearing the ladies only quilted puffer jacket, made from quilted micro fibre with black tone on tone club badge on sleeve. \$180



Bomber jacket- a retro style black poly cotton twill jacket with red highlighted trim and taffeta lining. Press stud front. Embroidered silver club badge on front and large embroidered MG Octagon and Safety Fast motto on back. \$150



Hats- with velcro straps to fit all sizes. \$25.



Scarf - double sided jacquard knit scarf in black with a red MG Octagon on one side and red Safety Fast! on the other. \$35



Club Shield Jacket- a dual colour dark blue and sky blue hex pongee and vortex shower proof jacket, mesh lining and fold away concealed hood. Also available in green and navy. \$100.



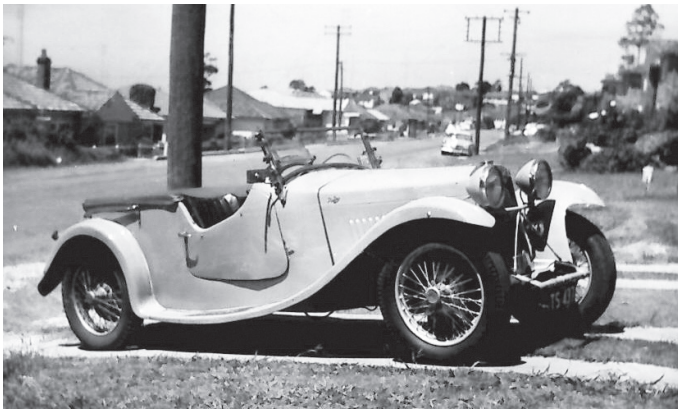
With thanks to our models, Ashley Clarke and James Lombardo.

Illawarra Register

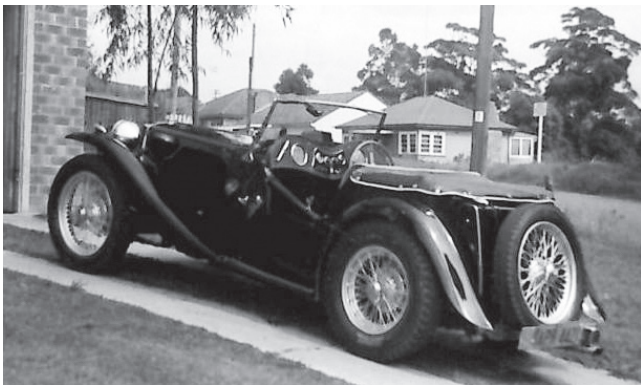
I have always been interested in interesting sports cars and selected saloons, and as a late 1950's teenager in Newcastle NSW, I was at the critical stage of nearly old enough and financially able to own a car when the MGA was first put on the market by MG, that certainly dates me I know! I got all the MGA brochures and had them on the wall and so on, but when I commenced work as an engineering cadet with a then very well known Australian steel company, I was offered a full-time study cadet ship which meant my budget was very limited.

I therefore commenced my motoring career with motorbikes BSA Bantam and Triumph Thunderbird, but my network of friends were then largely in direct employment and started to get cars, and I envied a particular friend who had a cream MGTF1500 with red upholstery who would very occasionally let me drive it!

This set the scene for a "I will own one of these one day" mindset- but like many of us in that era I had 'champagne' tastes but a 'beer' budget!



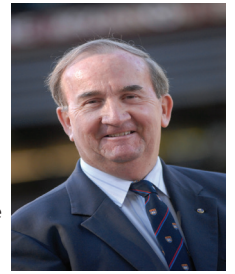
I commenced my car ownership with a very tired but lovely looking pre-war Riley 9 sports, followed soon after by an MGTC Black duco with red upholstery but the opportunity to own a TF just didn't work out early in my motoring career.



So-'Fast forward' about 15 + years and as a married man with no children and a very tolerant wife, I had by then owned and enjoyed cars like a Morgan 4/4; a Morris Cooper and a Porsche 356B whilst living in the Riverina area of NSW, and after moving back to Sydney the opportunity to purchase our first TF came along.

Again it was a 'right car at the right time' buying decision and we enjoyed the ownership of our first TF, which was a red duco with cream upholstery TF1250 which we enjoyed very much whilst living in Sydney and taking part in many enjoyable social and car club events.

Michael Hough



As is so often the way, our first of three children then came along and the days of the TF were limited -and so it went the way of many very enjoyable cars that I have owned.



We moved back to Wagga and we acquired a 1969 MGBGT which gave us great service until we sold it to finance my Doctoral study program in the USA.



We eventually relocated to Wollongong, bringing with us a Fiat 124 Sports and Fiat 500 and a Jag Mk 2 Saloon and then a fast forward to May 2003 when on a Sunday morning as a Rotarian assisting the Red Shield appeal in Wollongong I saw a Sydney

Morning Herald motoring section ad-remember them? which basically advertised:- "MGTF 1250 for sale- Wollongong Ph -----".

In short from a Sunday morning with no intention



of buying another car, a simple phone call led to the fact that within three days we had inspected, checked provenance and condition, then negotiated and purchased our 'second' TF.



As purchased, the car had reasonable but not great duco black with green upholstery with a black hood, and at purchase had a limited provenance of available ownership and repair records for the previous 10 years and in summary it appeared to be both in its original colours and well maintained.

In my view there is no hard logic behind the appeal of these sorts of cars and you either 'get it' and like/ love them, or you wonder what all the fuss is about and why anyone would put up with them!

For those that 'get it' here is the rest of the story about MG's and me:-

TF1250 story from 2003 until 2018:-

By this time I had taken on the role of Classic TF Registrar in the Club, and essentially, I worked on 2 MG projects:-

- (1) to build up the active participating number of classic TF's, we got to 14 cars on show at one annual Concours and Display day;
- (2) to bring my car back up to a very high standard but not aimed at concours i.e. restored to a high quality but driveable car. Like all classic TF's it proved to be a distinctive, attention gathering car a great little car to drive sensibly, not on freeways and a real crowd stopper whenever you pull up anywhere!

However in about 2015 it became obvious that the car needed a repaint and the bad news was that to do it properly it was a full "back to bare metal" and then full repaint, as there were just too many resprays over resprays!

So in 2015/6 the car was professionally resprayed, alongside the motor fully rebuilt and new correct colour green interior trip and new biscuit colour hood, plus new chrome wire wheels and the car was now up to concours standard which it proved at the next MG Car Club Concours and Display day by winning!

I was planning to keep the car for a very long time, but in 2018/9 two hip replacements and some medical advice re flexibility issues, meant that the TF had to go along with a kick start Norton Commando 750cc Dunstall motorbike, and I was very pleased that a Geelong based enthusiast purchased the car during 2019 and added it to a very extensive collection of

restored MG's. I was also delighted to hear from him that the car won the best in show at the first Victorian car show at which he displayed it!



The car next to the other classic I own, the Jag Mk 2 3.8 Manual overdrive saloon, taken just before the TF was sold.

I then stood down as Classic TF registrar but in talking with another MG Car Club registrar Alan Heritage, it turned out he had a surplus to his needs, a 1975 MGBGT the 75th Anniversary model for sale.

Wendy and I had very positive memories of our first 1969 MGBGT and went and inspected it, liked it very much and the rest is now history.

It's a very tidy low mileage car originally imported into Hong Kong and then exported into Australia, and I am pleased to report that it won its class at the 2019 MG Car Club Concours display last October. It is true to state that I miss the sheer appeal of the T Types, but I do not miss their limited performance, harsh ride and road handling in the context of modern traffic.

The MGBGT is an attractive car that cruises comfortably at modern traffic speeds, is lockable when parked and has mod cons like heaters and radios.

The MG story continues and I hope that the accompanying photos show the progression of ownership in the Hough family. They certainly show the changes in quality and size of family level photography from the 1960's until now!

I hope this story encourages you to get out your old photos, and write a story for *Opposite Lock*. Please forward your articles to Hilary at editor@mgcarclubsydney.com.au



Michael Hough

Abingdon Edition AU



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“Gathering of the Faithful”

5/4/20

Due to the demographic of our entrants and the expectations that the impacts of coronavirus will continue for at least 6 months, our club has decided to cancel the Gathering of the Faithful 2020.

We have done this with a heavy heart however, we are committed to ensuring our entrants health and wellbeing and wish to mitigate any potential risks that could affect you.

To be fair to everyone we needed to make the decision as early as possible to minimize expenses incurred and your exposure to additional costs from cancellations of your travel and accommodation bookings.

COVID-19 has been declared a pandemic by the World Health Organisation and our Governments are cancelling major events into the foreseeable future with further measures possibly afoot.

We understand that many of our entrants make their



accommodation booking in advance so with this in mind, please note: we are planning on going ahead with this event in 2021 – the dates will be 10-11-12th September 2021.

Please alter your 2020 bookings accordingly.

We apologise for any inconvenience from this decision.

We look forward to seeing you all next year.

Kerri Toal MGCCWW Secretary gof@mgccwagga.org.au

Ashfield Cycles

Get into Ashfield Cycles, owned by MG Car Club member John Michell. He's been in business for 40 years and is passionate about getting people on bikes.

E-bikes – great for older people or those who want a little help.

Kid's bikes – encourage those kids and grandkids to get outside and exercise.

Great deals if you mention this ad.

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Ashfield NSW 2131
Ph: 9797 9913
www.ashfieldcycles.com

Mon - Wed: 9 am to 5.30 pm, Thu: 9 am to 7 pm, Fri: 9 am to 5.30 pm, Sat: 10 am to 5 pm



1978

ASHFIELD CYCLES

Vintage & Classic Workshops

In our little way, we would like to give some support to you, your friends and family during the Covid 19 crisis.

To this end, we are running classes to teach various aspects of classic car maintenance for only \$10 per hour.

You will be working on:

- 1966 Mustang GT350
- 1988 Ferrari Mondial
- 1968 MGB
- 1976 Mini
- 1968 Jaguar E type
- 1965 Jaguar S type.
- 1969 BMW 2002 forest rally car



Classes will run from 8:00 am to 4:00 pm every Tuesday, Thursday and Saturday at our professionally equipped workshop in Kings Park, Sydney, 10 minutes from the M7/M2 junction. Come along for just one hour or the full day. Certificates stating what car you worked on and what you learnt will be provided.

The courses are aimed at beginner to intermediate level enthusiasts and numbers will be limited to 4 at any one time.

Contact: Nick on 0404 117207 to book or Keith on 0407 287329 for more details.

The Vintage and Classic Car Hub assists current and prospective owners to maximise their understanding of their classic and minimise their costs. We then promote their vehicles for private hire, TV, film, commercial photography and corporate promotions through www.vintageandclassiccarhire.com.au and www.starcarsagency.com.au.

www.vcch.com.au

Storage Insurance Discount

Thought I'd share a useful tip with our members. I rang Shannon's yesterday and asked about putting 2 of my cars under the storage category at present, as I can't drive them.

They were very happy to do that and I saved \$20 per week for the 2 cars.

They made sure that I understood that there is absolutely no driving of those cars.

All I need to do is let them know when I want to use those cars again.

Worth investigating.

Ross Freeman

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Classifieds - Cars



The GAF MGTC Special.

NEW

This unique LB sports racer is for sale. Over the years the car has developed into a superbly light handling, sure braking super charged joy to drive. The totally aluminum body hand built for Bob Thompson in the 1950's by craftsmen at the Government Aircraft factory (a bit like the master of the era)

Cam logbook and C of D. Currently on Club plates. Documented full racing history available. If you are a MG buff or a boy racer this piece of history is for you. **Price:** \$65,000

Contact: Brian Parkinson 0417 265 936
info@regalpc.com.au



1976 MG MIDGET

This MG was owned by our youngest Capricorn Chapter member up until her passing several years ago. She named it MIDGE

Now her mum has said that it is now time for it to go to a new owner who will look after, love & enjoy Midge as her daughter did. We are all hope at the Capricorn Chapter that Midge can start her next life chapter.

Full Registration: Due 9th. March 2020
Mileage: 89846

Location: Rockhampton Qld.

Price: \$13,000 Negotiable

Contact: Margaret Thomasson
0407 693 554 or
Gurney Clamp 0439 751 170
golfcq@bigpond.net.au



NEW

1951 MG TD

After 32 years of midlife crisis I have decided to sell my beloved TD.

Built in 1951, I am only the third owner, it is fully registered until 21 st Feb 2021.

Engine rebuilt 2006 with XPEG crank, leadfree head, Jerry Austin axle shafts, stainless steel lined brake cylinders etc.

A more comprehensive history and copies of receipts are available on request. Many spares.

Price: \$18,000.

Contact: Sjef Vleeskens 0499 439 939

vleeskens.sjet@gmail.com



1954 MG-TF-1500

Hawthorn Green, total restoration from the chassey up to drive away concourse presentation.

Club Registration No. 66215-H

Engine No. xpag TF-34878

Chassey No. TF 9612

Car No HDE 23/4967

Mileage since restoration 523

Total coach work replaced by Anton

Walker P/I, engine replaced by Ray

Skewes Engineering P/I. All vinyl trim and

upholstery replaced in A-grade camel

colour leather as well as hood, torneau

and rear wheel cover in Sonnendeck

beige by West Coast Auto Trimmers.

History of restoration under direction of

the M.G. Car club of Geelong.

This car has been fully garaged since

completion in 2010, total history

of expenditure to December 2019.

Roadworthy certificate available at time of purchase.

Location: Melbourne

Price: \$50,000.

Contact: John (03) 5989 2789
0408 327 420



Restored MGB

My beautiful little Blue " B " which due to poor health I reluctantly sell.

This B is a Multiple National Concourse Club Winner and place getter for many years between 1988 - 2013. Many Club members know this car intimately due to its different body/interior colour and trim. This car is still in prize winning condition and is a dream to drive. Stands out among the many red, green, white B's. No other B to my knowledge this colour in Australia.

It saddens me to place this car on the market. I can only hope it goes to an existing Club member. It has been regularly serviced and is driven as often as possible in the lovely winding roads of the Northern Rivers. (rarely missed a beat except for Lucas Electrics.) Still winning Local Northern Rivers Car club Show Days.

This is the car's second full restoration. Many might remember in 1997 on a trailer to Gold Coast Nat Meet it flipped upside down in a ditch near Warwick Qld. Restored to Win Nat Meet 2000 1st in class runner up in open.

EXTRAS. The car has alternate leather trim navy blue with blue/grey piping. Padded Seat in rear. Great paint and panels. Chrome immaculate. Engine bay and underside gloss sheen. Has English fabric Hood and new tonneau cover. Boot carpeted and lined. Tyres including spare as new. Chrome Spoked wheels Too many more immaculate features to include in this abbreviated advert.

The car is on historic plates

Location: Maitland Region, Newcastle

Inspect To Buy.

Price: Asking \$35,000.

Contact: Peter 0400 497 428.

ppo16731@bigpond.net.au

Classifieds-Cars



1954 MG TF 1250

Chassis # HDC 26/6699

Engine # XPAG/TF 36368

Engine bay damaged by fire.

Ready for restoration- open to genuine offers.

I have owned this car for 25 years. Recently a fire occurred in the engine bay possibly caused by a fuel leak.

The rest of the car and interior are largely intact.

I have the owners, workshop and parts manuals.

The car is covered and parked in a garage in Bellevue Hill, ready for inspection.

Contact: Hanan Mowszowski
0419 477 805

cmow51@gmail.com



NEW

MG ZT 2002

Registration number: NSW CPG 155

Registration expiry date: 17 July 2020

Year: 2002

Model: ZT02A

Variant: ZTA Sedan

Engine: V6

Engine Capacity: 2,497.0

Engine Number: 25K4FP21204849

VIN: SARRJXLNM2D250740

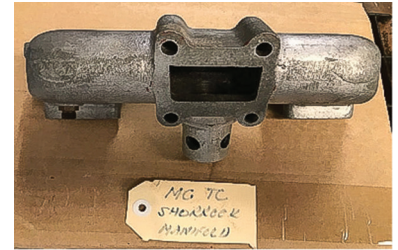
Kilometres: 121,000

Colour: Not Known Exactly, but similar to Midnight Blue, a very dark blue

Condition: Very good, except, engine requires some significant repairs.

Price: \$3,400. For quick sale.

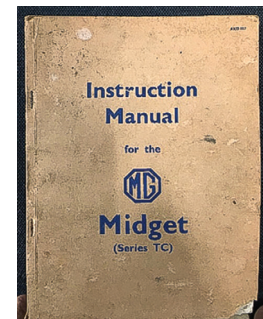
Contact: Geoff Hunter. Pymble
0428 566 339



MG TC Shorrock Supercharger inlet manifold and blow off valve – very good condition \$450



MG TC Bluemels four spoke steering wheel new, old stock \$550



MG TC Owners Handbook minor tear lower right of front cover \$175.

Contact: Jim Runciman 0419 847 888
runcimans@westnet.com.au



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you wish to continue the ad
for another month

please email:

editor@mgcarclubsydney.com.au



Brand new grille/slats for MG TC radiator. Left over from my TC restoration, still in the original packaging, unpainted and ready to add glamour to your resto.

Price: \$195, less than replacement cost.

Contact: Syd Reinhardt. 0418 180 418
syd@reinhardts.net

Classifieds-Parts

MGF Manuals

2 volumes of MGF workshop manuals in mint condition with receipt for \$160.

Price: \$60.

Contact : Brian West. St Ives

9988 4392

TD, TA, TC,TF & MGB

TD 1 pair front guards repairable \$100ea

TC 2 driver front guard repairable \$100ea

TA fuel tank repairable free

TC,TD,TF free assorted timbers only good for templates.

TD timbers new negotiable

TC main rail negotiable

TC selection of doors \$75 each

TF skin \$75

TF 1 new drivers side bonnet \$75

TC 1 pr new steel tub frames \$ 200

TC tub frame drivers \$50

TD 1pr early rear guards \$100 each

TD 1 new guard \$200

MGB front guards most need some repair \$100 each

TF 6 re-chromed octagonal dash bezels \$75 each

TC 1 alloy TC sump good cond \$400

TC 1 rebuilt air cleaner with front section alloy manifold & clamp \$ 500

TC,TD,TF Asst oil pumps \$100 each

TA,B,C repro guage faces to exact original finish \$ 140 set of 4

TC tachometer with clock \$350

TA 1 set genuine all bronze rebuilt carbies \$ 2000

TC engine complete with head & rocker gear \$3000

TC diff with hubs & axles \$1000

Location: Central Coast

Contact: Ron Taylor

0418 413 613 or work 4324 5877

the2taylors@live.com.au

NEW



MGB Parts for Sale:

NEW

As a result of the imposed workshop clean up situation (self – isolation) I have been very stimulated and found the following items for sale.

- 1.MGB Steering rack Gaiter Kit GSV1155 NOS \$25
 - 2.MGB Boot Carpet set NOS \$175.00
 - 3.MGB Quarter Vent-window rubbers L & R NOS \$60
 - 4.MGB Front blinker ass 2nd hand \$20
 - 5.MGB Tacho 2nd hand X 3 Neg Earth \$150 each
 - 6.MGB Speedo 2nd hand X 3 \$150 each
 - 7.MGB Fuel Pump 2nd hand X 2 \$50
 - 8.MGB Rear Shocks 2nd hand Very Good condition with link arms \$100 set
 - 9.MGB Front Callipers 2nd hand Very good condition and near new pads \$120 set
 - 10.MGB V8 Front LHS Guard 2nd hand Very good condition \$1000 (Woodcote Green)
 - 11.MGB V8 New Front Cross Member Poly bush set.
- Location: Padstow Heights.
Contact: Ross Freeman
0412 239 118



Original MG Y-Type Dynamo,

Lucas Model C39 PV2, Type L/O that has been completely refurbished with new bearing and brushes.

Price: \$400 ono.

Contact: Ross McMillan 0417 041 802



Your chance to own 'the plates' for your MGB 78. These are rare NSW plates and have been held in storage for years, they are now offered for sale for the first time to compliment your MGB.

Contact: Brooke Cunningham

0428 35 45 45

brookehabel@outlook.com

Classifieds-Wanted

Pair 11/4" bronze bodied SU carbs or one 13/8" carb

Contact: Jim Runciman 0419 847 888

runcimans@westnet.com.au

One 19" center laced MG wheel in reasonable condition to use as a spare will swap for a good 16"

Contact: Ross Harris 02 4474 4567

ross.harris@mgta.com.au

Chrome replacement spokes for 15" TD/TF wire wheel. Five pairs long and short.

Contact: Phil Clarke 0429 627 767



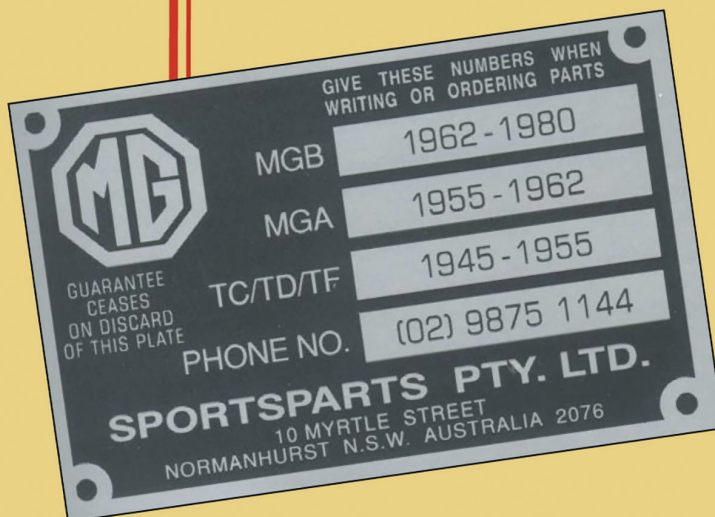
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