



Official Journal of the MG Car Club – Sydney

# *Opposite Lock*

June 2020

In this issue

The Universal "G"

Tahitian Treasure

Love or a Virus

British & European Car Display



# 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

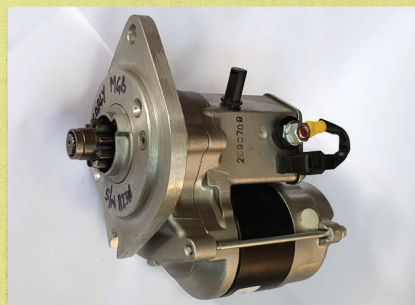
- 6 Club Run RV8 Registrar Alan Heritage
- 7 Board Meeting, Ryde Eastwood Leagues Club
- 8 Members Gathering
- 9 Mid Week Muster, Bob Parkinson

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## President's Report

A warm welcome to you all and I hope you and your families continue to experience good health through these challenging times.

As we roll into June, I was hopeful that there would be enough easing of restrictions to allow the club to conduct a number of runs. To date this is not the case, despite the easing of restrictions in pubs and clubs. However, there is no reason that each register could not hold a mini run for 10 members, nor would it be against the current limitations for 10 members to organise a private run. Obviously, this would mean complying to all Government restrictions. Our understanding is: -

- Maximum of 10 members or friends on any one run.
- If 2 people travel in the one car then they would have to be living under the same roof.
- If going to a café or restaurant you need to book ahead. Again, a maximum of 10 in the group despite the fact that cafés and restaurants may seat 50 patrons.
- No additional members or friends may join the party upon arrival at the venue. Thus, excluding multiple runs.
- Please note, it is not possible for the club to cover these types of gatherings as official club runs. This means that all members would need to fill in their log books for the day out.

The above information is our best interpretation of The Public Health Order release dated 22nd May 2020.

Please note the Public Order is open to interpretation and we are aware that some clubs have a far more liberal view and at this point in time the MGCC Sydney may be seen to be taking a conservative view. However, current indications are there will be further relaxing of the rules in June & July. Hopefully this will mean that we will be able to hold our first official club run in July. As soon as these changes are promulgated an official running board from the club will quickly follow and as always, the details will be on the website.

Whilst the holding of club runs in the foreseeable future seems quite positive, meetings may be a completely different matter. During May, I was privileged to attend the Victorian Club meeting held over the internet via Zoom. In total just over 100 members joined the meeting including the General Manager of the MG Car Club UK, Adam Slomon. The meeting was very professionally run and so the Board has decided to hold our June meeting via the same internet experience. A full briefing complete with Zoom instructions will follow via the Running Board this week. However, as always if you have a query please don't hesitate to give me a call.

Couple of final things that I think you will enjoy.

Firstly, the MGCC UK is running a worldwide photo competition leading up to the 90-year celebrations in October. Go to [mgcarclub.co.uk](http://mgcarclub.co.uk) and click on News & Events choose Photo Contest. To enter click on the Enter Now! Bar in the top right-hand corner. Our club will offer an additional prize for the best NSW & ACT photo. Yes, that's right you will be competing with Newcastle, Wagga Wagga, The Hunter club and the ACT if they take up the offer. If you take a look at the photo's up so far on the UK website [mgcarclub.co.uk](http://mgcarclub.co.uk) you will be inspired!

Secondly, MGCC UK have introduced an exceptionally informative and entertaining Podcast. Once again click on News & Events choose podcast in the top menu bar and select the podcast you would like to listen to. Download it, open it up and enjoy. There is no need to have a podcast app just simply listen on your computer. As an aside, during the Victorian Clubs meeting, I wondered what a freezer and dryer were doing in Adam Sloman's office. Listen to podcast No 1 and all will be revealed!

I trust the month is an enjoyable one for all members and I look forward to seeing as many as can make it at the June meeting on Tuesday 9th June via Zoom.

*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!



Dave Tonitto	MGA
Neil Mason	MGA/MGB
Douglas McKay	Pre War/ TC
David Lowen	MGB/ MGF/TF
Bryan Rixon	MGB
Simon O'Brien	MGB

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](mailto:editor@mgcarclubsydney.com.au)*







Page 6-7: The Universal "G"



Page 14: MG TCs



Page 10-11: Love or a Virus?



Page 16-17: British & European Car Display in Wellington, NZ



Page 12-13: Tahitian Treasure



Page 26-27: Illawarra Register Report

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June cover photograph:

Teddy TD, with Lesley & John Gibson  
doing a spot of Covid shopping!

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JUNE *Opposite Lock*

Contributing photographers:

Thanks To:

Ros & John Bastian,  
John Clarke, John Lindsay,  
Michael Hough,  
Brian Woolmer,  
John Smailes, Peter Rose,  
Allen Gower,  
Lesley & John Gibson



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TF	Vacant			
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Midget and FWD	Vacant			
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Social Secretary	Vacant			



## The Universal "G"

It was parked, forlorn and dowdy, in Flood Lane, Bondi, wrapped in a post war time warp.

A note left under the wiper blade led to a laneway negotiation which secured it for 125pounds – more than my bank balance but substantially less than any other means of entering the exclusive club of MG, circa 1964.



If you lived in Sydney in the '60s you had to have a 'G', except, as I quickly discovered from those more MG-worldly, 'G' referred to the A and the maligned, soft as melted butter, B. My TC, car number TC8723, engine number XPAG9299, was a 'T', far superior to the bland TD, perhaps not quite as stylish as the swoopy try-hard TF.

For a cadet journalist on the Daily Telegraph, the TC came with cache. It opened a conversation with the Tele's motoring writer, David McKay who raced the ex-Curly Brydon Red Cigar TC, before becoming Australian TT champion on Aston Martin and inaugural Australian Touring Car Champion on Jaguar.

Mike Kable, founding motoring editor of The Australian in 1964 was a TC man too. Mike hosted the formation meeting of the MG Car Club's T-register at his home at Belrose and offered active encouragement throughout the restoration of my car – seven hand rubbed coats of a Citroen color Moulin Rouge. Small gifts would arrive from the T-register's treasure trove- a firewall mounted spare spark plug holder; an octagonal oil cap for the rocker cover.



John Smailes



The MG factory in South Dowling Street, Zetland, the site which was once home to Sydney's first car race venue, Victoria Park, and which is now engulfed by Meriton's Green Park, was MG mecca. A young journalist could go behind closed doors and marvel at the B's being assembled not with millimetre sharp precision but with soft hammers, expertly applied to correct panel gaps as the cars inched down the line.

Evan Green ran PR at BMC. In 1968 he, McKay and Kable, all took off on the London-Sydney Marathon, a 17,000km dash across three continents in 10 moving days, which will forever be revered as the Greatest Race of All Time. Sir Frank Packer's Telegraph along with Sir Max Aitken's Daily Express were joint promoters and David McKay supported me going along to cover the event while he managed and drove in the official Holden Monaro team. Evan Green was in the works British Leyland Motor Corporation team along with Paddy Hopkirk and Tony Fall. Mike Kable, working for Rupert Murdoch- then the opposition- arranged to fly in a 10 seat Piper Navajo funded by Volvo and fuel company Amoco. Evan set up a visit for Mike and me to Abingdon and had a brand new MGC waiting at the old Whitehouse apartments in Central London.



London in the 60s was heady stuff...filing from Fleet Street, the home of quality journalism; cruising Carnaby Street at miniskirt height in a 'G'; going up to Oxford en-route to Abingdon, both names so emotive. British Leyland Motor Corporation had been incorporated in the first half of 1968 as a last-ditch effort by Prime Minister Harold Wilson to stave off the collapse of the British motor industry. It was an amalgamation of British Leyland, the truck company that was making money and British Motor Holdings, the car maker that was not. Wilson thought the two together could become a British version of General Motors. Lord Stokes from the truck side was put in charge and he was aghast. The car side was a basket case. Here's what I wrote about my Abingdon visit, taken from my book- Race Across the World, the story of the London-Sydney Marathon, published by Allen and Unwin:



"Tucked away in the corner of a town just outside Oxford, BLMC had become the reluctant custodian of one of the most successful racing divisions in all of motor sport. Its headquarters at Abingdon had spawned heroic victories – from early MGs to later Minis, from race and rally winners to world-record breakers. Abingdon wasn't state of the art – not then, not ever. It was strange and sad. They'd done so well and yet management seemed to care so very little for them, best summed up by the forlorn array of filthy racing relics rusting under tarpaulins ponding with storm water in the backyard. Abingdon was a metaphor for the malaise of the entire organization."

(That description, published in 2018, raised the ire of some of the proud members of the competition department. I meant them no offence. Every young man has in his mind a vision of paradise. Abingdon, my nirvana, was not what I expected but it by no means diminished my respect for the achievements of those who worked there).

Competition manager Peter Browning (Evan Green would later apply for his job) had persuaded Stokes to enter a team of three Austin 1800s in the Marathon but: "board agreement came at a price. Even as the competitions department was gearing up for the Marathon, Stokes' accountants were slashing their way through 'excess.' Two years later the fabled Abingdon, the holy grail of motor sport, closed its doors forever."

Just one 'G' entered the Marathon. London PR supremo Jean

wiper motor, the starter motor and their electric overdrive. Turn on one and the others failed to function. Jean's chronic car sickness didn't help either. They finished 47th. Boyce went on to engineer the ill-fated Chris Amon F1 project.



Renowned Midget and Sprite tuning expert John Sprinzel raised sponsorship by crowd funding to enter an MG Midget – hardly a 'G'. It was the smallest car in the event, and it was a tight squeeze. The auxiliary fuel tank went on the roof, directly above the heads of Sprinzel and 1966 British Rally Champion Roy Fidler. They were within one point of winning the Privateer's Award from Edgar Hermann's Porsche when they broke a wheel hub outside Broken Hill. When the right part eventually got to them on the side of the road, they were already out of late time.

Paddy Hopkirk claimed second outright but Leyland, seeking business salvation, only cared for first. That honor went to Andrew Cowan in a Rootes Group Hillman Hunter. Ultimately neither company survived. Rootes was consumed by Chrysler in 1970 and British Leyland shut its doors in 1986.

Mike Kable berated me when I sold my TC to fund a brief career in motorsport. At least it was replaced by a Sprite. He kept his for life and almost 20 years after his passing from cancer, it remains with his family.

*Journalist and author John Smailes is currently writing books on motor sport. Recent titles are Climbing the Mountain- the autobiography of Allan Moffat; Race Across the World; and Mount Panorama, all published by Allen and Unwin. His next: Speed Kings, the story of Australians and New Zealanders at the Indianapolis 500 is due in October.*

[www.johnsmailes.com.au](http://www.johnsmailes.com.au).



Denton who in later years was anointed by Prime Minister John Major as Baroness Denton of Wakefield to serve as his party whip, employed brilliant engineer Tom Boyce to build a very special MGB complete with hydroelastic suspension from the Austin 1800s. By the time they reached the Mont Blanc tunnel they'd discovered their wiring loom was all wrong. It linked the



*Jean Denton during the famous London to Sydney Marathon.*

# Membership Renewal

John Cunneen



This month's magazine includes the Membership Renewal Form as all memberships fall due on the 30 June 2020. Over the next few months you are requested to renew your membership of the club along with any family members.

New family members are always welcome.

There are two basic ways to renew membership:

**1.** Renew online, this involves logging in on the website with your username and your password. If you have forgotten them, then contact me on [membership@mgcarclubsydney.com.au](mailto:membership@mgcarclubsydney.com.au) and I will send the username to you by email, the passwords are no longer available to me. You will then need to log on with your username and then use the link forgot password or similar. The link will then be sent to your email for you to log on. The link may only be temporary for about 24 hours. Both usernames and passwords can be changed by you. I can only change usernames. Payment is made online with a credit card through a secure portal and to the Sports Technology website.

**2.** Filling out the form and sending it to me at GPO Box 5165 Sydney NSW 2001 with payment by cheque, money order or credit card details.

The previous way paying at the monthly meeting and bringing your form in then is not available as meetings are not being held currently.

Sometimes if you have changed your email the logging in may not be effective. Try and change your email details first using your old email. Log out then back in and proceed to renewal. This was a problem for some members for the last two years. Contact me by email, I will first have to verify it is you and then I can alter your email details in the system.

When you pay online you should get an email from Sports Technology with a receipt number. They will then send me a Payment Advice email advising of the member name, Approved transaction status, receipt number and the charge paid. It also has another reference number.

When payment is made by post or otherwise then the renewal has to be processed to update your membership. This is done as soon as possible after its receipt. If a credit card transaction is made then you may receive an email from Sports TG confirming that. Your credit card details on the renewal form are cut off and shredded. The rest of the renewal form is retained. Cheques are banked into the Club's account.

Letters containing the new membership cards are posted in the ordinary post. If you do not receive your membership card within 7 days of an online transaction please contact me. I usually print them in batches of up to 30 at a time.

When renewals are received, whether online or by post they are checked to ensure address, membership details are correct, etc. The date the cards are posted are also noted on the form or the email I receive. I also tally the renewals to date to keep a record of the number going through.

In the August *Opposite Lock*, if you have not renewed you will be sent a personal letter advising that no further magazines will be sent as your membership has not been renewed. I will also send an email as well this year.

Membership of the club is a condition of the registration of your car under the scheme. If you are not a member then the registration cannot legally be renewed and the Club cannot sign the form required by Service NSW.

I hope you will be able to renew your membership.

## To renew Membership online follow the steps:

Go to [www.mgcarclubsydney.com.au](http://www.mgcarclubsydney.com.au). Click on Membership tab at top and select "Membership Renewals"

**Step 1:** Enter your Username and Password and login. NOTE: If you have forgotten your Username then please contact me at [membership@mgcarclubsydney.com.au](mailto:membership@mgcarclubsydney.com.au) and I will send your Username to you. If you have forgotten your password you will have to log in with your Username and click on forgot password, you will be sent a link by the system you will need to use that link to log on. I cannot see your password so cannot give it to you. This is a change from previous years.

If you have changed your email then the system may not recognise you. Email me and I will first verify it is you and then edit your email. You will then be able to log on after I send an email confirming the change has been made.

**Step 2:** Select Renewing Membership on the top toolbar. Select the Registration Renewal that fits your situation and highlight the appropriate button. Next. Under Member 1 click "Check Detail" for Member 1. Next. Tick the box under Privacy Policy and The M.G. Car Club waiver having read them. Next.

**Step 3:** Member1 Details: confirm your email address. Next.

**Step 4:** If you are the Primary Member of a family of 2: Click on Linked Members and your linked members will be shown. Click on the first family member.

**Step 5:** Click "Enter Detail" for Member 2. Click the button RENEWAL (FAMILY MEMBER), then Next.

**Step 6:** Click boxes next to Privacy Policy and The M.G. Car Club waiver for family member. Next.

**Step 7:** Check family member's details, confirm email address. Next.

**Step 8:** When all family members have been entered click Next.

**Step 9:** Fill in credit card details and click Next. Follow the prompts and you will receive a receipt for you membership subs. You can use this receipt as proof of your financial status with the MGCC. Your membership card will be mailed in a few days.

Thank you, please email [membership@mgcarclubsydney.com.au](mailto:membership@mgcarclubsydney.com.au) if you have any problems regarding renewal on line.

The fees are changed from last year following the resolution at the AGM in November 2019 to increase the single member (Primary member by \$20.00. The Family membership fee remains at \$15.00

Renewal one member	\$100.00
Renewal Family of two	\$115.00
Renewal Family of three	\$130.00
Renewal Family of four	\$145.00

John Cunneen. Membership Secretary





# THE M.G. CAR CLUB LTD

ABN 66 000 560 538  
TAX INVOICE

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SYDNEY NSW 2001

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Email:  
[membership@mgcarclubsydney.com.au](mailto:membership@mgcarclubsydney.com.au)

*"Dedicated to maintaining the Breed"*

## Membership Renewal Form

PLEASE PRINT

	TITLE	GIVEN NAMES	SURNAME	DATE OF BIRTH	GENDER M/F
A					
B					
C					

### CONFIRMATION OF DETAILS

#### Postal Address

	NO	STREET	SUBURB	POST CODE
A				
B				
C				

#### Telephone (one required)

	Business	Direct	Private	Mobile Phone	Occupation
A					
B					
C					

#### Email Address

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### CHANGES TO MY MG DETAILS

	Car 1	Car 2	Car 3	Car 4
MODEL				
YEAR				
REGO NO.				
CHASSIS NO.				
ENGINE NO				
CONDITION				
COLOUR				
Body				
Interior				

The fees (\$100.00 Primary member & \$15.00 for each Family member) are for memberships valid to 30 June 2021 and include GST

Membership applications can be done on line at [www.mgcarclubsydney.com.au](http://www.mgcarclubsydney.com.au). Alternatively send a Cheque, Money Order or your MasterCard / Visa details with this renewal form to GPO Box 5165 Sydney NSW 2001.

#### Card No

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#### Valid through date

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#### CVN

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#### Cardholders Name (Please Print)

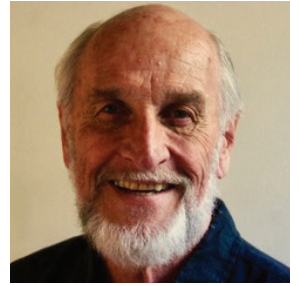
--

**PRIVACY:** MG car Club members become members of the Confederation of Australian Motor Sport (CAMS). Members details are provided to CAMS under our affiliation requirements. These details will not be released to any other external party without the express permission of the member.



## Love or a Virus?

Peter Rose



Unlike me, this car has improved with age and the journey outlined within this article shows just how infectious owning an MGB can be.

*MBG 3 3399*

The car has always remained road registered and has been enjoyed in Classic Road Rallies [CRC],



Super Sprints [CSCA events], Hill climbs and Historic [HSRCA] regularity events. It also experienced the fantastic events organised by the now defunct MG RACING which was later to be called Festival of Sports Cars [FOSC].

In 2015 when doing an engine refresh it was noticed that the replacement engine block had developed cracks on the exhaust side. Several cracks emanating from the head stud holes. The decision was then made to replace the engine for the long-term enjoyment and reliability of the car.

Built in Australia in November 1966 this car was one of few Mk 1. original Black roadsters. It was first registered in March [?] 1967. I became the custodian of this car in late 1979. At that moment I believe that I was the third owner.

The car became my daily drive for the next eleven years. Whilst mostly reliable it suffered from regular blown head gaskets. The engine had been modified by a previous owner and was best described as a high compression engine. The original matching engine number on the ID. Plate was 18GBUH36726.

In 1990 after discovering that the engine had 5000 shaved off the block as well as the head, plus twin cam escort pistons employed to make it perform. The original engine was removed and a second- hand original block installed.

In 1996/97 the car underwent a two year complete professional body rebuild at Scott's MG Paint and Panel on the northern beaches in Sydney. David Pritchard virtually rebuilt and / or replaced every panel. This was done not only to save this unique original black car but also to make it handle correctly and respond to the new suspension that was to be fitted.

The car at this point was no longer going to be a daily drive but being set up to have some fun and to compete in Club Motor Sport.

*MG Challenge Hill Climb Collingrove S.A. 2018.*

A new engine was developed utilising a spare American MGB engine that had been sitting in my garage for many years. I wanted a very reliable engine to see me into retirement and allow more enjoyment to flow. I gave the engine to Geoff Morse and Richard Caller at Peninsular Sports Cars at Brookvale to build an appropriate replacement engine. Richard had been waiting for a chance to build a new performance engine from parts sourced from overseas and so relished the opportunity.





What was built was not only a reliable engine but a more powerful one that has performed successfully in many varying events since it was installed. Because of the engines' success, the build has now been replicated many times over for fellow MGB [Rusty Nuts Racing] owners. Including the Tony Todd "Le Mans" Replica roadster, this car is now owned by the MGCC of Sydney.

The engine now in the car is, 18V847-H14584. Thus, the third engine the car has had installed.

This engine with a 608 cam produces 104.5 bhp at the rear wheels and is very well behaved on the road. It also provides outstanding performance on the circuit. A Needham Close ratio Mk1 gearbox [original box ] with no synchro on 1st gear also provides a more manageable delivery of the power to the road.. The engine is best described as a Stage Two engine with all the right lightened components fitted to enhance the results of the build.

For a long time since I stopped doing the work myself, the car has been professionally maintained by Peninsula Sports Cars in Brookvale NSW.

*Richard Caller, Peter Rose and Geoff Morse preparing the car for the Alpine Rally 2019 at Peninsula Sports Cars.*



Over the years the car and its' custodian have had the opportunity to compete in a great variety of events at the following venues.

Bathurst Regularity [FOSC] "Sounds of Thunder".

Phillip Island Regularity [VHRR]

Morgan Park Regularity [HRCC]

Tailem Bend Super Sprint [MG Challenge]

Alpine Classic Rallies [NSW CRC]

Bathurst Hill Climb [ Bathurst Light CC]

Wakefield Park Regularity [HSRCA]

ALFA Highlands Rally [NSW CRC]

Ringwood Hill Climb [ Newcastle MGCC]

MG Classic Rallies [MGCC Sydney]

Collingrove Hill Climb [MG Challenge SA].

Oran Park Regularity [HSRCA]

Sydney Motor Sports Park Regularity [HSRCA -FOSC]

Sydney Motor Sports Park Super Sprints [CSCA].

The car has also been included in display days to promote the activities of the historic sports car movement in NSW. In 2018 the car was one of the featured cars at the AUSTRALIA DAY CARNIVALE held in Parramatta Park. It was part of the HSRCA display along with the MGC of Steve Perry.



In 2019 the car was also part of the Australia Day "Rusty Nuts Racing "Group display at Dee Why Beach.

The car currently competes with the number 25. This number is a tribute to the only Black [light blue hard top] MG Factory car to be driven in competition in Europe in the 1960's. This car was driven by "Baggy" Sach /Alex Poole and Roger Enever at the Brands Hatch 500 miles race on the 8th March 1966. It finished 3rd overall beating many more powerful European sports cars of the day.

The car has appeared in many Historic Car Club magazines including the HSRCA Spring 2017 Oily Rag featuring the 'Rusty Nuts Racing group' which includes some 20 "odd" NSW MG's and their drivers'.

MGB3 3399 is currently listed on the Australian assembled /built website based in Victoria. This site tracks and recognises the cars that were created here in Australia and its' aim is to track down as many of these cars and propagate the fact that they still exist.

MGB's were built to have fun and to be adapted by their owners to suit which ever sport they were involved in. This car has truly been well maintained, developed, loved and enjoyed by me and thus

At 53 years old she is still beautiful.....!!! And definitely infectious !!!

*Peter Rose.*

# Tahitian Treasure

The MGCC history of the Tahitian Treasure

Vanessa Macdonald



I was very excited when an article written by Michael Hough featuring a GT was shared with me recently and thought I would share a little more history on the car for anyone who is interested.

My family have been members of the MGCC since the 1980s and my dream of owning a GT started at yet another family trip to the Concours at Wiley Park in the late 80's..... I saw a sparkling MGB Rubbernose and thought wow, I'd like one of those. Given I did not yet hold a licence the idea was pretty ridiculous.



*The day the engine was turned over for the first time.*

Fast forward a few years to the afternoon I attended my first Fish N Chip run as an adult member of the Club and drove my Dad's Midget. All was going well until I rounded a corner and the car in front of me decided to suddenly turn right (just as a bride emerged from the corner Church). I braked too hard, collided with a bus and totalled the front guard of Dad's beloved Midget. So, after having discussions with the bus driver I made the dreaded phone call. "Dad... hi it's me... umm.... aah... I've had a little bit of an accident in the Midget". Luckily I survived to tell the tale but I decided on that afternoon that I was never going to make a call like that again and it was best to have my own piece of British Sports Car Fun. The memory of that Rubbernose from the 80's came back to me and I began to search for one.

On Valentine's Day 2000, I took a drive with my Dad and Ron Taylor out to Maraylya (not far away from that ill-fated Church corner) and saw a Rubbernose in a chook shed. It had last been registered in 1981 and after some negotiation I became the proud owner of a 1975 MGB GT in a faded shade of Tahiti Blue.

Then came the really hard work.

Dad brought his car trailer down and we towed it back to the farm in Mudgee where it was slowly pulled apart and stored in a series of old cake tins.

Given I lived in Sydney and had sold my Beetle to buy this treasure, I had to undertake the 5 hour CountryLink bus trip on weekends to help.

As the car had originally been purchased by a lady who was an Australian expatriate in Hong Kong (I still have its Australian entry papers and have spoken to her), the engine bay had been sprayed with an anti-rust compound which had to be painstakingly soaked in kerosene and scraped off by yours truly before we could sandblast and respray it. I had watched Dad sandblast and spray various things around the farm but that year I got to try it myself. It was messy and tedious but very rewarding.

The whole restoration process took around a year to finish with many trips to the Mudgee Post Office to collect parcels kindly sent by Stuart & Sally at MG Centre with brand new rubbers, cables and other miscellaneous parts.

At the end of it, to my surprise, there was not a bolt to be found in any of the old sponge cake tins. Dad had put it all back together just as it had once been and thrill of hearing my Tahiti Treasure rev to life for the first time in twenty years was exhilarating.

Vanessa and John Macdonald







When I first drove it to Sydney at Easter 2001, it was very exciting and even more exciting to call my Dad from the Concours that same year to tell him we'd just won First Place in the BGT class.

I had many great times in the GT including June long weekends spent at Parkes, the Hunter Valley, Goulburn and yes, the Fish N Chip Run!

I will always remember the kindness of Ron Taylor in finding the Tahiti Treasure for me and the great times we had restoring it. I learnt a lot about engines, steering racks and SU carburettors but I learnt even more about my Dad during that year!!

After nearly 20 years of ownership, I decided it was time to let the Tahiti Treasure move on to a new owner who would have more time to drive and maintain it than I did.

I am so glad that Alan Heritage and now Michael Hough have continued to enjoy this car and hope they too, have and will continue to create many happy memories whilst driving it. May the Tahiti Treasure remain in the MGCC for many years to come.....

*Vanessa Macdonald*



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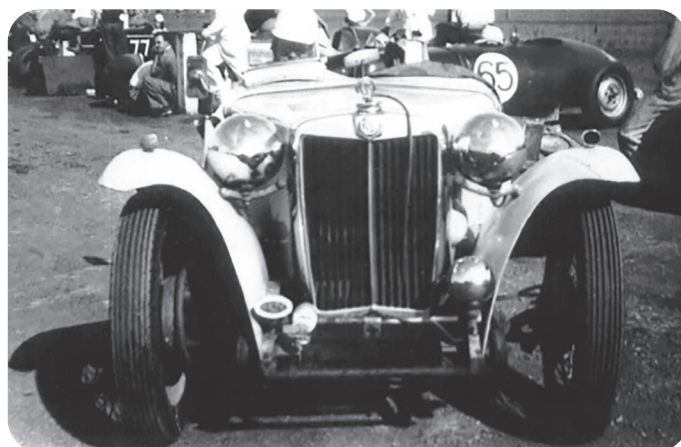
## Photo Montage of MG TCs

While researching an article for *Opposite Lock* recently I came across some old photographs of MG TCs which I thought our members may enjoy viewing.

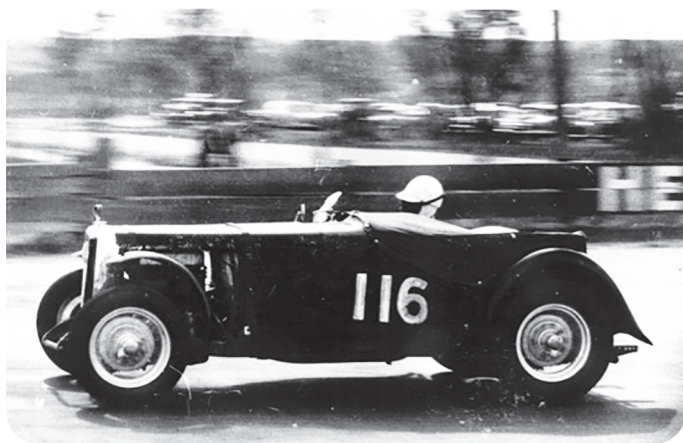
Brian Woolmer



Mike Kable's TC with David McKay and wife Annie



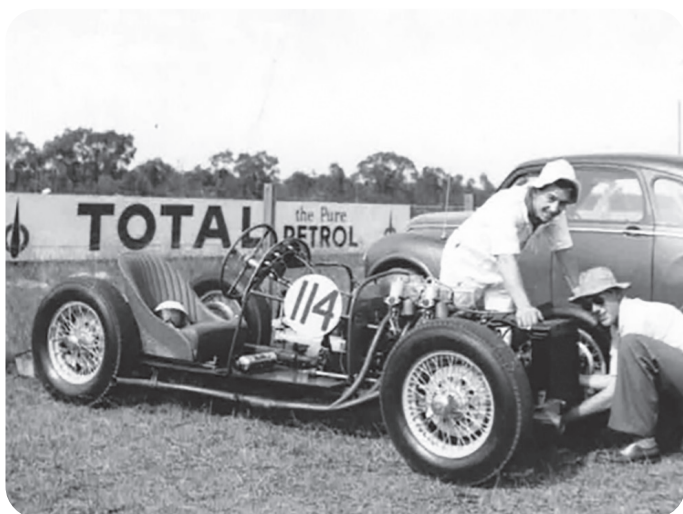
Alf Snadling shown in his race TC at Mt Druitt circuit 1950's



Warren Bloomfield into Hell Corner at Mt Panorama 1959



Peter Stokes mid 1950s



Ex Ted Hilder/Max Rowling TC Special



Dick Cobden's TC at Wakefield Park, ex Monoposto racer converted back to a road car in 1995





TA 'wring-in' with Cream Cracker Colours- Concours Wiley Park



MG TC at Mangalote Sprints- Owner unknown



Bruce Polain's TC- famous skidmarks into Hell Corner Mt Panorama



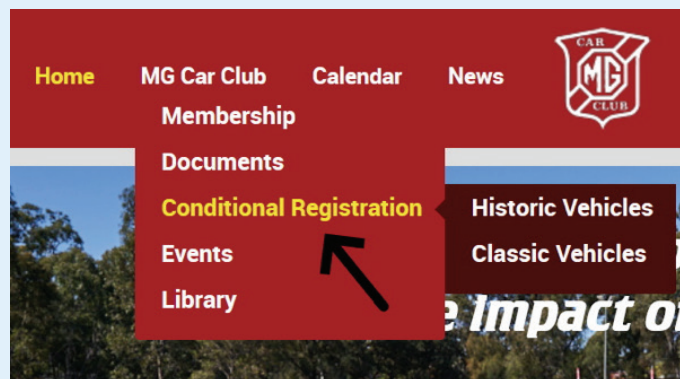
Max Rowling's TC- mid 1950s

## Conditional Registration

Brian Woolmer

Changes have been made to the information provided on the club's website. When you access the Home Page select the MG Car Club Menu and the Conditional Registration sub menu will display.

If you move your cursor over the words 'Conditional Registration' two further options display for Historic or Classic Vehicles as shown in the picture below.



If you select the Conditional Registration option it will take you to the Club's Policy information.

If you select the Historic Vehicles option it will take you to the procedures for Renewing or Applying for J or H category Historic Plates. A majority of club members would need this information.

If you select the Classic Vehicles option it will take you to the procedures for Renewing or Applying for Category D plates for modified vehicles. Only 5 cars in the club are presently on this scheme.

Make sure you complete ALL steps and send the required documentation to the Plate Registrar at the PO Box 363 Seaforth, NSW 2092. DO NOT send documents to the Club's GPO Box. Please also be aware that Australia Post are experiencing significant delays to processing times at the moment and sending paperwork to the correct mailbox will help to ensure that the documents are processed as efficiently as possible.

Brian Woolmer. Club Plates



# British and European Car Display Day



From Kapiti, where we were staying, an hour north of Wellington, it was a delightful and scenic drive into Upper Hutt to attend the British and European Car Display Day. Instead of sticking to the major roads we took a beautiful winding road up and over the hills to the Hutt, stopping along the way to admire the view back along the coast to Kapiti and with Kapiti island in the distance.

The British and European Car Display Day raises money to support the Wellington Free Ambulance Service (and yes, it is entirely free!) and although it was once British cars only, in recent years it has been opened up to European cars as well. The more the merrier! This particular day was beautifully sunny and warm, just perfect for wandering around an extensive array of cars.

We were welcomed by the MG Wellington Club contingent who had a huge marquee there and so were easy to find. Goldie was invited to park out the front and did, as always, attract quite a deal of attention. Many people find it hard to believe you can take an MG to the places Goldie has been, as well as navigate the various types of roads the car has successfully encountered. John and I could have stood by the car all day and answered questions, however we were there to view and admire the assembled cars so we sloped off after about half an hour so that we could do just that.



*Ros & John Bastian*

There were not a lot of really old cars there. A 1939 MG TB, a 1935 Rover 10, a 1936 Bradford WS and a 1928 Austin 12/4 probably being the oldest on display.

However, there were a goodly number of cars there, I am guessing around 300 – 350, with some interesting cars to look at. Also, there were many people willing to talk about their cars and many with stories relating to their discovery and rebuilding or restoration. One really interesting car was a rebuilt 1948 Jowett and its companion 1950 Bradford van. Both these were owned by the same extended family who were, not surprisingly, heavily involved in the Jowett Car Enthusiasts Club.

There was a large contingent of MGs present, including the TB previously mentioned, a TD, MGBs both GTs and Roadsters, an RV8, two modern TFs and a beautiful MGA. It was fun to talk with the various MG owners.

Also on display were many Jaguars, including a stunning 1968 Jaguar E Type and a replica LVTA Jaguar C Type built in 2009.



There was also a strong showing of Morrises, including a 1924 Morris Cowley 4 and a 1938 Morris 8 Sport.

As well there were Austins, Armstrong Sidleys, Rolls Royces, Morgans, Triumphs and Rovers. Yes, there were lots of European cars there also, but I just happen to like the British makes!

There were two Morgans on display and, interestingly, one was a Classic and one was built in 1992. It was quite difficult to tell which was which! NZ still has registration stickers and these carry both the make, model and year of the car in question. This is a fabulous help at these types of display day, it takes the guess work out of the question 'what car is that?' (Morgan, of course, now again produces its classic Morgan 3 wheeler which began production in 1909 and was the car which successfully launched the Morgan company.)



Also fascinating was talking with the gentleman who drove onto the ground in a 1978 Rolls Royce Silver Wraith. I had a long chat with him about its history, particularly how long he had owned it. Not quite since new as he had owned a number of cars before this, however this particular car had been in his care for over 40 years.

All in all, this was an interesting event and a very pleasant way to fill in a sunny summer day and John and I enjoyed ourselves immensely.

*Ros & John Bastian*





# Post 2010 MG Registrar's Report

John Lindsay



As I write this, last Sunday we should all have been attending the Hobby & Motor Show run by the East Kurrajong School of Arts & Magic Metal Motoring Club for the annual Old Speckled Hen as part of Motoring Heritage Day. Beautiful day and an ideal day for it, however.....

Sunday 17 May was also the first Sunday of the relaxation of some of the isolation and social gathering requirements and this was like leaving the chook shed door open, absolute madness prevailed. The Great Western Highway going to the Blue Mountains was absolutely chockers.

Hello! We are still in the middle of a pandemic and the requirement to isolate and avoid social conduct is still relevant until the end of June. If these idiots create a spike in the number of people infected with COVID-19, we'll be locked up until 2021.

## MGCC Post 2010 register

Own a MG3, MG6, MG ZS, MG HS or MG GS? Let me have your details and we'll get you onto the Register.

Know any relations, neighbours or friends with a new modern MG? If so point them in the direction of the MG Car Club, as you well know the club has a lot to offer.

## Post 2010 MG news

Not a lot going on with MG at present, although sales appear to be going well. When I've been out for essential shopping, I do see more MGs on the road. Mainly MG ZS and the new MG3. In fact, the MG3 looks spectacular in Tudor Yellow.

I'm still to have a good look at the new MG HS and with any luck the MG ZSev.

## Breaking news! From Auto Express magazine

May 11, MG has released sketches of the Cyberster, an electric sports car concept reviving the spirit of the old MG B and MG TF.

What looks like a new sports car concept set to wear an MG badge is on the way, if these new sketches issued by the brand's Chinese parent company SAIC are anything to go by.

Posted on social media by SAIC's London based design studio, the images are an early glimpse of a new concept called Cyberster, and we're promised it's a preview of "something very exciting in the making, design and developed by the UK and Shanghai design team."

That's all we've been told for now, but the pictures clearly show that it will be a two seat sports car with an open roof, a long bonnet and previewing a design language as yet not used on any model from MG or sister brand Roewe.

The low nose is finished with what looks like an illuminated MG badge, while the front end looks set to feature a highly contoured front splitter. The rear end is heavily raked with a slab-sided tail and a futuristic taillight signature, and is the biggest giveaway that the Cyberster will be much more a concept vehicle than a production ready preview when the covers come off.

That's all we know for now, however. No further details have been announced, and the SAIC Design Advanced Studio says "stay tuned for more" alongside the first images.

John Lindsay







#### COVID-19 Motorsport Australia Update – 20 May, 2020

With restrictions easing across the country, the return of grassroots motorsport is edging closer.

While this is certainly an exciting prospect, Motorsport Australia would like to remind all licence holders that due to the various government restrictions in place events cannot be run as they had prior to the COVID-19 outbreak.

All staff at Motorsport Australia stand ready to assist event organisers prepare for the gradual return of events, starting with smaller grassroots events, before the return of larger competitions, including our state and national championships in the coming months.

Return To Race – Online Resource Centre

You may have already heard about our Return To Race strategy document, which highlights the procedures that will need to be

put in place for an event to be held.

As part of this strategy, we have built a COVID-19 Resource Centre that outlines the requirements for event organisers, officials and competitors.

Ultimately, events in each state and territory could look different based on the government restrictions that are currently in place. While one event may be allowed a certain number, another in a different state may not be able to. It's important to understand there may be more information required than in previous years, but our passionate staff are available to assist to make your event run smoothly and safely.

The team at Motorsport Australia will continue to stay on top of all restrictions and provide the latest information via a state-by-state breakdown on our COVID-19 Resource Centre.

*Motorsport Australia  
Submitted by Greg Fereday*



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# A GIRL AND HER CAR

**T**he demise of the Network Ten series *The Restless Years* has done little to harm actress and singer Kerri-Anne Wright.

The Brisbane-born entertainer's contract with the soapie expired three weeks before filming of the series ended last month.

She was fortunate to have other work commitments arranged long before, avoiding worry of being unemployed.

And she's grateful to the show for boosting her career. "It gave me the opportunity to feel my way into acting," she said. "Despite my television background, this series provided the first permanent role I had taken as an actress."

Kerri-Anne played Melinda Burgess, sister of teacher Neil Burgess (Rod Weaver), and she underwent a character transformation from an ugly duckling into a beauty queen during the series, which ends on Sydney and Melbourne TV in the New Year.

She spent six years in the US before coming home a year ago, and was a lottery girl on New York television, hosting a weekly contest draw. Her talents were also aimed overseas at her personal forte

— singing — and she appeared in nightclubs.

And that's where she headed after leaving *The Restless Years*; Kerri-Anne is back in cabaret work while keeping her eyes open for further acting jobs.

But away from the bright lights of showbiz, Kerri-Anne has another interest which excites her just as much — she is a devoted sports car fan.

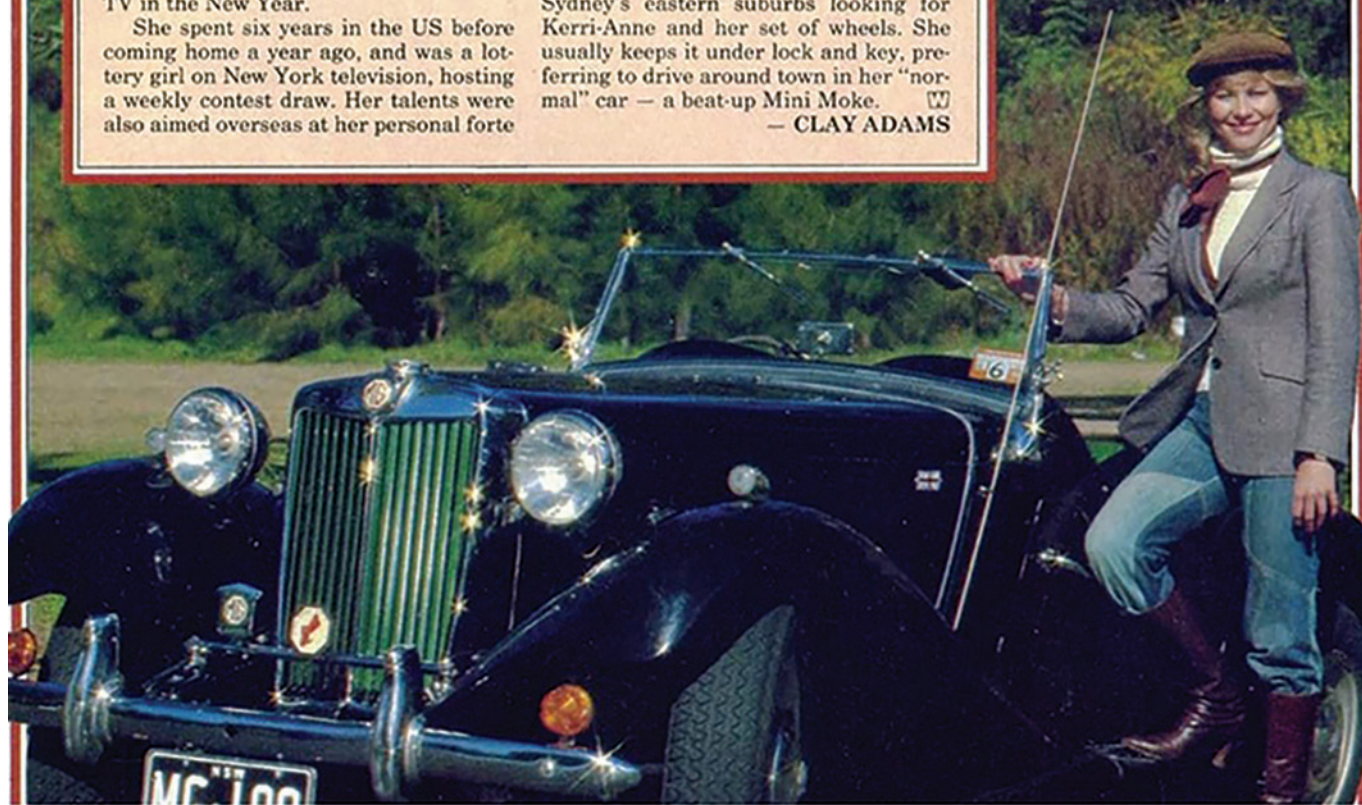
She loves both the cars and the sport of motor racing, and has a 1951 MG TD Roadster, worth about \$15,000 (below).

"Cars have always fascinated me," she said. "In New York I owned an XKE Corvette, the last of that particular kind."

"I suppose it's just the thrill of climbing in behind the wheel of a piece of workmanship rather than just a car. I don't go speeding around streets in the MG; to me, it is a collector's item and I treat it with that kind of respect."

But don't go scouring the streets of Sydney's eastern suburbs looking for Kerri-Anne and her set of wheels. She usually keeps it under lock and key, preferring to drive around town in her "normal" car — a beat-up Mini Moke.

— CLAY ADAMS



A screenshot taken by Alan Heritage of an article published many years ago in an unknown publication.

We wonder where the car is now?



## Bob Dabbs Tour to Lightening Ridge



A few photos that I feel would really enhance our club Instagram page and hopefully make it to *Opposite Lock*. These were taken on a Bob & Carol Dabbs Touring Run to Lightening Ridge quite a few years ago. I'm sure other members would have great shots to add for the enjoyment of all.

*Dom David*



Roadside Gymnastics with the MGs on tour!

The photos were taken by Richard Hyde, past TD Registrar.



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# MGB Musings ..MGB Brake Squeal

John Clarke

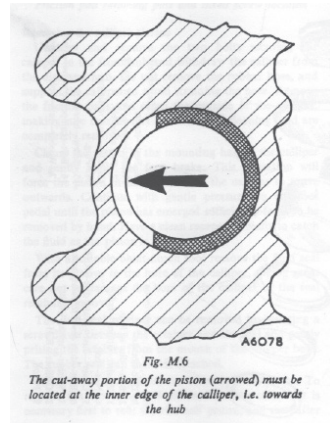


Have you been driving in your MGB, lightly applied the brakes and been greeted by a horrible high-pitched squeal? For some reason MGBs are notorious for it. Not only is it unpleasant, but personally I find the stares from other motorists and pedestrians very embarrassing.

Brake squeal is the resonance caused by vibration between the back of the brake pad and the piston in the brake calliper on disc brakes. It only occurs at light to moderate pedal pressure because under heavier braking the vibration is dampened by the extra pressure on the pad. Brake squeal does not actually affect braking performance. However, don't confuse it with a grinding sound, which is likely to be caused by worn pads and will affect the performance of your brakes.

Some brands and different compositions of pads are more likely to result in brake squeal than others, and I am told that since they removed asbestos from brake pads they are all now more susceptible to it. However, the same brand of pads that result in squeal in one MGB can be nice and quiet in another.

What can you do about it? The first thing to do is to make sure that your brakes are all clean and in good repair. Use brake cleaner but be careful and always use a mask as old pads could be made with asbestos. The disc (rotor) should be relatively free of grooves. New pads can squeal slightly until they are worn in to the grooves on the disc. However, deep grooves mean that the disc needs to either be machined or replaced. While machining is still possible it is often no more expensive to simply replace the disc. It is also worth checking that the cut-away portion of the brake piston has been oriented in the correct direction when it was assembled. This should be pointing towards the hub



Assuming all is in good order and repair there are a number of things that can still be done.

Most disc brakes on modern cars have anti-squeal shims. I have read that the MGBGTV8 was fitted with them when new, but not other variants. Mine doesn't them and I haven't been able to find a part number for them. None-the-less there are stories of people making up their own shims out of 0.003 inch stainless steel with some success. An easier route however is to either use one of the all-purpose anti squeal kits or a special anti-squeal compound, both of which are readily available from auto shops. The anti-squeal kits use a self-adhesive pad that is stuck to the backing plate of the pad. The compound is also applied to the back of the pad and both act to absorb the vibration that is the cause of the noise.

I have used CRC's Disc Brake Quiet, an anti-squeal compound, with some success on my Bs in the past and when I recently had the front wheels off the GTV8, since I had some in the shed, I thought it would be an ideal time to address the annoying and embarrassing brake squeal. With the pads out it was obvious that someone had tried fixing the squeal problem before as there was compound left on the back of the pad I scraped this off with an old chisel (not that easy) and made sure the back of the pad was nice and clean.



A worthwhile thing to do at this stage before the new compound is applied is to bevel the leading edge of the friction material on the pad. This will lessen the chance of the leading



edge catching slightly as pressure is applied and setting up a vibration.

As the friction material is very hard you will need to use a heavy gauge file to take a few millimetres off to round the leading edge of each pad. I used an old rasp.

Next spread the compound liberally but evenly over the back of each pad where the piston contacts. Avoid getting any on the friction material. Wait 10 minutes or more for it to set slightly before reassembling the pads in the calliper. When reassembling make sure the pistons are pushed well back into the calliper so that when the pads are inserted they go in cleanly without the edges of the piston scraping off all of the compound from the back of the pads. Invariably some of the compound will get on the edge of the piston and this should be cleaned off.

Now for the tech tip. It is very tempting when everything is back together again to sit in the car and heavily apply the brakes. Don't. Leave it overnight so that the compound has an opportunity to properly set. Otherwise it is likely that by applying the brakes heavily straight away the piston will squeeze the partially set compound from the surface of the back of the pad leaving little or nothing to absorb the vibration.

So far so good. I can come to a nice slow stop without a loud, annoying and very embarrassing squeal.

John Clarke



## Five Decades of Opposite Lock



The Club would like to thank Andrew Mackie from the Central Coast who has kindly donated to the MG Car Club a set of *Opposite Lock*, going back some five decades. Andrew is moving house and wanted to donate to a good cause and we thank him very much for thinking of us. The magazines were collected by Allen Gower who is currently cataloging them and they will be available in the Club library.

Hilary



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## MG Motors Donate MG ZS SUVs

MG Motor Australia is proud to announce the donation of a fleet of vehicles to the South Western Sydney Local Health District.

The fleet of MG ZS SUV's will be distributed across hospitals in the district including: Bankstown, Bowral, Camden, Campbelltown, Fairfield and Liverpool hospitals, as well as emergency operations teams and mental health and community health facilities.

MG Motor fuels essential workers' spirits with donation to South Western Sydney hospitals

- MG Motor Australia announces the donation of a fleet of its vehicles to support the South Western Sydney Local Health District
- MG ZS vehicles will be distributed to Bankstown, Bowral, Camden, Campbelltown, Fairfield and Liverpool hospitals to support the transport of PPE and essential medical equipment and goods
- Sydney, Australia, Friday 8 May 2020: MG Motor Australia is proud to announce the donation of a fleet of its vehicles to the South Western Sydney Local Health District. The MG ZS SUVs will be used for the transportation of personal protection equipment (PPE) and essential medical equipment and goods in response to the COVID-19 health pandemic.

The vehicles will support front line workers for the duration of the pandemic, delivered to Bankstown, Bowral, Camden, Campbelltown, Fairfield and Liverpool hospitals, as well

as emergency operations teams and mental health and community health facilities.

Peter Ciao, CEO of MG Motor Australia and New Zealand said: "During uncertain times it has been inspiring to see the way health and essential workers have banded together to look after us and one another. This is a value we share at MG and is reflected in all aspects of our business. Like many local businesses, we have been committed to looking at ways to support the fight against COVID-19. We're humbled to provide additional transportation resources to medical teams on the frontline working tirelessly to keep us all safe."

South Western Sydney Local Health District is one of the largest health districts in New South Wales, covering seven Local Government Areas from Bankstown to Wingecarribee, with a population of approximately 966,450 people. The District is among the most rapidly growing populations in NSW, projected to grow to more than a million people in the next decade.

A South Western Sydney Local Health District spokesperson thanked MG Motor Australia for its donation of the SUVs: "This is a wonderful example of the contribution and support we are receiving from the community of the south west as we respond to the COVID-19 pandemic."

Visit the MG website to find your nearest dealership:

<https://mgmotor.com.au/>





## MG Car Club Regalia Clothing

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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

This month the report is again very simple, there is nothing happening and we await the Govt. imposed COVID 19 restrictions to be lifted sometime in the future, before we will restart our activities.

If the COVID shut-down had not occurred, we would have run an Illawarra Register event by attending 1 day of the Wings Over Illawarra 2020 Air Show in early May.

WOI 20 has been postponed to run in November 2020 (we hope) as one of the proposed feature aircraft at WOI 20 was the recently restored to flying ex RAN Fleet Air Arm S2G Grumman Tracker, which flew anti-submarine patrol duties off HMAS Melbourne. I want to provide an opportunity for you to watch and enjoy the pictorial story of how this aircraft was restored by volunteers, and in late 2019, re-activated to fly.

This aircraft was restored and is now operated by the Historical aircraft Restoration Society (HARS) and we commissioned a pictorial record including Go Pro shots in the cockpit with the pilots as they flew the Tracker, to be a souvenir program about this special aircraft which is flying again after twenty + years.

I am a senior volunteer member of HARS, and I am also the Project Leader of the HARS Navy Heritage Flight (NHF) which restored the Tracker 844 to flying, and I gain no financial benefit from promoting this product.

The NHF has produced a 50 + minute AV program entitled-



"Launch Tracker 844" as a great souvenir, and we hope that you will consider sponsoring the ongoing flying of Tracker 844 by purchasing a copy. The title "Launch Tracker 844"

refers to the command given HMAS Melbourne when an actual aircraft was launched.

To See the Launch Tracker 844 Youtube promo clip visit:-  
<https://www.youtube.com/watch?v=gAN-Lt3xW4E>

The HARS Museum e-shop is now activated to enable you to buy this souvenir, and when you logon, the HARS e shop menu will offer you two purchase options for Launch Tracker 844:- an immediate download for \$A25 OR the purchase of a physical DVD for- when, for an extra \$10 postage, we have partnered with the Flagstaff Group employing People With Disability, who will pack and get Australia Post to deliver it to you.

You can assist to keep Tracker 844 flying, by purchasing from the shop at:-

<https://www.harsmuseumshop.com.au/>

And Now For Some Direct Car Related Stuff!

I have again provided some car related content for Hilary, who is trying to produce *Opposite Lock* with no Car Club activity, so here are some personal reflections on owning a series of Jaguars, which I have owned and enjoyed alongside the many MGs.

Michael Hough



## Jaguars and Me

I have always been attracted by interesting European and especially British cars and in my early twenties was financial enough to be owning British motorbikes and sports cars like MGTCs and Riley 9 sports cars- but always considered Jaguars like the XK120 sports and Mk 2 Saloons as something I would like to own one day but probably never would.

However, during the 1970's, by then married and living in Wagga NSW, I saw a very nice Jag Mk 2 with a for sale sign on it, realized that they were now affordable, at least in the up-front purchase price and started to look seriously for a nice one.

We searched the Sydney and Melbourne "Cars For Sale" markets with no success, and my wife Wendy suggested I put an ad in the local Wagga Daily Advertiser paper and to my surprise I received 6 phone calls from prospective Mk 2 sellers in that region!

I eventually purchased a local Wagga based car, which approx. 40+ yrs. later I still own. A 1962 Jaguar Mark 2 3.8L manual o'drive saloon in Old English White with Black upholstery, which had been a 'special order' purchase imported new directly into Wagga as the car of the then Managing Director of the regional farm machinery business.

It had a very sound body but by then had been purchased by a Kendall airlines pilot who had clearly driven it hard, and then he had on-sold it to a local- a young person who quickly realized that the car was too difficult for him to own and to maintain, and so I was the fourth owner- all from the Wagga region. (The key point of appeal about selecting this Mark 2 from the others on offer- was that it had been an inland dry area (country) car for all of its life- and the monocoque based body was in very good shape, although accompanied by some tired mechanicals!

I have used the subsequent years to completely upgrade and / or rebuild the car, but with a sound body the major problem with these types of cars, body rust fortunately has been minimal.

The Mark 2 is a great car to drive, is always a head turner as a shape, and I have recently fitted electric drive power steering which has absolutely transformed the car into a very pleasant driving machine.

Partial summary:-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 Jaguars and me after acquiring the Mark 2.





## The Jaguar story from Mk 2 to now

For approximately 15 years I had a Jaguar XJ6 Series 3 Manual overdrive saloon as my daily driver and it was a very satisfactory and visually very appealing car with excellent road manners and power. With the support of Graeme Lord Motors in Wollongong I learned that with regular servicing the XK motor just went 'on and on'. I eventually sold it with 350 000 Km on the speedo, and moved on to the next daily driver vehicle, which by the way was not a Jaguar!

### Running a Vintage Jaguar based Wedding Car Group Jags Mk 2 Mk 5 and Mk 7's

With two friends from the Jaguar Club, Ron Critcher and Warren Kain, we collectively realised that we had three attractive, almost identical white Mk 2 Jaguars and were being frequently asked to provide wedding cars. After not much discussion, I then registered as a business and ran VintBrit Wedding Cars for about 15+ years. With increased wedding bookings demand, we began to expand our Jaguar Fleet range to include Mk 5 and Mk 7 models to supplement the original three Mk 2's.



I purchased a white 1957 Jaguar Mk7M saloon, which proved to be a popular bridal car because of its size and spaciousness, and we three proprietors banded together and purchased and rebuilt a barn find white a 1947 Jag Mk 5 Convertible.

The Mark 5 convertible was a spectacular looking car, a real head turner in fact, but surprisingly due to the open top it proved quite difficult to actually rent out as a wedding car, as many brides were very concerned about their expensive "hairdo's" being blown around 'on the day'!

Running Vintbrit Wedding Cars was a very enjoyable experience and eventually we decided to wind up the business up after 17 years, mainly due to the lack of reliable drivers. Consequently, the Vintbrit fleet was sold off, except my original Jaguar Mk 2 saloon, which along with a 1975 MGBGT remain my active interest in historic or vintage cars.

Current scene, a much improved classic, my 1962 Jaguar Mk 2.

During 2019/20, I decided to



upgrade the Mk 2 Jaguar with an electric drive power steering unit. The cost was about \$5-6K and frankly it was one of the best investments I have made in a car. The power steering has been significantly transformed, the low speed handling characteristics of what has always been a very physically demanding car to drive at anything less than high speeds!

I still admire the skill of Sir William Lyons in designing and actually creating such a timeless classic shape and the 3.8L manual overdrive Mk 2 saloon is, in my opinion, one of the timeless great shape vehicles of all times and I am delighted and proud to have been the custodian of this one for over 40yrs

I attach some photos of the range of Jaguar cars I have owned or enjoyed driving as part of the wedding car group, and again in preparing this the story, it reminded me how the quality of photographs has changed and improved in that time frame.

I hope this story encourages you to get out your old photos, and write a story for *Opposite Lock* in these COVID 19 restricted times.

Michael Hough





# *Abingdon Edition AU*



The reborn MGB from Modern Classic Cars, a modern interpretation of a true classic sports car. With a little help from our friends at Frontline Developments UK, we take an icon from an era when driving had more style, then apply the very latest technology and engineering to create a motor car unlike any other. Each vehicle is hand crafted to suit your desires.

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## Letter to the editor



This week I got the benefit of going to the recent HART training days. On a 3 lane highway the traffic ahead just stopped flowing, and I mean **Stopped!** From 70 km/h.

As I focused on the bumper bar of the car in front and smashed the ABS for all I was worth the HART training kicked in and I relaxed and was happy to feel the ABS in the car do all the hard work.

I managed to stop literally a quarter of an inch from the car in front. The HART training made the difference in a moment when every inch mattered.

So a big thank you to the Club for organising those training days, one person has already reaped the benefit.

Unfortunately the driver behind me was not so well trained and barreled into the back of my car. The impact was fairly minor and nobody was injured.

I climbed out of the car thinking how lucky I was; lucky I was not in my MG!

*Mark Robson*

## 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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Ph: 9797 9913  
[www.ashfieldcycles.com](http://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



# ASHFIELD CYCLES





1st May -25th June

Annual Shannons Club Online Show & Shine Competition, it's bigger than ever, with a huge \$37,500 in cash prizes up for grabs! This year, when you win, your motoring club wins too! Just nominate your motoring club when you enter. And if you win, you will take home a cash prize and so will your club.\*

With hundreds of our favourite motoring events cancelled and while we're all staying at home, it's the perfect time to get out the polish and get your car or motorbike gleaming.

The competition gives you the opportunity to show-off your pride and joy by entering the best photos of your vehicle for your chance to win. Plus, see some of Australia's best classic cars and bikes, all without leaving home!

'Weekly' and 'Best in Show' prizes will be awarded by Shannons. The judges will be looking at the appearance (including cleanliness, shine, condition and presentation) of the exterior, interior, engine and wheels of your vehicle, along with the creativity, effort and pride displayed in the photos submitted.

Club Members will decide who takes home the 'Category' prizes, so take a browse through the 2020 entries and vote.

Share your entry with your friends and make sure they vote for your vehicle to increase your chances of winning.

Let's create Australia's largest online show and shine! You must be a Shannon Club member to enter, it's FREE to join the club.

**WEEKLY WINNER**

**\$1,000 CASH**  
FOR YOU  
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**BEST IN SHOW**

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## Shannons Sydney Classic, Motorsport Park, Cancelled 2020

The Committee of the CMC has decided to cancel the Shannons Sydney Classic event for 2020.

We tried all avenues including looking for available dates later this year but all came to nought.

Even when the so called NSW Stage 3 relaxation comes in around September they talk about a maximum of 100 people gathering.

That is about 4,900 short of the crowd we had there in 2019.

And with close to 2,000 vehicles being driven to the SMSP that is a crowd of at least 2,000 alone. Even if we specified "driver only" rules.

And that would not be a popular idea with our family orientated membership.

How we could practice distancing rules when everyone is wandering about looking at the great cars and displays is a big question as well.

Let alone the 50 garages with the trade and club displays. A lot of close contacts would happen as folks would not be concentrating on who is around them.

Very sad that this is the first cancellation in the 56 year history of the event.

It started at Warwick Farm in 1964 when the five clubs which started the CVV&TMC back then got together for a car show at that famous horse and car racing track.

We now have our 200th club applying so it has grown considerably since then.

From our annual returns the count of individuals in those clubs numbers over 32,900.

We hope that we can continue our long association with Shannons when 2021 rolls around and we can all get out from under this Covid Cloud.

*Terry Thompson OAM, Chairman – APMC NSW Ltd  
President – Council of Motor Clubs Inc*



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## *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](http://www.vintageandclassiccarhire.com.au) and [www.starcarsagency.com.au](http://www.starcarsagency.com.au).

## Classifieds - Cars

NEW



### 1955 TF 1500 MG Roadster Convertible

This vehicle has been meticulously and fully restored and is in Concours condition. Purchased by my father in law, it is fully registered in NSW and the sale includes the number plates. The restoration has been documented and has full history & manuals. It has only been driven a handful of times in our 13 years of ownership.

This is a classic and will win trophies at car shows.

Year: 1955

Model TF Midget

Engine 1.5 litre, 4 cylinder, petrol

Transmission 4 speed manual

Odometer 12,124 km / 7,533 miles

Engine number XPEG2538

VIN HDC269400

Full Registration

Exterior colour Red

Interior colour Red Leather

Location: Bowral NSW

Price: \$55,000 ONO

Contact: Gae Crea

0429 015 100

[gcrea1@gmail.com](mailto:gcrea1@gmail.com)



### 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](mailto:vleeskens.sjet@gmail.com)



### 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](mailto:golfcq@bigpond.net.au)

### The GAF MGTC Special.

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)



### 1953 TF

NEW

TF built in Abingdon UK in November 1953 and imported to Australia. Heritage certificate available. Matching numbers. 41,000 miles believed to be since the full restoration (including new body tub) by previous owner in 1980's. This vehicle is very well "sorted" mechanically with engine bored out to 1,300 cc, fast road cam and extractors installed. It's a delight to drive and is fully NSW registered till Nov 2020. The weather gear, including side screens and hood, are in excellent condition and the car comes with a new full tonneau. New tyres, new battery. Original steering wheel, the Moto-Lita wood rim wheel is smaller and easier to use for bigger drivers. Always garaged and never driven in the rain during my ownership. Receipts and data for many years!! Some spares and books including workshop manual, Clausager T series, Willmer T series +

Tools including original jack and copper hammer, fuel gauge and knock-on spanner. Very reluctant sale, returning to Europe for family reasons.

Location: Dee Why NSW

Price: \$39,000 ONO.

Contact: David P Taylor. 0438 263 177

[deepee.taylor@icloud.com](mailto:deepee.taylor@icloud.com)



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](mailto:info@regalpc.com.au)



## Classifieds-Cars



### 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](mailto:ppo16731@bigpond.net.au)



### 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.

**Location:** Melbourne

**Price:** \$50,000.

**Contact:** John (03) 5989 2789

0408 327 420

## Advertising in Opposite Lock

A **FREE** service for MGCC members -

Classified ads will run for two months.

Please advise the Editor

via email or phone if:

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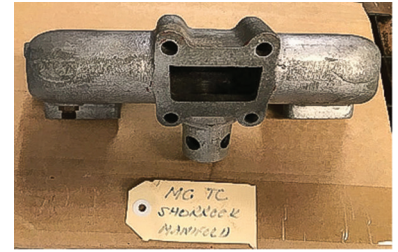
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please email:

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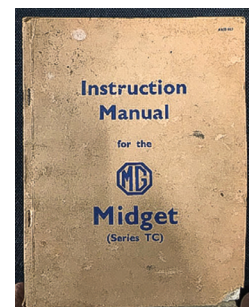
## Classifieds-Parts



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](mailto:runcimans@westnet.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](mailto: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 tacho 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](mailto:the2taylors@live.com.au)



### MGB Parts for Sale:

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.MGR V8 Front LHS Guard 2nd hand Very good condition \$1000 (Woodcote Green)
- 11.MGR 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](mailto: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](mailto: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](mailto: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



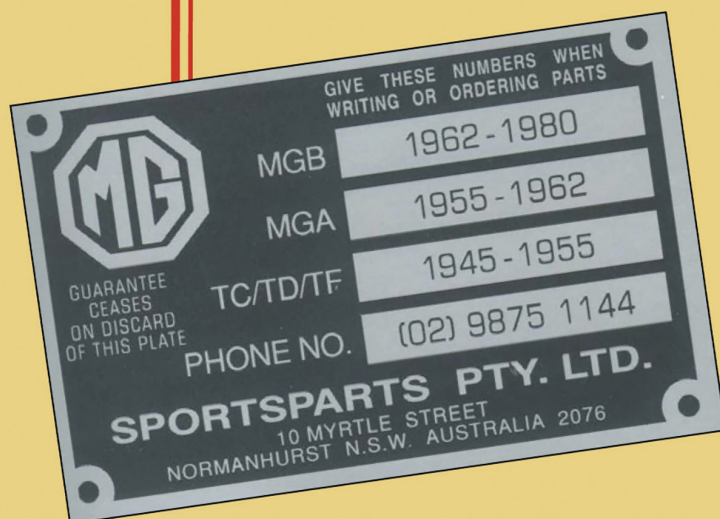


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