



Official Journal of the MG Car Club – Sydney

Opposite Lock



October 2020

In this issue

1954 MG TF 1250

Love of Cars

New TD Registrar

Anniversary Run

MGCC Sydney Club Calendar 2020

OCTOBER

- 6 Board Meeting
- 11 MGCC (UK) 90th
- 13 Members Gathering, Strathfield Golf Course
- 18 MGCC Concours and Display Day, **CANCELLED**
- 18 CSCA, hosted by Jaguar Drivers Club, Sydney Motorsport Park, Druitt Circuit, Max Wasson
- 18 Bathurst 1000, Mount Panorama

NOVEMBER

- 2 Board Meeting
- 8 MGA/MGB Workshop Day. MGA Registrar, Greg Keenan

- 10 MGCC Annual General Meeting and Members Gathering. Strathfield Golf Course
- 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
- 8 Members Gathering, Strathfield Golf Course

National Meeting 2021, Albury Wodonga **CANCELLED**



Ron Taylor's magnificent MG on a splendid Autumnal Day

President's Report

As we lead up to the end of the year it is regrettable that I have to report that our Annual Concours d'Elegance planned for October has had to be cancelled. There are a couple of reasons for this. Firstly, with the amount of reporting by the media relating to clubs breaking Covid restrictions, the Strathfield Golf Club took the view that it simply wasn't worth the risk. Secondly, as you are all no doubt aware at this stage there is still no easing up of crowd restrictions in open spaces. Whilst this is disappointing for the Club, the Board will be meeting on 6th October to discuss a possible short format display contest for the late afternoon and evening of our December members gathering. More details will be sent out via a running board however, at this stage the plan is to hold the event as a Show and Shine.

Now onto more positive matters.

I would like to thank the members of the club that have submitted photographs for the MG Motor Competition. Given that this event was the first of its kind I'm pleased to say that Nationally it has been well supported.

A big thank you also to those members who have supported the MG Car Club of the UK with their photo competition to celebrate the 90th Anniversary of the Club. Whilst there will be a running board coming out leading up to our commemorative run, I would like to reinforce some of the points that John Clarke will make in it and again on the morning of the 11th as we commence the run.

- I am delighted that John Lindsay will be giving us a brief talk on the history of MG in Australia prior to the run.
- John will be sending us off in 15-minute intervals and I would ask that members stick to this timing. The main reason for this is so that we do not meet up on mass in any one particular area.
- At the conclusion of the run I ask, with regret, that members make their way home or to other small-group destinations so that we cannot be seen to be forming a mass gathering.
- Should members wish to meet for lunch after this run then it will be up to them to comply with Covid 19 restrictions.
- If you intend posting photographs of the event on your Facebook or other social media mediums please ensure that the photographs posted reflect social distancing.

Earlier this year Brian Woolmer wrote an exceptional and informative article on former member, motor racer and restorer Max Rawling. I am delighted to inform the membership that our guest speaker for the October members gathering will be Max's son Mark. Mark, whilst a new member is more than just Max's son. Mark is a Grand Prix motor cyclist, enthusiast and restorer. It would be fair to say that over the years Mark has left more skin on the track than a competitive 1930 side car pillion racer competing in the Isle of Man TT for 10 years.

Mark is also a very successful community business man having owned and operated Turrumurra Cyclery for over 30 years. He also loves a chat. So, come and join us, Tuesday 13th October at the Strathfield Golf Club. Enjoy the month and pleasant motoring to all.

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!

| | |
|------------------------|----------|
| Foucauld Dalle | MGB |
| Michael Edwards | MGB |
| Otto Bosco | MGB |
| Jack & Annette Diodati | MGB |
| Glen Wirth | MGA, 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*



Page 14: 1954 MG TF 1250



Page 15: New TD Registrar



Page 16-17: Run to Southern Highlands



Page 18-20: Love of Cars



Page 22-23: 1950 Trading Cards



Page 26-27: Illawarra Report



October Cover:

Matt & Margaret Crawford's immaculate MG on the run to The Southern Highlands. Picture taken by Hilary Wren

What's Inside

- 2 2020 Calendar
- 3 President's Report
- 4 What's Inside
- 5 Club Contacts
- 6-7 Club Events
- 8-9 Notice AGM 2020
- 10 Anniversary Run
- 11 President's Run
- 12 National Meeting
- 13 MG Musings
- 14 1954 MG TF 1250
- 15 New TD Registrar
- 16-17 Southern Highlands
- 18-20 Love of Cars
- 22-23 1950 Trading Cards
- 24 Conditional Registration
- 25 Club Regalia
- 26-27 Illawarra Register
- 33-35 Classifieds



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October *Opposite Lock*

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Ron Taylor, Michael Gerondis,
John O'Neill, Bob McCluskey,
Ross Freeman.

Club Contacts

Directors

| | | | | |
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| | | | | |
|-----------------|---------------------------|-----------|-------------------------------|------------------------------------------------|
| Pre-war | Ron Taylor | Lindy | 0418 413 613 4324 5877 (W) | the2taylors@live.com.au |
| TC | John Carter | Carol | 0416 292 929 | johnmartincarter@gmail.com |
| TD | Michael & Jacqui Gerondis | | 0411 390 285 | mgerondis@optusnet.com.au |
| TF | Vacant | | | |
| MGA | Greg Keenan | | 0430 098 514 4626 3218 | gregory.keenan@bigpond.com |
| MGB | John Clarke | Christine | 0412 890 409 | parclose@optusnet.com.au |
| Postwar Saloon | Matt Crawford | Margaret | 0457 411 681 9546 6215 | matcrawford@bigpond.com.au |
| Magnette | Peter Baldry | Lesly | 0407 102 279 | leslyandpeter@gmail.com |
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| F and TF Modern | Don Young | Sandy | 0412 600 415 | don.young9636@gmail.com |
| C and V8 | Steve Foldhazy | Chona | 9680 4648 | mgcgtsf@yahoo.com.au mgbgtv8sf@yahoo.com.au |
| Midget and FWD | Vacant | | | |
| Post 2010 | John Lindsay | Lesly | 0403 330 441 | john@technispec.com |

Club officials

| | | | | |
|--------------------------------|------------------|--------|---------------------------|-----------------------------------|
| Club Secretary | John Bastian | Ros | | secretary@mgcarclubsydney.com.au |
| All British Day Coordinators | David Noble | Leta | 0414 576 376 | david.noble070@gmail.com |
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| Breakfast Runs | Stephen Holt | Tracey | 0409 002 177 | holtstephen66@gmail.com |
| CAMS Representative | Vacant | | | |
| Club Plates | Brian Woolmer | Julia | 0407 274 655 | clubrego@mgcarclubsydney.com.au |
| CMC | Greg Fereday | | 0408 611 427 | gregfereday.com |
| Illawarra Register Coordinator | Michael Hough | Wendy | 0418 424 748 | mnhough5@gmail.com |
| Library | Vacant | | | |
| Mid Week Muster | Bob Parkinson | Lynne | 9728 9395 0412 968 771 | rjparko@bigpond.net.au |
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| Rally | Jim Richardson | Bev | 9639 0638 | jimandbev@bigpond.com |
| Regalia | Granville Harris | | 0414 880 374 | granville2@bigpond.com |
| Regularity | Stephen Perry | | 0434 275 970 | windywoofer@gmail.com |
| Social Secretary | Vacant | | | |

An Update on the Club and its Events in the COVID-19 Situation

- 9 September, 2020

With the easing of COVID 19 restrictions in NSW over the last couple of months we have been able to recommence many of our Club activities while strictly following the Government's COVID 19 Guidelines.

Monthly Members' Gatherings

During the COVID 'lock-down' monthly members' gatherings were conducted using Zoom. However, with the easing of restriction we have recommenced in person gatherings at a new venue, the Strathfield Golf Club. This modern and stylish venue has the capacity for us to hold our meetings and enjoy a pre-meeting meal in a COVID safe environment. The Strathfield Golf Club has been popular with members and our monthly members gatherings will continue to be held there on the 2nd Tuesday of the month moving forward.

Club Events

Some club events, including the Illawarra Registrar and monthly Club Runs have recommenced. The Board and club officials are ensuring that these events follow current Government Guidelines. All attendees to these runs need to be recorded and contact details provided.

Unfortunately, the decision has been made to cancel the 2021 MG National Meeting in Albury Wodonga. However, members are being encouraged to retain their accommodation bookings and if circumstances allow, a Club run to Albury Wodonga will be organised over the Easter weekend in 2021 in place of the National Meeting.

It is also with regret that our Annual Concourse and Display Day has been cancelled due to COVID restrictions.

Opposite Lock

With the commencement of COVID restrictions the Board made the decision to cancel the bulk printing and mailing out of the monthly magazine, *Opposite Lock*, and instead to send out the magazine in an electronic format, using a link sent by email to members. At the current time, this method of distribution will continue. The Board will review this as circumstances allow.

In conclusion, I welcome any feedback, so please don't hesitate to call me or email me and I will respond to you as quickly as I can. charlie@charriefrew.com

Charlie Frew

OCTOBER MEMBERS GATHERING TO BE HELD 13 OCTOBER 2020 AT STRATHFIELD GOLF CLUB



Octobers Members Gathering will be held at the Strathfield Golf Club.
Come and try this modern and stylish new venue
Join us before hand for dinner with a selection from a special MG Car Club menu.
Dinner from 6:30 pm and the meeting starts at 7:45.

Guest Speaker Mark Rawling..Grand Prix Motor Cyclist

Strathfield Golf Club, 52 Weeroona Rd, Strathfield NSW 2135



MID Week Musters

Unfortunately due to continuing Covid restriction, Club sponsored Mid Week Musters hosted by Bob Parkinson have been temporarily suspended.
As soon as we are able to resume activities communication will be via *Opposite Lock* or a "Running Board" .

Notice Of AGM – MG Car Club Limited

Notice is hereby given that, in accordance with the Constitution, the Annual General Meeting of the MG Car Club Limited will be held at Strathfield Golf Course, 52 Weeroona Road, Strathfield 2135 on Tuesday 10th November 2020 at 7.45 pm.



Business

- To accept the minutes of the 2019 Annual General Meeting
- To elect Directors for the year 10th November 2020 to 9th November 2021.
- To receive and consider the Balance Sheet, Statement of Profit and Loss and the Reports of the Directors and Auditors in respect of the twelve months ended 30th June 2020.
- To transact any other business which may be brought forward in accordance with the Constitution.

Please Note

- Only current financial members of the above Club shall be entitled to stand for office, vote or nominate / second candidates for election.
- A current membership list will be available at the Meeting.
- Any current financial member entitled to vote and unable to attend in person is entitled to appoint a proxy, utilising the Proxy Form below or a facsimile of the same.
- Any current financial member may nominate a qualified person (one only) for election by using a Nomination Form in this magazine or a facsimile of same.

Nomination Form

I (Name)

being a current financial member of the MG Car Club Limited, hereby nominate

.....

for the position Director at the Annual General Meeting of the Club to be held on 10 November 2020 and at any adjournment thereof.

Proposer(Name)

Signed Membership Number.....

Seconder(Name)

Signed Membership Number.....

Acceptance

I Membership Number hereby accept nomination as a Director.

NB: The completed form must be lodged with the Honorary Secretary at least 30 days before the scheduled date for the Annual General Meeting.

Email to secretary@mgcarclubsydney.com.au or hand to Secretary or President the October Members Gathering.

MG Car Club Limited - Proxy Form

We, as financial members of the MG Car Club Limited, hereby appoint

.....(Name)

of.....(Address)

As my proxy, to vote for me, on my behalf, at the Annual General Meeting of the MG Car Club Limited to be held on 10th November 2020 and at any adjournment thereof.

Signed thisday of 2020

Members Name..... Member Number

.....

NB. The completed form must be lodged with the Honorary Secretary at least 48 hours before the scheduled time for the Annual General Meeting.

MG Car Club Limited – Other Club Positions

In addition to the positions of Director, at the Annual General Meeting of the Club to be held on 10 November 2020 and at any adjournment thereof the following positions are to be filled.

N.B. there is no form to be completed for these roles.

Please just advise the President , any Director or the Secretary before or at the AGM.

Email secretary@mgcarclubsydney.com.au

Club Officials

Club Secretary
All British Day Coordinators
Breakfast Runs
CAMS Representative
Club Plates
CMC
Illawarra Register
Coordinator Library

Mid Week Muster
Member Liaison
Membership Secretary
Points Scorer
National Meeting Coordinator
Rally
Regalia
Regularity Social Secretary

Model Registrars

Pre-war
TC
TD
TF
MGA
MGB

Postwar Saloon
Magneite
RV8
F & TF Modern
C & V8
Midget & FWD Post 2010



MG Car Club Financials 2019-2020.

The Board is pleased to present the 2020 Financial results for consideration by members. The fully audited MG Car Club Financial Statement for 2019-2020 will be posted on the club web site during October.

2020 has seen the commencement of some of the initiatives that the Board has developed to improve the financial performance of the club, including refreshing the regalia offering and some activities to reinvigorate participation in Sporting events. Unfortunately, COVID-19 has curtailed many of the initiatives planned and so the full impact of the initiatives have not been realised in the financial results.

The Club has achieved a break-even result for FY20 which has been largely due to the reduction in activity cause by COVID and the move to mostly online distribution of the magazine during this time. Despite the reduction in activity, the Club still has operating expenses to cover and we can expect to see an increase in costs as things start to return to normal. However, the Board is confident that the increase in membership fees which commenced in FY21, along with the other initiatives to reinvigorate participation in Club activities will see the Club in a sound financial position into the future.

Elizabeth Sutherland. Treasurer





NSW
Founded 1950

ANNIVERSARY RUN

MG Car Club (Sydney) 70th
MG Car Club (UK) 90th



NSW
Founded 1950

11 October 2020

To celebrate the founding of the MG Car Club in the UK in 1930 and our own MG Car Club in 1950, we will rediscover some of the history of making MGs in Australia visiting the site of Pressed Metal Corporation (PMC) at Enfield, where MGAs and Mk1 MGBs were made, and finishing at Nuffield Park, the location of the old Leyland factory at Victoria Park / Zetland where MGB MkIIs were made. Nuffield Park is dedicated to Lord Nuffield (William Morris) who founded Morris cars and established the factory at Zetland.

Starting with a hearty breakfast at the Strathfield Golf Club, our very own John Lindsay will then set the scene with a brief talk on working at the Zetland factory before we embark on a route taking in the scenic icons of Sydney, as well as the history of making MGs in Australia.

This run is being co-ordinated with the MG Car Club UK, which is asking all MG Car Clubs around the world to help mark the occasion of the 90th anniversary of the founding of the MG Car Club with a unique run on 11th October.

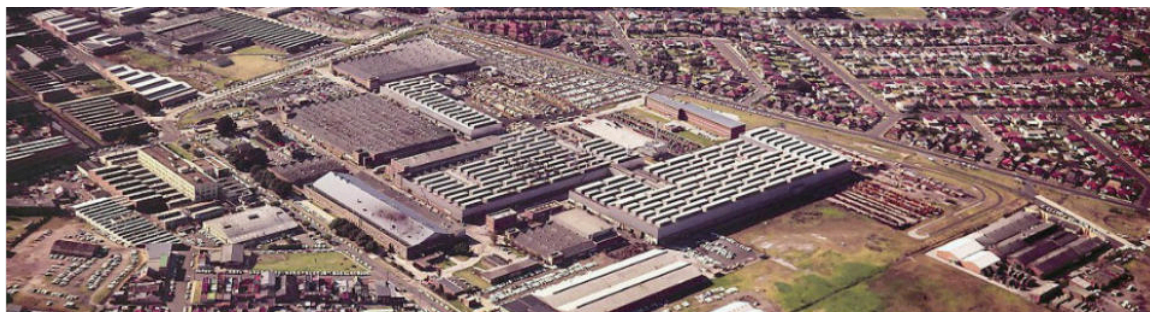
We are also after any keen photographers who would be willing to position themselves on the route to capture our cars at some of the iconic locations.

When: 8:30 am Sunday 11th October

Meet: Strathfield Golf Club, 52 Weeroona Rd, Strathfield

Catering: Breakfast will be served from a limited menu at individual cost. Please advise of any dietary requirements.

Bookings: Contact John Clarke to book your place
e:mail to: parclose@optusnet.com.au by 6th October.





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The President's Run.

Sunday 20th September saw members attend a morning workshop at Peninsular Sports Car Services in Brookvale.

Hosted by Geoff Morse, Richard Caller and their team.

They shared valuable tips and allowed members to enjoy viewing the array of British and Classic cars in their workshop. With E Type Jaguars and MG's of most classes in various stages of restoration, all being lovingly restored to their former glory.

2020/21 MG National Meeting. Albury Wodonga

2020/21 MG National Meeting Albury / Wodonga
Bulletin No 10 (Final) 1st September 2020

Hello Hilary

You are receiving this Bulletin as you registered to take part in the 2020 MG National Meeting. As you know the Meeting was postponed due to the Covid 19 Pandemic and rescheduled to Easter 2021.

However, after much deliberation and consultation with all the MG Clubs throughout Australia we have decided to **CANCEL** the event.

This is an extremely disappointing decision to make but the uncertainties surrounding the Virus and what the environment will look like next Easter makes final planning for the event near impossible.

The border closures, restrictions on gatherings and the general requirements on social distancing all complicate the issue. An outbreak at anytime could render all our work redundant at a moments notice. Until a vaccine is widely available it is unlikely an event of this nature can go ahead.

Hopefully in the second half of next year things will revert to more normal times.

We would therefore like to draw your attention to a wonderful MG event during this period.

The MG Car Club in Canberra is planning to run their bi-annual T and Y type gathering between 1st - 4th of October 2021.

They are combining with the Pre-War Register to make it an truly outstanding event.

The timing coincides with the Floriade Festival in Canberra, a not to be missed annual flower spectacular.

We encourage you to consider attending this event and celebrate the return to normality. Check out their website <https://mgcccanberra.org.au> for more details.

Now for some house keeping items:

Entry Fee Refunds

By now you should have received your refund of the whole of your registration fees.

If not please let me know.

National Meeting Regalia

All interstate Regalia orders have been sent out. Please let me know if you haven't received your order.

Overseas items have been held over.

Victorian Regalia orders are being held at the Clubrooms and will be distributed once we can meet again.

National Meeting Photographic, Website and Magazine Competitions

We have advised the winners and the awards will be presented at the 2022 MG National Meeting in Newcastle.

Finally the Organising Committee would like to thank you all for your understanding and support over the last few years. Its certainly been a roller coaster of a year.

Keep Safe.

Ian Prior Event Director

2020/21 MG National Meeting, Albury Wodonga



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darryl@theclassicfactory.com.au

www.theclassicfactory.com.au

MG Musings

John Clarke



MGB Rear Seat

Before the internet our Saturday papers were full of ads for cars for sale. And it was common in those days that when these ads were for MGs they would say that the owner was forced to sell their pride and joy due to the arrival of children. Now MG had 2 answers for that with the MGB. In 1965 they brought out the MGBGT with its small rear seat, but even before that you could buy an occasional rear seat cushion for your MGB roadster.

MGB Roadster Rear Compartment Cushion

This was described as a 'rear compartment cushion' and was available as optional equipment (in the US & UK) at time of purchase or as an accessory from MG, and continued to be available until 1969 (see photo). It differed from the rear seat in the MGBGT in a number of ways. Most notable was that there was no backrest. Whereas the MGBGT has a neat if upright backrest that can fold forward to increase luggage space, nothing was available from MG for the roadster. Your children were forced to sit upright with their back against the rear finishing rail. However, some people did make their own backrests and it is possible to get a very nice fit and finish, but this could only be done with a pack-away soft top.



MGBGT Rear Seat

The other notable difference is that whereas the front of the seat cushion on the GT wraps around the rear wheel arch, the accessory compartment cushion for the roadster has square edges so that it fits entirely between the wheel arches.



Home Made Rear Backrest

(note use of the GT seat cushion & seat belts)



Of course, the 1960s were a different time and our attitudes to safety were not what they are today. Children today need to be carried in approved child seats up to a certain age. However, I did fit rear seat belts in my BGT and my children did sit reasonably comfortably in the back until they outgrew the space.

These rear compartment cushions for the roadster are fairly rare, although I have seen several of them over the years, and even if they are not used for seating children any more, they finish off the area behind the seats in a much more stylish way than just a piece of carpet.

John Clarke

1954 MG TF 1250

In my early teens I was bought a 1954 MG TF 1250 which I drove until my early twenties. The car was stored with a broken crankshaft for another decade when I sold it as a project. Over the years I have kept my open for another when earlier this year Shannons sent their Winter Auction catalogue to my Facebook page. One of the cars up for auction was a 1955 MG TF 1500. It was sold as a project, not registered and not running, and stored in Wollongong for a purported four decades. Anyway the blood rushed to my head at the auction and I purchased the car.

The car was loaded onto a truck for delivery at my local garage at Bondi to have the distributor put back in, the fuel and brake lines replaced, new brakes and fuel pump. I drove the car to another

local garage for new tyres and electrical repairs which ended up with the SU carburetors being refurbished. We took the car out for a drive and picnic last weekend to Georges Head. It is now with the upholsterer for a new rear screen in the hood and rear quarter side screen.

I have attached a number of photographs, the last two at Georges Head. The MG badge in the grille is missing but will be corrected when I have the grille rechromed sometime in the future.

Sonia & I hope to attend the next meeting on Tuesday 8th September, 2020. I may have the car back by then, if not we'll be there is our normal ride.

John O'Neill



New TD Registrar

Michael & Jacqui Gerondis



Dear Members,

I have been a member of the MG car club Sydney for a year and my wife and I have just been nominated as joint TD Registrars, which is new experience for us. We will do our best to happily fulfill our obligations. I first drove an MGB in the mid 70's and loved it. I have had a variety of classic cars over the years and now that I have more time I am venturing back into playing with old cars but this time I dragged my wife into it with me. She recently joined the club and is working on developing an interest in old cars. When I began my search for an MG, I looked at some advertisements online and inspected a few cars but none appealed to me. I was tossing up between a TC a TD or a TF. I looked on the MG car club of Sydney's website for cars for sale because I figured that club members selling their treasured cars would be better looked after than some of the ones I had seen. I saw an ad for a TD that was carefully restored but needed a gearbox repair. I inspected the car and was very impressed. The owner and restorer, Ken Andersen had done a magnificent job of restoring the car, he even handmade the timber steering wheel out of Tasmanian Black Bean timber. Ken was a professional model builder and during his career produced models for the building of the Sydney Opera House. I bought the car and in doing so knew there would be additional things to do as the car had been sitting around for several years. I learned the brakes had to be completely redone as they had all seized and whilst the tyres looked brand new, the date stamp on each tyre showed manufacture dates of 1988. Everything has been fixed and the car is in great shape. One of the first things I bought for the car was a Queen Elizabeth Coronation (1953) badge and I look forward to showing the car in the upcoming Concours.



A guest speaker, Bob McCluskey from the MG Restorers Association spoke at our meeting of 8 September at the Strathfield Golf Club. Bob documented the very lengthy restoration of his 1952 TD on his website www.bobmccluskey.com. I recommend this website to any TD enthusiast. His restoration experience is very detailed and would be of great inspiration and assistance to any potential TD restorer, even though it's a bit scary!

Jacqui and I look forward to meeting more members in the times to come.

Michael & Jacqui Gerondis

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MGTC Run to Southern Highlands

Robert Smith



Diving along through the Nattai National Park & Bargo State Conservation area really brought home to us the extreme devastation caused by the fires from last summer. What had once been dense lush bushland looked more like an endless museum of black tree statues

0600 hours & the wretched alarm wakens me from dreamland (& I was doing so well in the race keeping that K3 behind me)!

With the sun shining outside & the promise of a 24* day, decisions to be made – join thousands of beachgoers soaking up the sunrays on Sydney beaches or join some fellow MG enthusiasts & head off on the Southern Highlands run organised by TC Registrar, John Carter. Not a hard decision really, it's time to get the CGT out & give it a good run & take Jill along as well of course.

Gathering at the starting point at Thirlmere Rail Museum morning refreshments were enjoyed by most from the local "OFF THE RAIL" coffee shop. Jill & I were amazed to see how much the Museum had expanded since our last visit there (obviously a long time ago). Note to self – put a revisit on the To Do list.

After John's briefing, instructions were handed out & I looked in trepidation at them wondering what tricks he had in store for me to get even for agonies I had put he & Carol through on countless Tour de weekends. But no, he'd been kind & had a concise simple run plotted out for us.

So off we headed initially via Buxton & Balmoral Village. What, 7.5km into the run & no questions to be answered!! John had tricked us & deliberately not given us the question sheet. Oh well, let him have his moment of fun – I'll get him back twofold on next year's Kimber Run or Tour de Young.

reaching stalagmite like towards the sky. The contrast was the abundant new growth springing from both the groundcover & trees alike, a most encouraging sight. I didn't notice any destroyed properties however there were several burned out car bodies scattered around.

Continuing on we passed through Hill Top & Colo Vale before joining the M31 freeway for a short distance before heading off via Mittagong & Bowral. With good intentions of stopping off at our favourite Bowral coffee shop for a pick me up we decided to keep going when seeing the waiting queue was some 50m long – not that desperate for a caffeine hit.

So onwards we went, via Moss Vale & Sutton Forrest ogling at the beautiful historic properties glimpsed behind thick, high hedges before reaching our lunch destination of the classic Bundanoon Hotel.

Established in 1922, new owners took over in 2018 & are embarking on an extensive refurbishment program but mindful of retaining the history & charm of the establishment. Spread out in compliance with social distancing requirements all enjoyed delicious lunches & fellowship before heading off homewards to be greeted by some smoke haze from burn offs that will hopefully minimise a repeat of last years fire devastation.

I never did get the question sheet from John, he just smiled smugly when I asked.....

Thanks for organising a great day, it was nice to get out of Sydney where we seem to have been captive, necessarily, for a long time.

Robert & Jill Smith



Ross Freeman had trouble with his alternator and managed to break down on a busy bridge!

A total stranger by the name of Steve was the good Samaritan who offered assistance. Ross and his navigator Chris then found rides in other club cars to enjoy the day.

Photo by Max Wasson.



We have all been starved for MG Company so the thought of an MGTC run sounded just what we needed. Bookings were essential in this Covid-19 times so we contacted John Carter and looked forward to the day.

Still being winter we were expecting a cold day in the Southern Highlands but the weather report told us different. So coats in the boot, just in case, we headed to Thirlmere for a 10.30am start, it was a little later as we were all catching up on the last few months. Off we went with lots of hoods down, we opened our sun roof, as we headed for the Bundanoon Hotel. It was a lovely run on the backroads as we passed many of the villages that had been burnt out in the fires last summer, Balmoral was a particular one that was just about destroyed but they

are rebuilding. The trees were also regenerating and it was interesting to see. We often fly down the highways and miss all the interesting scenery

We all had to sign in and practice social distancing and more catching up with drinks before ordering lunch. Some were seated inside others outside but of course everyone moved around. The lunch was very nice. Mid-afternoon and off we headed again back home to plan the next MG run.

52 attended the run mostly in MGs we were in our MG6

Thank you John for organising such a great day.

Carol Best



Bob McCluskey's Love of Cars

First, let me point out that, of all these images, only the first and last are actually of my cars. I did have a very complete archive file of all my cars (and motorbikes); but in one of the many moves, the file was lost. Consequently all the other images have been sourced from the web. You can tell this because, unlike mine, they're all immaculately presented. Where possible I've created links or acknowledged the sources.



The first car in which I had any nominal equity was an Austin 7 saloon - a 1932 Ruby, I think - which I was supposed to own jointly with my brother. However, he counted it as his, and took it with him to University and I never saw it again. But it's hard to hold this against him: he did turn up with some pretty spectacular cars, for example a now rare and much sought after 2litre in-line 6 cylinder S-type MG, a BSA three-wheel cyclecar which used to race against Morgans, an aluminium-skinned space-frame special, chassis number CC1, which he claimed to be Colin Chapman's original Lotus, but which wasn't, and later a Lotus 7 with genuine Coventry Climax engine and racing slicks for which he got pinged for driving with bald tyres.

Anyway, because it doesn't remotely fit the pattern of sports tourers, I'm happy not to count this Austin as one of mine. The first car unequivocally mine was a 1937 Series II Morris 8 two seater tourer reg no DXX 778 (funny how this number has stuck so clearly in my mind - it must have something to do with how often I had to quote it to police, who in those days thought that if you didn't know the registration number you must driving a stolen car, as if anyone would have stolen this one). In this I was in very good company: the Emperor-in-exile Haile Selassie bought one for his son; Colin Chapman was given one for his first car in 1945 when he would have been seventeen; and Margaret's old mate Dennis Connolly from Lethbridge University had one for his first car (not to be confused with David Lethbridge, one-time Professor in the Faculty of Business and Law at Deakin University, who also had one). Also the old guy who pulled up beside me at the traffic lights near Gosford. Not bad, eh? direct parallels with two Professors, with a man who created one of the most successful racing marques ever, and with a man who claims direct descent from King Solomon and the Queen of Sheba. Sadly, in a disappointingly non-Euclidean way, the parallels diverge after that: I would suggest that the Duke of Harar's car would have been brand new, courtesy of his father's wealth (no inheritance tax, see, and all that income from King Solomon's mines to inherit eventually); Chapman's was virtually brand new when he received it in 1945

Bob McCluskey



as a University entrance present (well, eight years old, actually, but of those eight years, six would have been war years when with petrol rationing it would probably not have had hard use); unfortunately no details are available of Connolly's or Lethbridge's. My parents sourced mine in 1960 from a sergeant in the RAF who was being posted away. It would have been twenty three years old when it came to me (five years older than me), and it had had a Hard Life. My memory is that Mum and Dad paid £10 for it, but I had to pay for rego and insurance, which I'm pretty sure was another £10. Mum's memory is that I paid for the car as well. My life's achievements don't compare remotely with Connolly's or Chapman's, and although I'd be pretty sure that



at least some of my ancestors would have been alive in King Solomon's time, my pedigree becomes pretty vague after only a couple of generations.

Well, this car was the best value. Apart from being a great learning instrument (mostly what I learnt was that it needed better care than I gave it) it was great fun. Undergraduates



weren't allowed motor cars or motor bikes, but whenever I felt I could afford to run it (ie whenever I'd been able to get a vacation job) I took it illegally to University with me where I learnt that into this two seater you could fit six people or two people and two firkins of beer. It had a top speed of about 60 mph which meant I could just get illegal by the top of The Avenue in Southampton if I could get a running start without having to stop at the traffic lights at the bottom. I learnt a lot about mechanics and how to coax reluctant engines into life. I learnt how to line-ream kingpin bushes, and I learnt the hard way about hydraulic brakes and some of the things that make them ineffective and why it would be better if they weren't. I learnt what makes axles whine, although I never really learnt how to stop them.

I learnt how to coddle white-metal big ends, and I learnt that after the journals have been ground so many times that the crankshaft looks like a coat hanger, the metal can squeeze out of the bearings like toothpaste. This happened once when I was far from home with no money: I took off the sump, drew out the con-rod and piston, covered the oil way in the journal with a jubilee clip and a bit of leather cut off my belt, and carried on the remaining three cylinders. Much later I learnt that this was only possible because of the narrow-bore long-stroke engines favoured by the absurd RAC rating formula, which gave just enough clearance around the crankshaft to withdraw the piston; but at the time I learnt that oil in your hair and eyes is no fun, and that the police really don't like the smoke that comes from having the oil mist in the sump connected directly to the exhaust valves. But I did get home.

I learnt that even in a Morris 8 you can do very satisfying four-wheel drifts around corners provided the centrifugal force generated by cornering is greater than the friction with the road surface, and you can help this by keeping the tyres worn down to canvas. And thanks to keeping it tuned this way for four-wheel drifts, I learned how to change tyres and repair punctures.



There are other interesting similarities and differences between the Morris 8 and its contemporary cousins, the PA and later PB. Both had 8hp engines, as rated by the absurd RAC formula; but the 8 had a 918cc side valve engine giving 23.5 bhp and a top speed of about 60mph, whereas the PA had a 847cc overhead camshaft engine giving 36bhp and a top speed of about 76 mph. The PA's engine was increased to 939cc for the PB. The Morris's production run - series 1 and 2 - lasted from October 1934 until October 1938; the P-type's from 1934 until 1936, when the TA was introduced with some of the features already standard in the 8. The Morris 8 tourer cost £118, and sold about 24,000 units out of a total production run for all prewar 8s - including saloons - of over 160,000. The P-type cost £220 when it was introduced, and sold about 2,500 units. The total production run for all Midgets up to and including the TF was 59,425 units; the big seller was the TD, with 29,664 units. Perhaps it was so popular because of the features it had borrowed from the 8?

I learned that it was surprisingly advanced for its age, and lent a lot of features to MGs. Of course MGs were closely related to Morris, having sprung from the same bloodline, but later it was a surprise to me to find that in many ways (perhaps not including engine and gearbox) the Morris was more advanced than its cousin - and even with its inferior motor, a Morris 8 beat a supercharged J3 by almost one whole second and was narrowly beaten by another and was only marginally slower than one of the mighty K3s at the 2014 Rob Roy Hillclimb. The lines are most obvious, having reappeared almost intact fifteen years later in the TD: have a look at the front and rear mudguards, the rear valence, the fold-flat windscreen, the way the doors curve magically into the quarter panels; notice also how the radiator isn't quite straight, and, especially in the first picture, the bonnet doesn't quite match the line of the radiator, just like most TDs. Other features included, as far as I remember, bumper bars (when 8s first appeared in 1934, bumper bars were an optional extra; but by 1937, they were already standard, preempting MGs by 14 or 15 years), bucket seats, fully sealed firewall, hydraulic dampers, the hydraulic brakes and synchro gears which had been a feature of Morris 8s since their introduction in 1934 but didn't appear on MGs until the TA in 1936, and a single-plate dry clutch which finally appeared on MGs with the TB in 1939.

I learnt that MGs and Morris had a lot of components in common; in particular both cars used identical Silentravel door latches, a fact I learnt when I found my passenger door latch had been disappeared and one of the previously unreliable MGs around the campus now had doors that shut. I learnt that it might have been better to have simply stolen it back, rather than confusing the new owner by confronting him with the theft. After the theft the door closure was never completely reliable. I resorted to a bolt, but this could rattle open, so normally it was supplemented with string across to the steering column. Obviously, when I was carrying passengers, this couldn't work, so their job was to hold the door closed. One day, driving through the narrow Somerset lanes with their high hedges, I came a little close to one of the hedges, and my passenger let go of the door. The door swung open and scooped half a hundredweight of Somerset hedgerow into the back of the car. This led to another discovery, which I didn't appreciate until I started the restoration of the TD: the method of timber construction of my 1952 MG TD was identical with that of my 1937 Morris 8. In the meantime, the accident had cracked the rear door pillar timber, and the door never closed properly again. Thereafter it was kept shut with a padlock and hasp, and passengers had to climb over the door, or scramble in over the driver's seat.

When the rear nearside mudguard fell off because the wheel arch had rusted through, we made some brackets by cutting off slices of slotted angle iron, and bolted it back on by drilling and bolting through the quarter panels, on the outside.

MOT (road worthiness) testing had already started, but luckily at that time it was limited to brakes, lights and steering, and I was always able to find an inspector who would turn a blind eye to its patent unroadworthiness in almost every other respect.

Bob McCluskey's Love of Cars

The car had one more endearing feature. At that time, the road rules only required that cars have a single nearside headlight, which had to be set so it didn't dazzle oncoming traffic. Dual filament lights hadn't been invented yet (or if they had, no-one had brought that fact to William Morris's attention), so the solution was that on main-beam both headlights would be on, illuminating the road as well as two glow-worms could, but when you dipped the lights the offside (driver's side) light would go out, and, with a loud spark and a slight electrical smell of ozone, a solenoid would move the whole nearside light - bulb, reflector, and all - so that the one remaining light pointed at the ground just in front of the wheels, leaving the driver effectively in the dark. In one of his rare failures, Chapman tried to copy this, but the best he could do was a spotlight on the offside which went out, and a spreading foglight on the nearside, which was always pointed at the ground. It had much the same effect - you could never see well anyway, and when the lights were dipped you were effectively blind - but it lacked the electrical excitement, and in the Seven Series 2 he abandoned the attempt for a conventional dual filament system using Lucas lights identical with those on T-series MGs.

This car lasted me all the way through undergraduate studies and well into my first job. As a serious professional engineer, working as a circuit design engineer on the TSR2, the world's first supersonic swing-wing fighter plane, I felt I needed a more professional image, and thought this could be achieved by driving an MG. I borrowed £100 from the bank, and looked for and found a TC.

The day before I was to take delivery, the owner drove it into his garage door, and dented the front mudguard. I was able to negotiate the price down to £70 on that account, and drove it back to the cottage I was sharing in Bushey Heath. When I got there, I realised from the sliding trunnions that it wasn't a TC at all, but a much rarer and more desirable TB - quite a coincidence, because one of the other three housemates also had a TB, so between us we owned more than half of one percent of the 350 TBs ever made! I remember feeling pretty smug: I had a highly desirable car, plus an unexpected £30-worth of beer vouchers. One of those rare moments when everything seemed to have fallen into place, which you should treasure and bring out to relive when things aren't quite so good. I gave the Morris away to some-one I met in the pub while redeeming some of vouchers; I'm sure that after the first euphoria he never treasured the moment, and probably still has nightmares about it when times are bad. Apart from the XPAG engine, which made its first appearance on the TB and stayed all the way through MGA, still leaking oil onto the clutch through the rear oil seal, the TB had some truly wonderful attributes. For example, when you lifted the bonnet, on either side was an array of nipples, with copper tubes running back to all the lubrication points on the suspension, legacy of MGs all the way back to the J2: you could service the whole car from one spot. And look at those headlights, Lucas King of the Road 8" dual filament: notwithstanding all the bad jokes about Lucas, you could actually see by them, even on dip beam. (Malcolm Green (p96) reckons that lights on TBs for the home market were arranged like those on the Morris, with only the near side light working on dip beam, but my clear memory is that both lights worked on dip beam - maybe they had been changed to the export system). There was no petrol gauge, and no petrol warning light, unlike the TCs. What it did have was a fuel reserve: the main supply was taken from an outlet a few inches above the bottom of the tank, and the reserve was taken from

the very bottom. Two pipes ran from the tank to a tap which was operated from the dashboard, and when you ran out you just had to turn the tap for another four gallons. Unhappily I never seemed to be able to afford more than four gallons, so I never got off the reserve, which rather defeated its purpose. I had a piece of dowel for a dipstick instead, and a one-gallon can for when I misjudged. It had beautiful knock-on wire wheels, and I used to rotate the wheels much more often than necessary, just because I could. My young cousin, who you can see in the first photo in the back of my Morris, once admired my "imitation knock-ons": but only once. It had no timing chain tensioner, so the timing was always noisy and also a bit unreliable; but on the other hand it had twin SU carburettors, which I learnt to master, so that people used to come and ask me to tune their's. It was great.



With only 350 built, pictures of TBs are like hens' teeth, and because they never show the distinguishing feature, the sliding trunnions, they all look like TCs.

This restoration is a slightly lighter green than mine, and the wheels fitted by the proud owner are not factory originals.

At my parents 25th wedding anniversary I was silly enough to leave the car parked in the driveway. Late in the evening, a drunken conga line made its way around the neighbourhood, each person in turn leaning on my hood as they negotiated the steep driveway, till by the end of the line it was attached to the car only by hope and faith. Mum still denies any knowledge of this. Well, she would, wouldn't she: she and Dad were at the front of the line, feeling no pain.

It seemed to be one of those endless summers which last for ever, but in retrospect it can only have been eight or nine months before the TB met its destiny on the A1000 at Barnet - very close in fact to the site of the famous Battle of Barnet, one of the defining battles of the War of the Roses, when, almost five hundred years earlier, on April 14 1471 Edward and his mates clarified Henry's destiny for him. My MG met its fate with much less drama: in the first few light drops of rain after the long hot dry summer of 1964, a pedestrian dashed across the road in front of me, and, the road being oily and slippery, instead of stopping we drifted gently and inexorably into the oncoming traffic. Nowadays the damage would seem trivial, and I would fix it in a couple of weekends. Then it seemed unredeemable: I had no competency at panel-beating or spray painting, nowhere to keep the car or work on it, and no time anyway as I was going back to Uni for postgraduate work. I remember I sold the wreck, but I can't remember how much I got for it: there were £20 or £25 left after the fine. To my surprise, the magistrate let me keep my licence, so I looked for new (cheaper) wheels.

Bob McCluskey

Part 2 of Bob's story will appear next month. In the meantime take a look at Bob's restoration website www.bobmccluskey.com

MG CAR CLUB OF NSW
ANNUAL CONCOURS & DISPLAY DAY



SILVERWATER PARK

CANCELLED

SUNDAY 18th OCTOBER 2020

Entry via Clyde St Silverwater from 7.30 am in position by 9am

Judging for all Classes of MG's and Non Marque commencing at 9.30am

Concours d'Elegance, Show & Shine Categories

Rocket Cover Racing & MG Regalia on sale

Food & Drinks available from The Abingdon Cafe

1950s Trading Cards

A trading card set from the 1950s is a car buff's trip down Memory Lane



Topps o' the World on Wheels

The COVID lockdown has given most of us cabin fever, but there have been a few silver linings in this cloud. Other than being the taste tester for my wife Larissa's superlative baking skills, I've also had plenty of time to rummage through my old baseball card collection (well, the ones that my mother hadn't thrown out).

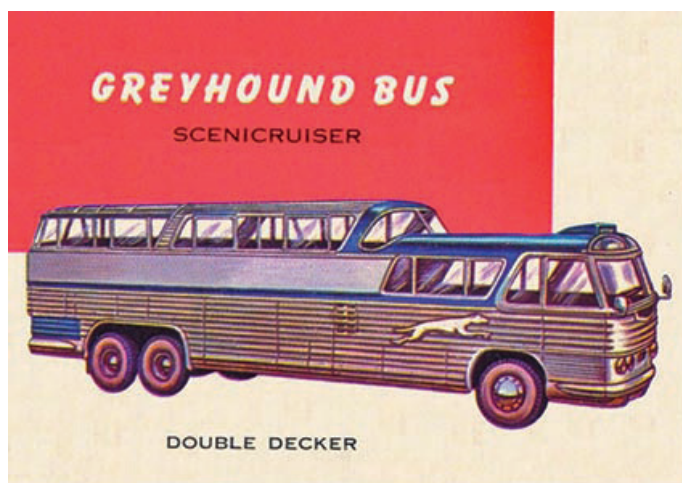
That trip down Memory Lane yielded a fun discovery: Buried among my cards from the '60s and '70s, I came across some Topps cards that displayed cars. Originally released in 1953, the set was known as the "World on Wheels" and featured automobiles along with military and industrial vehicles. A total of 180 cards were issued between 1953 and 1955. (To put this set into context, Brooklyn-based Topps had only started issuing its now-iconic baseball cards as an annual set in 1952.)

The vehicles depicted ranged from 1896 through 1954 models and included several concept cars. Although the set was issued before I was born, I managed to acquire a few through trades, the currency of 10-year-old boys. For a budding classic car buff, a card with a Chrysler "Special" Sport held as much value as a Marv



Throneberry or "Choo Choo" Coleman baseball card. The "Special" was built in Turin, Italy (coincidentally now the headquarters of Fiat Chrysler), and appeared at the 1952 Paris Auto Salon.

The cards resemble Topps sporting cards products, with the front featuring a portrait of a vehicle (in lieu of a player), while the back was printed with statistics. The portraits were illustrations, depicted in a realistic style typical of the early-mid 1950s. The title and year of the vehicle were emblazoned on the top, over a solid color, with the portrait below. The back of the card contained its number in the series, superimposed over a drawing of a wheel and tire. The statistics for each car varied, but usually included horsepower, cylinders, weight, top speed, wheelbase, and cost new. That last one was confusing: Initially my bicycle-riding brain couldn't discern why a 1911 Oakland Roadster cost \$1,000, while just two years later a 1913 Peerless Roadster, at \$5,000, cost five times as much. In the pictures they looked similar.



But then I noticed that the Oakland had a wheelbase of only 96 inches and made 30 horsepower, while the Peerless' wheelbase was 137 inches and the car produced 48.6 horsepower, subtly telling me—years before I got my driver's license—that extra horsepower was a thing to be coveted.

The backs of the cards also featured comic-book-style historical factoids such as "oil is found in great abundance in Kansas." For the budding driver, there were descriptions of regulatory and warning road signs, such as speed limits and "T" intersections. These details led to some interesting juxtapositions. For example, flip over the card for the 1949 BRM, a slick racing vehicle sponsored by the British government, to find a description of ornately decorated traditional Sicilian donkey carts. Hey, they both had wheels! A sleeker Italian ride was the OSCA Maserati sports car.



The Topps set went beyond slick modern cars and vintage jalopies. It also featured workhorses, like a Diamond T concrete mixer, a U.S. Army 2½-ton truck, and a Ford Cargo King, shown rigged for hauling timber. Fans of early buses will love the Greyhound Scenicruiser bus that's on card #144. An example of it can now be seen on the streets of Bisbee, Arizona, where several seemingly abandoned vintage vehicles create a tableau straight out of a 1950s sci-fi film. Other unique cars that round out the set include the 1952 Cummins Diesel that competed in the Indy 500 that year (and, now renovated, completed a lap there in 2019) and a Pontiac Strato Star "Dream Car."



Many of the cars are credited on the cards as being displayed at the Long Island Automotive Museum (which even merited its own card). This had been located in Southampton, on the eastern tip of Long Island, and was founded by Henry Austin Clark Jr. in 1948 to showcase his automotive collection. He closed it in 1980 after auctioning off 200 vehicles. One of the museum's most

exclusive cars was the 1907 Thomas Flyer that won the 1908 Paris to New York Race. That car, which is on the National Historic Vehicle Register, now resides in the National Automobile Museum (The Harrah Collection) in Reno, Nevada. The Topps card collection features a 1910 Thomas Flyer on card #65. An example of the Cisitalia on card #102 is on view at the Auburn Cord Duesenberg Automobile Museum in Auburn, Indiana, in the form of a rare 1952 Cisitalia 202 Gran Sport. It was donated by Indy 500 racer Scott Brayton.



Another museum find is Card #18, a Cemo Turbo that is described as a "French Experimental Car." This one-of-a-kind prototype snout-nosed car by French designer Jean Albert Grégoire featured an aircraft gas-turbine engine and aerodynamic aluminum body. It's on display at the Museum of the 24 Hours of Le Mans in Le Mans, France.

You can learn more about these cards at www.Skytamer.com. They are widely available on eBay and other websites. Prices are reasonable—certainly a heck of a lot more affordable than the cars they represent. It's a great way to "play classic cars" when you can't get out to see the real thing. Now please excuse me while I go back to eating some freshly baked brownies and playing with my baseball cards.

Maybe there's the equivalent of a 1963 Ferrari GTO in there, or a Mickey Mantle rookie card. Or is that one of the ones my mom threw out? Michael Milne is the author of the Roadster Guide to America's Classic Car Museums & Attractions, now in its second edition.

Michael Milne from October 2020 issue of Hemmings Motor News,
Photography by Michael Milne.
Submitted by Robert Smith

Conditional Registration Renewals-A Reminder

Members are reminded to plan to renew their Historic or Classic Registration in a timely manner. As the Plate Registrar is the keeper of Legal Documents it is important that these are completed correctly and filed in the event of any queries by Service NSW, the Department of Transport or the Roads and Maritime Services.

The renewal process for Historic Vehicles (the majority of club cars) is as follows:

About two to three weeks prior to your registration deadline or when in receipt of a Renewal Notice begin preparations by obtaining a Safety Report (Pink Slip) for the vehicle. A little latitude here allows for any minor rectifications to be made to the vehicle.

Make a photocopy of your pink slip and renewal notice.

You will receive a Historic Vehicle Declaration with your renewal so please ensure you complete required fields but only on the left hand side of the declaration. If you do not yet have a Historic Plate Number please leave this field blank.

Obtain a blank copy of the Club Declaration. This is available on the club's website. Follow the menu MG Car Club > Conditional Registration > Historic. The Club Declaration is a requirement each year. The owner is required to confirm that the vehicle still qualifies as Historic and that no major modifications have been made. If you are in doubt about any modifications please check with the Plate Registrar.

Write a cheque for \$20 payable to the MGCC Limited or pay \$20 by direct deposit to the club account (St George Bank Limited, BSB 112-879, Account 043811680 and

include an identifier eg name/plate number etc on the deposit). Include a copy of your deposit receipt when you submit your documents. If you forget to include your receipt it will delay processing until advice is received from the Assistant Treasurer.

Assemble your documents remembering NOT to include the original pink slip or renewal notice. You do NOT have to supply a return self-addressed envelope as the club fee covers the cost of return mail. Remember there are five items required:

- Historic Vehicle Declaration
- Copy Pink Slip
- Copy Renewal
- Signed Club Declaration
- Receipt or Cheque

Now as much as this club would like to accept documents by email it cannot. The club is mindful of its demographics and cannot, at this stage, operate with a mix of post and email.

Post the documents to the Plate Registrar at PO Box 363 Seaforth 2092 NSW. Do not post to the club's GPO address as this will delay processing of your application.

Brian Woolmer



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MG Car Club Regalia Clothing

Support your club and 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

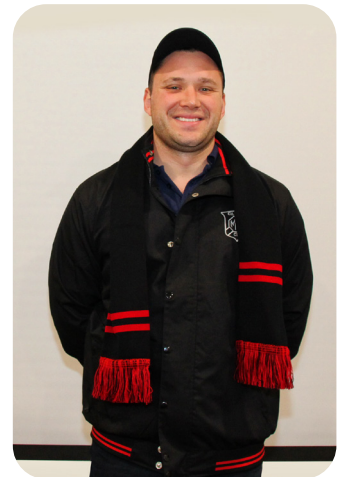


Bomber jacket- a retro style black poly cotton twill jacket with red highlighted trim and taffeta lining. Press stud front. Embroidered silver club badge on front and large embroidered MG Octagon and Safety Fast motto on back. \$150



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.



Once again, I must report that officially we have no unrestricted runs planned for the remainder of 2020, and I also need to advise the very sad news that like many other events the WINGS OVER ILLAWARRA 2020 scheduled for early November this year is also **CANCELLED**.

However, we are still having some informal runs in the Illawarra (i.e. if you are on historic plates you must use your log book filled in to be legally on the road) and the last one scheduled for the year is:

Thursday 26th November 2020-

A run to Cataract Dam (Appin Road)

For our next informal activity, we have selected an outdoor setting at Cataract Dam for the daytime event. This will be our pre-Christmas informal get together, and it will be a "bring all

you want/need" for a self-catered BBQ or picnic.

The Cataract Dam has plenty of room, seats, tables & electric (no cost BBQ's) for our use. If it is raining there are three wet weather sheds that can be used each holding 20 people to socially distance.

Meet: Make your own way to the dam which is off Appin Road

Time: 11:00 am until home time.

Bring: Your MG and picnic lunch and drinks, (if it's poor weather bring the 'modern' rather than not come) . You can park your MG next to the picnic tables.

Activities: Walk/drive to the dam for the view. Enjoy the company other "MG philes" and the company of some great friends. (as usual, we will share this event with the Jaguar Drivers Club Illawarra register)

RSVP Contact: Michael Hough if you intend to come along 0418 42474 or mhough5@gmail.com, Monday 16th November.

At this time the MG event will be limited to 20 people, but the number may change depending on the COVID 19 restrictions in force at the time.

Some car photos

At the time of submitting this copy to **Opposite Lock** our Sep 20 run to the Wollongong Botanic Gardens has not yet occurred, and as we all missed out on the All British Day this Year, here are some photos of some lovely British Cars at last year's All British Day. Enjoy!

Michael Hough Illawarra Registrar





All British Day
2019





The MG Car Club of Toronto is pleased to announce that it has been chosen as the Host club for MG2022 June 19-23, 2022, to be held in Peterborough, Ontario, Canada.

mg2022@mgtoronto.com

The North American MGB Register chose Peterborough as the location for its very first convention in 1992 which MGCCT hosted and at which the club received its first of three Nuffield Cups. MGCCT also hosted MG2010 in Belleville and MG2015 in Niagara Falls.

2022 will see the 30th Anniversary NAMGBR Convention & is also the 60th Anniversary of the MGB, Britain's best-loved sports car.

Significantly, this event occurs immediately after the VARAC vintage racing weekend (June 16-19) at "Mosport" (Canadian Tire Motorsport Park) setting up a strong sequential event attraction to come to the region. MG Vintage Racers are considering a return to "Mosport" in 2022 because NAMGBR enthusiasts will be there!

The theme of this event will be "The Next Generation" to focus not only on the Post-Abingdon cars that, by 2022, will have been eligible for importation into the USA for about 2-3 years but also the commitment to foster our sport and love for MG's more pro-actively towards "The Next Generation" of enthusiast. This initiative will be championed by Leeann & Ryan Looft (NAMGBR Next Generation Registrars) & Jeremy Holdsworth, MG2022 Vice-Chair.

We need to Involve, Train, Encourage, Accommodate, Champion and Help the "NG's" to embrace our "MG's".

Hey, that spells I-TEACH! How appropriate!

While you're waiting, here's a little ditty hosted on SoundCloud which we hope will help whet your interest:

[MG2022 Thirty Years on When the Fun First Began](#)





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Our new workshop in Riverstone is now available for hire to owners of vintage and classic car:

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Letter to the Editor

Good Afternoon All,

I would like to make car owners and drivers aware of a serious saving they could now be missing out on.

At the last MG gathering at Strathfeild Golf Club, our good mate Gavin from Shannons announced the launch of Shannons Road Side Assistance 1800 325 104.

My last bill from the NRMA was \$512.00

It only covered 4 of my cars, as Nicci's Skoda was with Skoda and I have just added a Rover 75 to the fleet.

I thought I should at least get a quote from Shannons while I was arranging the Insurance for the Rover 75.

I hope you are sitting down, the quote came in at \$256.00 for all 6 cars.

That's right half the cost and I get 2 extra Cars and better coverage.

So check it out, and make sure you are sitting down when you get your quote.

Regards *Ross Freeman*






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greenslips
.com.au

Classifieds - Cars



SOLD

1970 MGB

Are you ready for some FUN motoring? Then my completely rebuilt, 1970 MGB could be just the car you're looking for. Think balmy summer evenings, a windy road, wind in your hair with the hood down. Your senses being teased as you look out over the curvy, mirror finish of the "Hot Red" bonnet, the intoxicating, husky throated exhaust note, only an MGB can deliver, burbling behind you. You change down a notch with the easy to use, 5 speed Toyota gear-box (original also comes with the car) navigate through a tight bend and enjoy the crackle of the exhaust, before accelerating away, made all the more nippy by the mild road cam included in the expert engine rebuild. This MGB can't be ignored.

Total bare metal rebuild with photo file and receipts

Owned & maintained by MG member
Place winner in MG Concours - 2017

This car has been built to drive and enjoy.
Finished in Red Hot (Holden paint colour) which really suits the car. Makes it pop compared to standard MG colours.

Toyota 5 speed gearbox

Polished and ported head

Hardened valves, runs on unleaded fuel.

New Radiator. Car never runs hot.

Oil pressure maintains steady 60.

Polished Stainless-Steel & Spinners

Stainless Steel sports exhaust

New windscreen during rebuild

Wooden Sports MG Steering Wheel

Instruments rebuilt and read accurately

Excellent Hood with zip-out back window

Tonneau cover

Rebuilt seats with headrests

Electronic Ignition & Bosch fuel pump

12 Volt battery system with Security Key

H4 Headlights, Sebring front valance with inbuilt fog lights

Just serviced & new front shocks fitted

Good brakes and tyres

Long, Full Rego with "MGB" plates

MGCGT 1968

UK Old English White MGCGT, over 50 years in Australia.

One owner for last 35 years.

Two other MG's also for sale.

For full details:

Contact: Steve Foldhazy

9680 4648

mgcgtsf@yahoo.com.au



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



MGTC

NEW

Excellent condition.

It has had a full mechanical rebuild including:

- New crankshaft and lightened flywheel
- JE pistons
- New 19 inch wheels and tyres.
- Near new hood, side curtains and interior
- This car is supercharged.
- Power booster on brakes
- Original toolkit
- Electric fan
- Paint work has stone chips
- Lots of extras included

Price: \$39,500

Contact: Geoff Barlow

0418 966 276

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:

sold prior to two months,

or

you wish to continue the ad
for another month

please email:

editor@mgcarclubsydney.com.au



Classifieds-Parts

MGF Parts:

| | |
|--------------------------------------------|-------|
| Hardtop (OEM) | 1650 |
| Hard top cover (OEM) | 100 |
| Full size VVC spare wheel & tyre (OEM) | 300 |
| Exhaust (OEM) | 300 |
| Non electric side mirrors (OEM) | 300 |
| Tonneau cover (OEM) | 150 |
| Tools delivered with car (OEM) | 20 |
| Tool kit in hard case(OEM) | 110 |
| RHR AXLE & CV Joint OEM | 150 |
| Original Carburettor | 100 |
| Non standard exhaust | 20 |
| Car Bra (new) | 400 |
| Service/Workshop Manual | 120 |
| Liquid Lever Hydraulic Suspension Pump 500 | |
| MGTF Modern Tonneau cover (OEM) 150 | |
| Sundry Items incl: lights, gear knobs | offer |
| NSW Number Plates MGF 666 | offer |

All prices negotiable.
Contact: Alan Ward 9654 0696
 0403 110 777



Wire Wheels

SOLD

4 refurbished wire wheels in reasonable condition
 Will include 4 chrome spinners at asking price.

Price: \$400 ONO

Location: Lane Cove 2066, for collection.



FREE to a good home

"T-series and MGA Service Manual" Red
 "TD & TF Workshop Manual" White

Contact: Alex Danilov 0409 104 658
alex.aldan@gmail.com.au

1949 TC Original Engine

Original engine and makers plates, together with 2 rocker cover knurled knobs.

They are for engine number XPAG10123, which is probably long gone, but they may be of interest to someone with a TC. I would appreciate it if you could ask among your club if anyone is interested.

Contact: Alex Danilov 0409 104 658



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

Wanted

MGTF 1500 or TF1250 project car wanted to purchase.

Incomplete car or with major parts is acceptable, but must have XPEG engine

Location: Glen Innes, NSW, 2370

Contact : Maurie Prior, 0438 668 162
malleeboy01@gmail.com

2003 ZT

Bonnet, Boot, rear windscreen stop light and front windscreen

Contact: Ross Freeman
 0412 239 118

Classifieds-Parts

NEW



1977 MGB roadster rubber bumper parts for sale

| | |
|------------------------------------------------------|---------|
| MGB powdercoated propshaft, reconditioned joints | \$150 |
| MGB front anti roll bar powdercoated | \$50 |
| MGB front discs x2 | \$60 |
| Original factory front wing nearside (rubber bumper) | \$225 |
| MGB firewall steering cone for RHD conversion | \$50 |
| MGB roadster windscreen spare bottom rail | \$20 |
| MGB roadster windscreen frames x2 | \$50 ea |
| Rear hood rail powdercoated | \$5 |
| Set of MGB foot pedals | \$25 |
| Spare wheel screw down clamp | \$10 |
| Internal interior door capping | \$30 |
| 2 MGB gearlevers | \$20 |
| Clutch slave cylinders and hoses x 2 | \$25 |
| Set 4 of axle u bolts | \$20 |
| Speedo cable and fittings | \$15 |
| Washer bottle | \$5 |
| MGB wiper motors powdercoatedx2 | \$20 |
| Pair of front indicator lights rubber bumper US | \$5 |
| Pair of front side indicator lights (USA spec) | \$5 |
| Pair of rear side indicator lights (USA spec) | \$5 |
| Pair of taillight lenses | \$20 |
| Taillight body | \$10 |

V8 Conversion parts

| | |
|-----------------------------------------------------------------------------------------------|-------|
| New Facet electric fuel pump in box | \$125 |
| Pair Rover V8 4.6L rocker covers | \$75 |
| Pair Rover SD1 3.5L original rocker covers | \$25 |
| Fabricated tunnel height extension in steel, suitable for fitting taller Rover gearbox in MGB | \$50 |
| Fabricated Gearbox bottom bell housing cover | \$10 |

Location: North Ryde

Contact: Malcolm Lewis. 0425 229 573

lewis.malcolm7@gmail.com

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.

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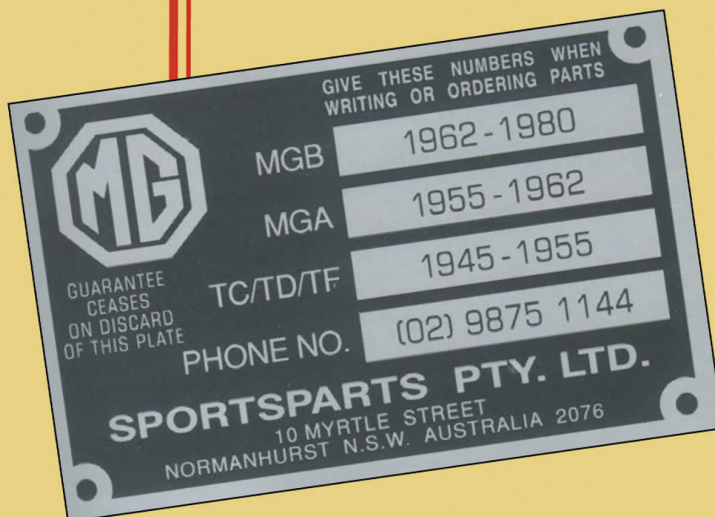
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