



Official Journal of the MG Car Club – Sydney

Opposite Lock



November 2020

In this issue

Electric MGB

Love of Cars

Don Hayter's Legacy

Anniversary Run

MGCC Sydney Club Calendar 2020

NOVEMBER

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

Wedding Parade at Padstow, Bob Parkinson's Green RV8, Ross Freeman's Blue RV8 & Max Wasson's Red RV8



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President's Report

Charlie Frew



As we move towards into the final months of the year, it is pleasing to see some easing of restrictions with regard to Covid 19. Whilst exact numbers are yet to be confirmed there is every possibility that we will be able to accommodate 200 members at this year's December meeting. This meeting will double as our Christmas function. It is proposed that the evening will comprise of an informal "Show'n Shine" in the club car park and "Members Gathering" including a trivia contest in the formal dining area of the Strathfield golf club. Those of us who wish to display your car, please endeavour to be at the club from 5 o'clock onwards so that our registrars may align the cars appropriately for the display and judging. Best of all the Board have agreed to subsidise the cost of this evening. Members contribution will only be \$10 towards the overall cost of the dinner. The exact format of the evening including the dinner will follow in a running board later in November.

Over the past three months, Sheila Trotman our Membership Secretary has been reviewing the back end of our website system. Specifically, this area controls the membership function including the member renewal process and the database from which we may extract member listings for electronic disbursement of periodicals and most of all the classification of members vehicles. Most members will be aware that this function is well in need of an update. In exploring new possibilities, we were delighted to find that most of the new systems were able to offer significantly more operational processes than any of our previous systems. Accordingly, four individual companies have submitted proposals to the club for consideration. Sheila and selected members of the Board have reviewed these proposals and the full Board will review these recommendations shortly and present to the membership in due course.

At the November meeting our guest speaker will be Greg Kean. As many of you are aware Greg is the organiser of All British Day at the Kings School

Parramatta. Greg will be speaking as the President of the BMC-Leyland Australia Heritage Group Inc. A "non-profit organisation of some hundreds of ex employees and interested persons who have got together to preserve the heritage of BMC Leyland

Australia and its associated companies as a significant part of Australia's automotive manufacturing history". Greg will give a short PowerPoint presentation on the Association, its history and activities. At the conclusion of the presentation there will be time for questions. I'm sure the evening it will be of interest to many of us, as MG is firmly cemented within the history of BMC.

As members are aware our November meeting is also our Annual General Meeting. This is the one formal occasion of the year where members may express their thoughts and recommendations with regards to the club moving forward into the next 12 months. I strongly encourage all members to attend. Sadly, once again I would like to make the point that there are numerous club positions still vacant. I appreciate that over the years many club members have put in the time in various registrars and club support groups. However, as with all organisations there is generally a strong solid core of members that kick in and make it happen for the rest. The new membership system that is outlined above will in many ways make the running of Registrar Runs and social events including tours and National Meetings seamless, in comparison to the manual processes that exists today. So, once again the Board are asking members to step up regardless of whether you have contributed in the past or not.

I look forward to seeing you all at the AGM on Tuesday 12th November and please ensure that you diarise Tuesday, 8th December for our special Christmas function.

Charlie

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!

Travis & Natalia Henry	MGB
Michael Shanahan	MGB
Ann & Botros Abdel Ahad	
Risden & Jacqueline Carnevale Knightley	
Peter Hansen	MGB
Johan Setiawan	MGB
Richard Body	MGB
David Jobson	MGB
Vanessa Orr (John Hildebrand)	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 10-13: Anniversary Run



Page 14-15: MGB Enhancements



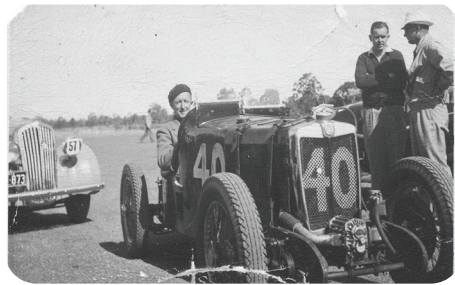
Page 18-19: Love of Cars



Page 21: Electric MGB



Page 26-27: Illawarra Register



Page 28-29: 1st President MGCC



November Cover:

Anniversary Run
Picture taken by Seth Reinhardt.

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
- 10-13 Anniversary Run
- 14-15 MGB Enhancements
- 16-17 Obituary to Don Hayter
- 17 Fish & Chips Run
- 18-19 Love of Cars
- 20 Sebring Adventures
- 21 Electric MGB
- 23 Search for a Covid Vaccine
- 25 Club Regalia
- 26-27 Illawarra Register
- 28-29 1st President MGCC
- 33-35 Classifieds



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November *Opposite Lock*

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Magnette	Peter Baldry	Lesly	0407 102 279	leslyandpeter@gmail.com
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Midget and FWD	Vacant			
Post 2010	John Lindsay	Lesly	0403 330 441	john@technispec.com

Club officials

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	Allen Gower	Yvonne	0439 650 401	allenandyvonne@bigpond.com
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Regularity	Stephen Perry		0434 275 970	windywoofer@gmail.com
Social Secretary	Vacant			

BREAKFAST RUN - LINTON GARDENS, SOMERSBY

Sunday 22 November 2020

Organised by the MGB Registrar - All Welcome

Join us for a wonderful drive via an interesting and easy route to Somersby followed by a sumptuous breakfast at Linton Gardens.

Meet: **8:00 am** at Mc Donalds, 218-226 Pennant Hills Rd, Thornleigh NSW 2120
(access via Central Ave) for **8:30 am departure**.

Remember under COVID restrictions not to congregate and to maintain social distance.

Cost: \$ 25 for breakfast per person. Payment on booking required.

Bring: Your MG. All models of MG new and old are welcome.

Bookings: **By Tuesday 17 November 2020.** E-mail to John Clarke at parclose@optusnet.com.au. Please advise of any special dietary requirements.

Payment: \$25 per person EFT deposit to the MG Car Club's account.

Bank: St George Bank Limited

BSB: 112-879 Account No. 043811680

Please include your surname and "Linton Gdns" in the transaction description:
e.g. *Clarke - Linton Gdns*



RMS Newsletter

The RMS has created a News Letter for owners of Historic and Classic Cars. If club members are interested they can subscribe to the News Letter to be kept up to date on policy and procedural matters relating to their specific vehicles.

The Newsletter is delivered by email.

To register and subscribe go to:

<https://www.rms.nsw.gov.au/roads/registration/get-nsw-registration/historic-vehicles/newsletter.html>

Brian Woolmer. Club Plates

MG CAR CLUB, RV8 REGISTER RUN: SUNDAY 6 DECEMBER 2020

Members are invited to join the RV8 Register Run

Meet: @ McDonalds Mt. Colah @ 8:30am for 9:00am

Route: Depart for the 100km run to Swansea RSL
for 11am Brunch.

Hillclimb: Following Brunch we travel 60km via Belmont & Raymond Terrace to Italia Road, Balickera.

The Circuit Italia (Ringwood Hillclimb) to view :

All Cars Team Regularity Hillclimb event run by the MGCC Newcastle.

Numbers may be limited due to Covid, so expressions of interest please:

Contact: Alan Heritage, MGCC RV8 Registrar

0418 459 496. alanheritage@yahoo.com.au



NOVEMBER MEMBERS GATHERING AGM TO BE HELD 10th NOVEMBER 2020 AT STRATHFIELD GOLF CLUB



Novembers 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.

ANNUAL GENERAL MEETING

Strathfield Golf Club, 52 Weeroona Rd, Strathfield NSW 2135

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 in due course.

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



MG Car Club Anniversary Run 11th October 2020

The MG Car Club run celebrates the 90th Anniversary of the founding of the MG Car Club in the UK and the 70th Anniversary of the founding of our own club, The MG Car Club in Sydney, which was the first MG car club in Australia. This run will follow a route intended to show some of the history of MGs in Australia as well as showcasing some of the iconic landmarks of Sydney. The route will take us to the old Pressed Metal Corporation (PMC) site at Enfield, passed what were the showrooms of P&R Williams in Wentworth Ave, where the first MGCC Annual General Meeting was held in February 1950, and then on to Nuffield Park in Zetland, the site of the old Nuffield/BMC/Leyland factory.

Pressed Metal Corporation(PMC)Cosgrove Rd. Enfield



PMC was a joint venture between by Larke Hoskins, the Austin agent for NSW and Larke, Neave and Carter, the NSW Chrysler distributor, and set up in the 1930s. PMC was eventually taken over by BMC Australia in 1968.

Before the 2nd World War PMC operated at various sites in Sydney, but after the war, with business booming they purchased an old 22 acre brick pit in Cosgrove Rd, Enfield. They filled the site, installed some old aircraft hangers left over from the war and started assembling Austin cars and vans, amongst other vehicles.

Prior to the MGA all MGs had been imported as fully assembled vehicles (known as CBU - Completely Built Up) into Australia, but with the government trying to encourage a local car industry with ever increasing tariffs on imported vehicles, it was decided to assemble MGAs locally. With the merger of the Nuffield organisation and Austin in 1952 to create British Motor Corporation (BMC) in the UK and BMC (Australia) in 1954 a relationship existed with PMC through its assembly of Austin

vehicles. When it was apparent that the new factory at Victoria Park / Zetland did not have the capacity to take on the assembly of MGAs this was contracted out to PMC between 1957 and 1962. The cars came from the UK as CKD (Complete Knock Down) packs, however they were far from complete and had many components locally supplied.

The MGA body panels were pressed in England, but fully welded and painted at PMC. MGA 1500 engines and gearboxes came from the UK partially assembled, and were finally assembled and tested at Victoria Park before being sent to Enfield.

All 1600 engines came from the UK fully assembled.

In total 2040 MGA roadsters were assembled by PMC.

When the MGB replaced the MGA in 1963 production of the new Mini was in full swing at Victoria Park and there was again no spare capacity to assemble the new MG, so assembly was contracted out to PMC.

Like the MGA, MGBs came as CKD packs from the UK but had significant local content. Assembly of MGBs continued at PMC until late 1967 early 1968 when MGB assembly moved to Zetland.

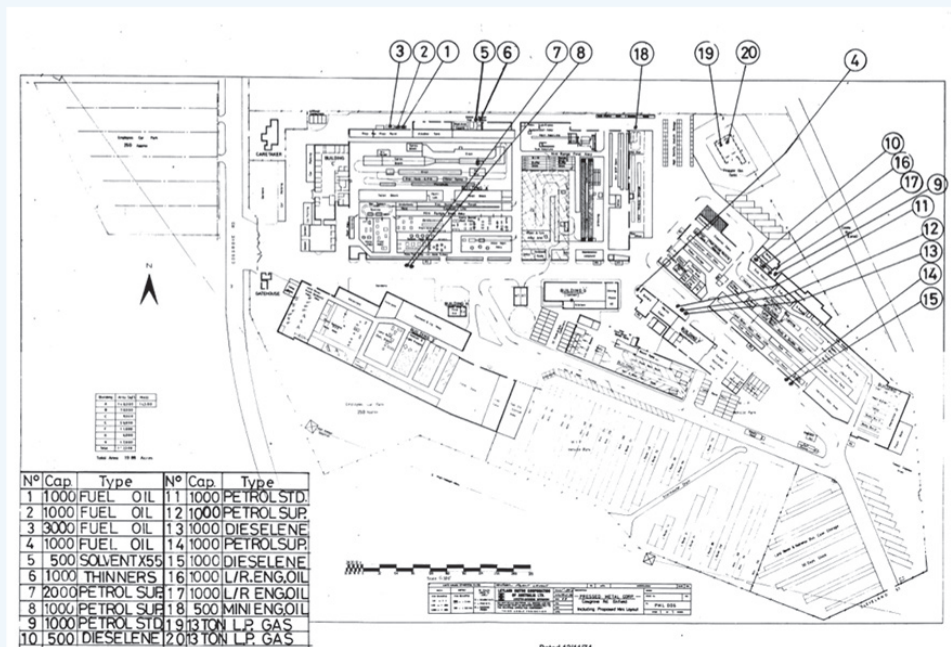
PMC also assembled Mk 1, 2, 2A, 3, 3A Austin Healy Sprites but no MG Midgets were assembled there.

When the Victoria Park/ Zetland factory closed in 1975 Mini and Mini Moke transferred to PMC where Land Rovers and Leyland buses were already being assembled.

PMC was later sold by JRA Limited (the successor to Leyland Australia) as part of its bus businesses to Clifford Corporation in July 1996, and subsequently closed in April 1999.



John Clarke



Dated 12/1/74

MG Car Club Anniversary Run 11th October 2020



Production at PMC Enfield (Courtesy of John Lindsay)

P&R Williams 74 - 78 Wentworth Ave

P&R Williams were the NSW distributors for MG Cars as well as an MG dealer. The business started as the Canada Cycle & Motor Co. Ltd., Sydney and was bought by WA Williams in 1905. It distributed all manner of motorcycle, bicycles and cars and even assembled Waratah motorcycles until 1948. In 1913 the business was taken over by his sons Reg and Percy and the name changed to Williams Bros and then P&R Williams. Until 1948 they were located at 213-7 Elizabeth Street, Sydney, after which they moved to 74 - 78 Wentworth Ave. They also had branches in Oxford St. Woollahra and in Newcastle. The first MG Car Club meeting was held in the Wentworth Ave. showrooms in February 1950. Douglas Williams, the son of Percy Williams was one of the founding fathers of the MG Car Club in Sydney.

John Clarke. Part 2 will appear in December *Opposite Lock*

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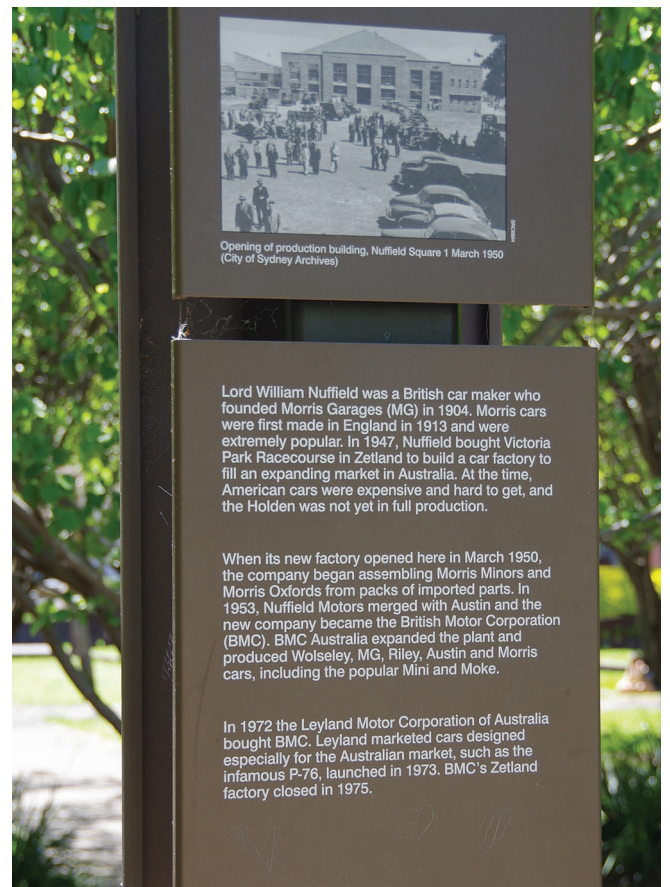
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MG Car Club Anniversary Run 11th October 2020



'Context is everything!'

a much used phrase but a most important one. If one is aware of the context, it is much easier to understand the actions of people and corporations and the reasoning behind many of their decisions. I believe this is the case when looking at the MGB. Many of the questions such as 'What were they thinking?'; 'why did they do it that way?' can be answered if we understand the environment and thinking at the time these vehicles were made. They also give one a much better perspective about what the car is, what it was expected to achieve, and what it meant to the buying public at the time.



NB: It is said that much of the marque's popularity in the USA was due to ex-servicemen, stationed in Britain during the war, wanting the cars they had been exposed to during this time.

Australia, who had partnered Great Britain throughout the war, was in a similar situation and needing to provide, not only for returning service men and women, but to meet an aggressive campaign by the governments of the day to expand the industrial base of Australia, through a concerted effort to attract migrants from around the world to share in its promised wealth. A much touted phrase by the Australian government was 'produce or perish'

The MGB was a product of post WW II industrial Britain. After nearly a decade of devoting people and physical resources to the 'war effort', the British (and much of the western world) were thrust into a rebuilding phase. The whole industrial effort was now able to pick up where it had left off almost ten years ago and concentrate on making both the country, and therefore its people, prosperous again. Such a massive rebuilding program was costly. Countries were looking for the quickest way to take the now outdated technology and to continue producing goods and services as quickly and efficiently as possible.

The USA, not having been involved to the extent of Britain initially (the country was not attacked to the extent that Britain was), had the advantage of progressing with their car development during this period. Where the USA had embraced the ever developing technology of mass production, Britain was forced (due to reasons previously mentioned) to produce vehicles, using much outdated technology, but still needing to compete in a world market. Whilst in most cases this was done to a high standard, nevertheless they were coming from the 'back of the pack', consequently striving for similar quality and quantity, but with diminishing returns. Having said all that, there was still a desire for the British product, based on a mixture of style, quality and perhaps nostalgia.

The Company

Most people, here and overseas, were (and remain) quite unaware of just how large a venture BMC (Australia) was. The factory, on a 57 acre site, was equipped with its own foundry facilities, panel pressing facilities, trim and paint shops and research laboratories. It possessed the largest presses at the time in the Southern hemisphere. Many of the engines, transmissions, axles and vehicle body panels were all cast, pressed and assembled locally. At one stage, BMC was producing a car every 4 minutes.

There were 'feeder' companies (eg Joseph Lucas, Smith's, James N Kirby, Champion Spark Plug Company and Olympic Tyre and Rubber Company) which took up the remaining land of the 115 acre site and established local factories to support BMC as well as other producers in Australia). As a result, a number of unique vehicles for the Australian market were constructed here. (The original prototype MGC, incidentally, used an Australian 2.4 litre 6-cylinder engine based on '1.5' 1622cc 'B' series engines.)

NB: Despite BMC (Australia)'s significant local facilities, in the case of Australian assembled MG cars, most of the mechanical components and body panels were imported from the UK.
mgbsmadeinaustralia.org

Article submitted by Tom Aczel



MGB Enhancements

Tom Aczel



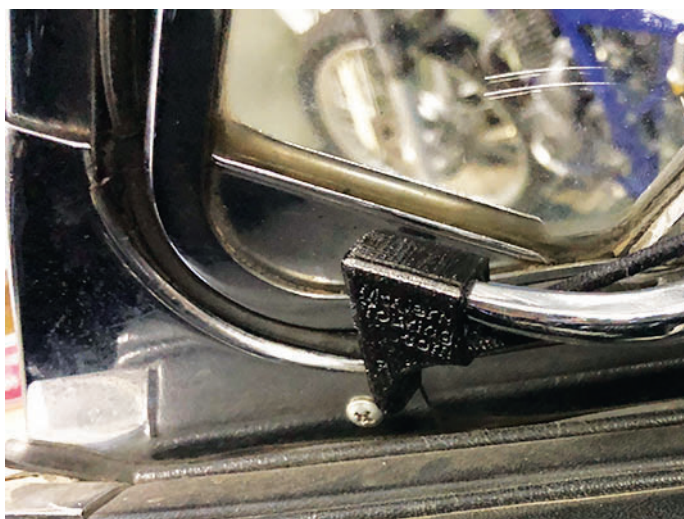
As I was looking for photos recently of my MGA mirrors, I came across some other photos that reminded me that I possibly should list a few things I've done to my MGB over the years, some definitely worthwhile, others not advantageous, and one still being refined and my final conclusions are yet to be made.

1) Front quarter windows

For some reason the driver side quarter window on my MGB has always tended to swing closed from even minor wind forces. Anything over 15-20mph it would swing partly closed. The passenger side was always fine. Tightening the nuts on the pivot to as tight as I dared unfortunately didn't help.

I had assumed that this was just an idiosyncrasy of my MGB. But then I saw advertised on The MG Experience some extensions for the vent window handles to overcome this problem. Subsequently the seller also designed a set to suit the more awkward earlier curved style handle on my model MGB. This required a pair of elastic loops to help retain them in position which looks a little clumsy. But the solution certainly works well in practice.

<https://sites.google.com/view/moderntouring>



2) Larger (3/4") diameter front anti-roll (sway) bar

The MGB was designed for cross ply tyres, capable of far less road adhesion to lateral cornering forces than with the radial tyres we all use today. Consequently the car is still experiencing road traction at far more extreme cornering than the original designers ever envisaged, and therefore, also much greater body lean.

The standard size front anti-roll bar is of 9/16" diameter. Because twisting forces in a steel rod rise exponentially with diameter, a 3/4" (19mm) anti-roll bar is, remarkably, 350% stiffer!

I had always thought a larger front anti-roll bar would make an MGB under-steer more. (A rear anti-roll bar makes them over-steer, sometimes very suddenly). Having fitted a 3/4" anti-roll bar to the front of my MGB, I can attest to the fact that nothing could be further from the truth; the car turns MUCH more flatly into corners, and surprisingly, with significantly LESS under-steer.

Also surprising to me is that the car does not ride more harshly with the larger anti-roll bar.

If you do decide to explore this modification, do try to find a bar properly configured, like the original, well engineered bar, with proper steel sleeved rubber bushes in the end. The bar I purchased, manufactured by an Australian "suspension specialist", had a flattened plate with a simple hole at each end! The original MG engineers knew their craft well, and elements were well configured.

3) Needle roller king pin thrust washers

These replace the bronze thrust washers at the top. There's a definite reduction in "stiction" with these fitted. A very real, palpable improvement. Like many subtle changes, you quickly become used to it, and don't think of it, at least not until you drive another MGB!

Here's one seller for example:

<https://britishclassicspareparts.com.au/british-vehicle-parts/suspension/kingpin-thrust-bearing-kit-x-2-replaces-old-brass-thrust-washer-mgb-mgb-gt>

4) Replacement wire wheels

A few years ago I decided to purchase a set of chrome wire wheels to cosmetically enhance my faithful MGB. At the time, the Dunlop brand wire wheels allegedly had some manufacturing issues, including that the purchaser had to then have their new wheels "trued" prior to fitting them for them to run straight with no "run out"! Additionally there were stories of brittle chrome plated steel spokes, something I've unfortunately experienced repeatedly with my Dunlop chrome wire wheels on my MGA; I think I've replaced 16 spokes so far (with stainless steel spokes), a skill I would happily have had no need to acquire! In fairness, I believe the Dunlop wheels are better now, and that they now also use stainless steel spokes.

Nonetheless at the time I chose a set of wheels from an eBay seller, manufactured in the USA by Dayton. These had stainless spokes. After fourteen years, these wheels are still perfect, with deeply applied outstanding quality chrome plating.

However, as the eBay seller was listing 72 spoke wheels (60 is standard for an MGB, and was also offered, for a slightly lesser price), and offered the wheels at 5" width (4.5" is standard), I simply chose the wheels as illustrated in the glossy ad, with the 72 spokes and 5" width.

If I had my time again, I would have chosen the 60 spoke option. These wheels, excellent though they are, are HEAVY. I believe you can readily sense this as you drive, especially if you then fit larger tyres (I even tried 195x14x70 for a while!) Whats more I now think the 72 spokes look too "busy". They are also marginally more fiddly to clean.

I would also suggest you might want to seriously consider 15" wheels, to give a wider choice of tyres if a strictly original appearance is not important to you. 14" is becoming very uncommon.

5 Rear axle locator kit

As you may have noticed above, at one stage I fitted 195x14x70 tyres to my MGB, on the encouragement of a local very experienced and excellent mechanic. On this occasion his advice was very decidedly incorrect. Apart from the massive thumping from these huge and heavy tyres, they rubbed on the rear inner wheel arch lips with even moderate cornering forces. And despite their large contact area, these tyres (quality Michelin tyres) didn't stick particularly well. This size just doesn't "work" for an MGB!

For a while I considered a Panhard rod, but I didn't have the heart to drill my very original MGB. Additionally I'd read of the rod being torn out of the body end mount in some cars with this modification. The car of course was never designed to have such forces fed through it at this point, near the boot floor. Additionally I had read that the MGB development engineers were not happy with a Panhard rod anyway, as the car seemed to steer differently to the left and to the right!

I was advised to communicate with Dave Headley in the USA who does MGB racing developments. He had designed a "rear axle locator kit". I wound up purchasing this off Dave. It looked remarkably simple.

However in the end, I changed my tyres for 185x14x70 and this solved 95% of my rubbing issues, by virtue of just 5mm more clearance each side. They also hung on MUCH better (Michelin again) and despite being narrower.

But under very vigorous cornering, with a load (passenger, luggage, full tank) I could still experience a bit of rubbing at times.

So I finally fitted this kit recently. I'm still fettling this a little, as a couple of items in the kit seemed not quite correctly dimensioned.

My conclusion? The difference is really surprising. The car steers MUCH better. I suddenly feel that I had to drag the car around corners before, and now the car is much more responsive.

And any downsides? Yes, as feared, there is a somewhat greater transmission of noise through the rear of the car. For racing applications this would not matter, but it does for a comfortable road car. A recent adjustment has considerably reduced this noise, so I'm still holding off on a final verdict. The modifications are easily reversed, but I'm enjoying the enhanced cornering so much, I'm going to be reluctant to change back.

<http://www.fast-mg.com>.

Tom Aczel



Obituary to Don Hayter

Last December a colourful fleet of MGB sports cars drove past a care home in homage to the man inside who had played a key role in designing them.

Don Hayter was a member of the small British team who developed the two-seater that would become a design classic and symbolise the freedom of the roads. With streamlined styling, a powerful 1798cc engine and a top speed of 107mph, the MGB became a popular model here and overseas. By 1963 the British Motor Corporation's Plant at Abingdon, in Oxfordshire, was turning out almost 600 a week.

Hayter helped to conceive, draw, plan and develop the various versions of the MGB, starting with the soft-top (the fixed roof was introduced in 1965). When safety legislation could have killed off the car, he modified its design; and when the US introduced new regulations, he again redesigned the car without losing any of its status. Special models were built, racing cars were developed, and in 1989 Stirling Moss (obituary, April 12, 2020) drove one into third place in the Pirelli Classic Marathon.

The MGB's status was enhanced when it featured in the James Bond film *The Man with the Golden Gun* (1974). The singer Geri Halliwell spent her first pay cheque as a Spice Girl on an orange MGB roadster before eventually giving it away at a charity auction; many years later her husband, Christian Horner, principal of the Red Bull Formula One team, tracked it down and, to her delight, bought it back for her.

Wherever he went in the world, Hayter recalled his pride at seeing MGBs "in such wonderful condition", adding: "They are better than when they left the factory in a lot of cases."

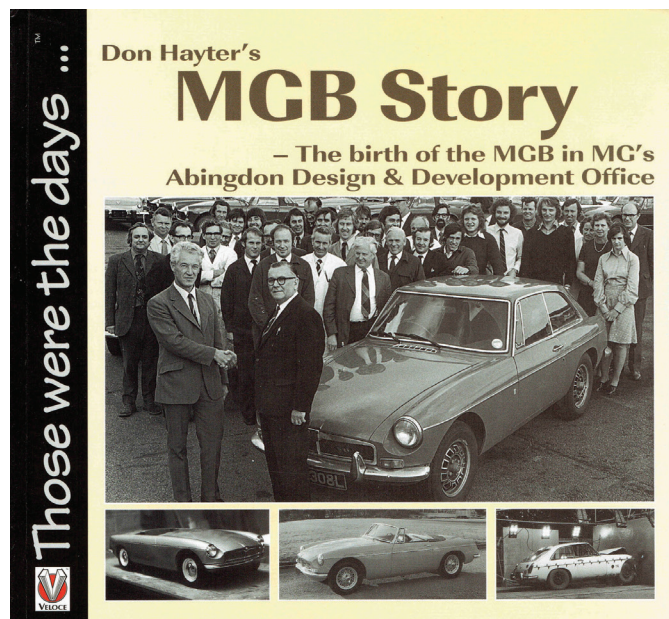
Donald Hayter was born in Maidenhead in 1926, the son of Edgar, a police inspector, and his wife Amy (née Brewer), who worked in a munitions factory.

Young Don was educated at Abingdon Grammar School, Oxfordshire, and was awarded a scholarship to Pembroke College, Oxford. However, with it being wartime he instead went into an apprenticeship in aircraft design at the Pressed Steel Company in Cowley, working on several models including the Avro Lancaster. "The first curvy thing I drew was a 500lb bomb nose," he recalled.

After the war he migrated to cars, creating engineering drawings from a scale model of what would become the Magnette ZA. He drew the doors, tail-lamps and interior panels.

In 1954 Hayter joined Aston Martin in Feltham, west London, as a draughtsman. "One of my first jobs was to design a new front-end radiator shape for the DB2/4, which was to become the Mk3," he wrote. When Aston Martin moved to Newport Pagnell in 1956, he joined MG's design office at Abingdon. As well as developing the MGB, he was also charged with making the MGA coupé's design production-ready and styling that model's final run at Le Mans. "Syd Enever, MG's chief engineer, gave me the job to draw up a lower, streamlined roof that used the same windscreen," he said. "That was the last and fastest Le Mans MGA, as driven by Ted Lund."

When Abingdon closed in 1979 Hayter returned to the Pressed Steel Company, transforming the Honda Ballade into the Triumph Acclaim, before taking early retirement



in 1982. That year he married Mary (née Haythorthwaite), who survives him with two stepchildren, Simon and Sue. He is also survived by two children from a previous marriage: Alison and Ian, a logistics administrator for Miele.

Hayter regularly attended events in his own racing-green MGB GT V8 and served in 2001 as honorary vice-president of the MG Car Club. He also travelled the world giving talks about the MGB and wrote *Those Were the Days* (2012), packed with design sketches, photographs and reminiscences of the MG design office.

In retirement Hayter became involved in manufacturing medical equipment, later learning that the Nuffield Orthopaedic Centre in Oxford needed an engineer to design products for people with disabilities.

"I designed a wheelchair installation with a foot control for a 30-year-old guy who only had motor control of his right foot," he told Hemmings Motor News. "He'd never been independent before, but once he got that chair, he wore it out in a fortnight. That was one of the best jobs you can have, helping people like that."

Don Hayter, designer and engineer, was born on January 24, 1926. He died on October 9, 2020, aged 94

Obituary in *The Times*. 25.10.20. Submitted by John Clarke

Photos submitted by Greg Freday





Don Hayter chatting to Greg Fereday at the MGB 50th Birthday Celebrations at Blenheim Palace in 2012.

Photograph taken by Don's wife Mary Hayter.



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Bob McCluskey's Love of Cars

What I found was a 1932 MG J2, for £20. I enjoyed the cross-flow overhead-camshaft engine and the four speed crash gearbox. I found if the engine revs were just right, you could slip it into gear without using the clutch, and I practiced this assiduously against the time when the clutch might not work. Eventually it was easier and faster not to declutch.



Again, my J2 was a darker shade of green (come to think of it, everything about it, even its very existence, was darker), and never looked as good as this one. In one of those amazing coincidences, I had an email recently from someone who recognised in this picture the car - JC1500 - which had belonged to his father in 1930, and seeking more information. Unfortunately I wasn't able to help, having only the link to the website; but if anyone knows more, they could [drop him an email](#).

My father, who'd once owned a Riley with preselector gearbox, saw me doing this and thought the J2 must likewise have a preselector box (or perhaps he knew more than I give him credit for: many of the early MGs, notably the mighty K3s, almost exact contemporaries of J2s, also had preselector boxes). I was never able to persuade him otherwise, and wisely (I think) I never let him try it. I enjoyed the speedometer, which was really a tachometer driven somewhere off the engine side of the drive train; it was marked off with rings showing different speeds, according to which gear you were in. I enjoyed a great deal about the car.

It wasn't long though before I found some of the drawbacks - but even the drawbacks were eccentric English delights. For example the overhead camshaft: the generator was mounted vertically in front of the block and driven by bevel gears from the crankshaft, and it drove the camshaft via another set of bevel gears at the top. The oil seal at the top was a triumph of optimism, so that oil leaked constantly onto the generator. When the engine was running it sprayed leaking oil horizontally, and when it wasn't running it simply soaked into the generator. It can't have been entirely a coincidence that the generator was never able to keep the charge up to the battery. There wasn't a sealed firewall, just a vertical bulkhead: when the bonnet was open the footwell was open to the elements, and you could see the engine on one side of the bulkhead, and the passenger's ankles on the other, which could be nice occasionally. On the other hand it meant that when it rained there was only a slight impediment to water getting in onto your feet and the passenger's, and the prettier passengers tended to complain about this. There was no water pump or fan, it relied entirely on the thermosyphon effect for cooling, which meant it boiled often and vigorously. Perhaps because of this, the head had warped, and the coolant leaked inwards into the sump.

Bob McCluskey



Overnight the oil and water would separate, the oil floating on top, so when the engine started the oil pump would pump water around the journals and (water being less viscous than oil) it would register no oil pressure. Someone had thoughtfully put a stopcock into one of the oil galleries, so the starting sequence included opening this cock until water stopped being pumped out and oil started to flow, when you could close the cock and oil pressure would start to register. I still don't know whether this stopcock was a design feature or a brilliant piece of retro engineering.

Sadly the car came to an abrupt end. I had driven to Staines to the MG wrecker (Richardson?) for some part or other, a long trip for this little battler. Exactly as I drove into his yard, the engine made a loud mechanical noise and stopped abruptly. He convinced me that the overhead valves were notoriously unreliable, and one of them had dropped onto the piston beneath. He showed me row upon row of J2s (well, probably ten or so), and told me they had all dropped valves - the car was worthless. Out of (what he said was) kindness he gave me £5 for the remains, and I hitch-hiked into London and spent the £5 on beer. Somehow I still feel as though I missed an important lesson there somewhere. Nevertheless, that was the end of motoring for me for quite a while, and a few days later I hitch-hiked to Southampton, carless and unfinancial, to take up my postgraduate scholarship.

The next two cars were so awful that I've been having real trouble even sorting out the order!!

I'd always known that most of my social ambitions would be



realised much more easily if I had transport, so as I gradually rebuilt my finances, I started to look for new wheels. Someone tried to persuade me that what I needed - and could afford - was a Fiat 500 Topolino, but once I saw one it was hard to stop laughing. There was very nearly another serious mistake, and after racking my mind I have remembered what it was: a Berkeley, designed (as I have discovered) in 1956 by Laurie Bond and manufactured by the famous caravan company. It was a very small fibreglass car, weighing next to nothing. The basic model was powered by a two-cylinder 328 cc Excelsior two-stroke engine and chain driven through the front wheels and would do 65 mph (hence the name, B65).

Alternatively you could get a three cylinder 492cc version, which as you might infer from the arithmetic was achieved by simply bolting on another cylinder and sorting out issues like crankshaft timing. This version had three Amal carburettors, and was far preferable, because it had much more power, and because the cranks were arranged at 120° it was smoother still with even less vibration. Being so light it had truly remarkable acceleration and very low petrol consumption, and would do a claimed 80mph, which was quite enough for me (they later offered a thing called the B105, powered by a Royal Enfield 700cc 4-stroke engine and delivering 50 bhp; you would probably infer that the name implied 105 mph, which would be truly terrifying. This was a relatively common format at the time: the first cars designed in 1946 by John Cooper, who went on to design highly successful F1 and F2 cars and later gave his name to Mini Coopers, were powered by 500cc JAP engines and chain driven through the back wheels). Well, I sourced one of these 3-cylinder beauties somewhere in South London, hitchhiked up and bought it. It did indeed go like sewage off a shovel, but it did seem to have more engine vibration than I would have expected, and after about ten miles, the engine seized up. I left the car by the side of the road, phoned the disappointed owner to tell him where to find his car, and hitchhiked back to Southampton and stopped the cheque. Because I'd owned it for less than 2 hours it doesn't count as one of my cars, which is a good thing because, as you can see from the picture, and notwithstanding that Stirling Moss drove one at Goodwood in September 1956, it would have left me with a serious image problem (and it's refreshing, isn't it, to find that there are still plenty of unpretentious people for whom image isn't a problem - enough at any rate to form the Berkeley Enthusiasts Club. Who would have thought that such a thing could exist?). Several months later he phoned me to ask if I were still interested. He had diagnosed the problem, and explained that apparently the car had originally been a two-cylinder version, but "someone" must have added the third cylinder without rejigging the crankshaft, so two pistons went up while one went down. He told me that this had now been fixed, without telling me how, but he still couldn't explain the firing order. He was nearly convincing enough to make me change my mind, but I was already planning my next two mistakes.

The trouble here is, I can't remember which order they came in. I can't remember how or when I acquired either of them, or how I disposed of them, and in Margaret's eyes that has undone all the good work in I did, in being able to remember the Berkeley.

As I puzzle over it, and try to match the cars against the contemporaneous issues of the time (ie who I was squiring from time to time), I think the next mistake must have been the [Markham-Peasey](#).

This was generously called a Special, but in fact the only faintly special thing was the fact that mugs could be persuaded to buy one. It had a fairly pretty fibreglass body - perhaps a bit like a 1950s [Maserati 200 S](#) - on top of an absolutely standard Ford 10 chassis and transmission - no attempt at all to improve a readily improvable setup, the only thing that made it remotely redeemable was the relatively light weight due to discarding Mr



The above is how it really was and below is how I imagined it! I have to admit that with the little aero screens this looks like a real car. The flimsy wire wheels knocked off from Ford 8 give it away: they would simply wind up if any serious torque were applied to them. Happily this is never likely to be a problem in a Markham-Peasey Special.

Ford's unbelievably heavy and ugly body. I remember one trip towards Brighton, I kept being stopped by traffic lights. Each green phase, I would burn off, and each red phase a learner on a little 100cc motorbike would catch up. We would eye each other off, and I would rev my engine a bit, and eventually he spoke: "Nice car", he said, "What sort of engine does it have?" Modestly, I replied, "just a Ford 1172cc side valve, with hardly any tune". "No bloody wonder, then", he said, and catching the change of lights better than me, he left me standing and I never saw him again.

The car would normally have had a windscreen and hood, as the picture shows. Mine had neither, like the one on the right, which could be a bit of a liability occasionally. He's made little aero screens: I made a short wraparound perspex screen, like the Maserati 200 S or the Porsche 550 Spyder in which actor and professional racing driver James Dean was killed. It looked good, but did nothing to keep off rain. It had no doors, either, so it was like driving around in a bathtub. I was caught in a thunderstorm near Winchester one bank holiday. There was a typical bank holiday traffic jam, with no-one moving; there was nothing to do but sit there. The car gradually began to fill up with water. When it got to the top of the seats (which were really just squabs flat on the floor, so it's not as dramatic as it sounds) I punched holes in the floor with a screwdriver to let it out. We parted company soon after, but, as I say, I can't remember what happened to it.

The first photo shows a Markham-Peasey posing proudly for its picture; someone must have cared enough to want to remember it (actually it just might have been a publicity photo from Messrs Markham and Peasey themselves; I've found the same picture in several places). The second shows one in what I feel is a more appropriate setting. This was published in *Classic and Sportscar*, July 1991, in one of those "look-what-we've-found can-anyone-guess-what-it-is?" articles. Sadly, I could, but for very shame I wouldn't admit it. And from the third picture, I can only assume that the Members of Fairthorpe Sports Car Club have now finished all the worthwhile projects and the Devil has been finding work for their idle hands!

[Bob McCluskey](#).

View www.bobmccluskey.com

Read Part 3 in December [Opposite Lock](#).



Sebring Adventures

A couple of months ago I won the raffle at a member's get together. The prize was the use of the Sebring replica on a member's run. Shortly after that the Covid-19 restrictions were put in place and that was the end of member's runs for the foreseeable future.

Sometime later I contacted John Clarke and we made an arrangement to meet up and collect the car in time for the following weekend. I duly arrived at the specified collection point only to see John with a troubled look on his face.

"It won't start !" he said.

After a session of the blind leading the blind we came to the conclusion that it was something we couldn't fix on the spot. John apologized and said he would get it fixed.

John contacted me and said the car was fixed and would I like to take it on the members run to Bundanoon. I assured him I still wanted to take it and made the arrangements were made.

I arrived on the Friday before the run to pick up the car. I was shown how to get in the car and I thought I may need a giant shoehorn for entry and exit. John ran me through the starting procedure and other controls. I started the car which made a lot of noise when started but I just assumed it was set up for racing and I didn't worry about it after that.

I took my brother in law with me on the run. It was off to the Railway Museum at Thirlmere to meet up with the rest of the members in time for the run.

We loved the exhaust note particularly when you put your foot down. The car started every time on the run but it was progressively worse.

So we went on the run which was great. A good roll up with about 25 beautiful MGs in formation outside the railway museum.

It was a great drive in great weather with a beautiful pub lunch at the end.

I made arrangements with John to return the car the following day and started the run home.

When I got home I parked the MG in the street while I did the car shuffle to make space in the garage.

When I tried to start it the starter motor would not mesh with the ring gear and so it would not start no matter what I did. I contacted John to let him know what was happening. He offered a few suggestions of things to try but unfortunately nothing worked. I summoned my son and Son in Law to help me push it into the garage.

I decided I would worry about it tomorrow.

The next morning I took a closer look at the car. I figured it was OK electrically because the starter motor spun when power was applied. I put the car on a jack to have a look underneath. Just because I was out of ideas I checked the mounting bolts on the starter. The bottom bolt was finger tight and I got two or three turns on it before it was tight. I checked the upper bolt and it was tight to the point that I only got about half a turn on it.

Then the moment of truth. I tried to start it with the key. It still made the horrible noise but it did turn the engine and it did start. I tried it a few more time to check that was working and I rang John.

John asked me to take it to Moxham Garage. I don't know what the actual fault was.

It was an eventful couple of days.

Did I enjoy the run in the Sebring Special? Absolutely!

Would I do it again? Absolutely!

Chalk it up to experience. What do you expect when you mess around with old cars!

Scott Davidson.

Below Lily enjoying the Sebring.



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Robert Smith

Extract from the above webpage. <https://rbwevcars.com/>

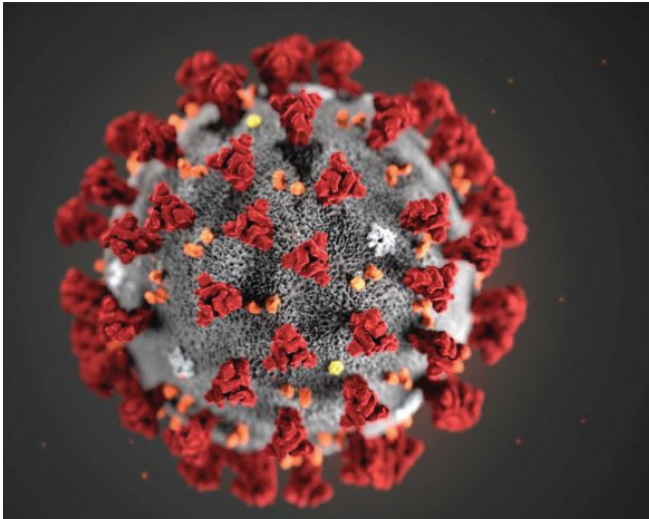
To meet our own standards and having committed to “the system” with CES, we decided to set out to secure REG 100 as proof of design compliance “REG 100 = Uniform provisions concerning the approval of vehicles with regard to specific requirements for the electric power train”.

To do so, we firstly engaged with the Vehicle Compliance Agency (VCA). An initial first meeting being held at MIRA. Our documentation was released to VCA and our B Sample Car aka Reg (our beautiful Burgundy Roadster) was duly prepared for inspection. The inspection was held at ZyteK's HQ and our vehicle system passed first time!!! RBW could move forward to a “new car registration” and on the 16th December 2019 our RBW Roadster (which was our third proof of concept/test car) passed all compliance. This would now mean our RBW Roadster would be classed ‘as new’ and is currently (as of writing this) adorning a ‘69’ registration plate.



The Search for a Covid-19 Vaccine

Matthew Crawford



Corona Virus with spike proteins on the surface

So far there have been more than 40 million infections and 1.2 million deaths worldwide from Covid -19. There are more than one hundred vaccines currently being developed to tackle the disease. Only a handful of Covid-19 vaccine manufacturers have made it as far as human trials and picking the winner is not easy.

In total, more than five vaccine methods are being trialled. Some allowing for faster candidate selection but tripping up on safety and tolerability, others using a more drawn yet reliable method.

As it stands eight manufacturers have been approved for phase III clinical trials, the final phase before a regulatory green light. The US government has selected three of these to fund for phase III trials under a program called Operation Warp Speed. These are the University of Oxford mRNA -1273, Astra Zenica's AZD1222, and Pfizer and BioNTech's BNT 162. Australia is currently backing AZD1222.

These are the three vaccines that seem to hold out the greatest hope, thus far.

The AZD1222 however is using a controversial method-one that has not been approved for human use for over 25 years. This technology employs using a live attenuated strain of an adenovirus, which works by infecting someone with live virus cells, e.g. measles, mumps, rubella (MMR), small pox and yellow fever. Getting the balance right between immunogenicity and tolerability can be difficult. With too small a dose, no lasting immunity is achieved. Too large a dose could produce a severe viral infection, and may well cause deaths in immunocompromised patients.

AD1222 has shown an acceptable level of safety and good antibody response. The track record of this type of methodology, however, suggests we should approach it with caution, particularly in our vulnerable populations.

The US Government's remaining top picks are BNT162 and mRNA -1273 are equally controversial. This method is unproven, with no mRNA solutions ever being approved for sale in two decades of research.

These mRNA vaccines tend to generate toxicity, as foreign RNA within cells is often recognised by the

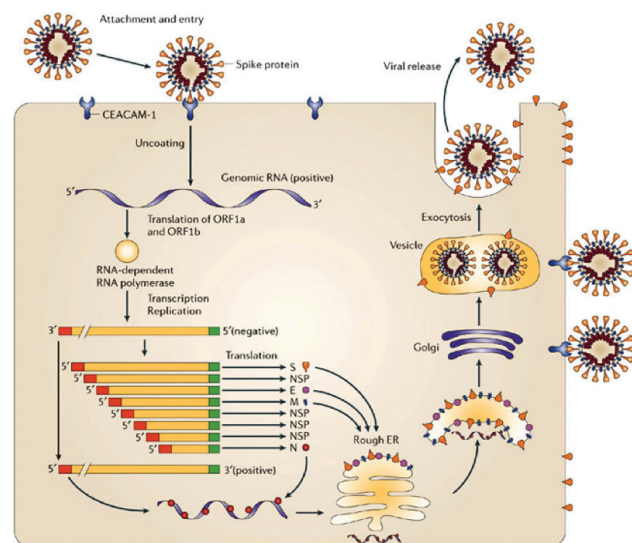
body as a viral infection. In response the body's cells become inflamed, causing flu-like symptoms such as fever, weakness and muscle aches and pains. For this reason the high dose arm of mRNA -1273 solution was discontinued. It is still unclear if the lower dose of this method will actually produce immunogenicity.

Those vaccines in the middle of the field are spike-protein-based vaccines. These are vaccines that develop an antibody to the spikes on the surface of Covid-19. These spikes are used by the virus to attach to the receptor binding site on the cell surface. All cells have multiple different receptor sites that allow various substances/nutrients to enter the cell for nutrition or other metabolic functions. By attaching to the receptor site the virus gains access to the cell and replicates. After replication the virus is released and can infect further cells. This type of a vaccine prevents the virus from attaching to the receptor site, thus preventing the virus replicating. The various genotypes of Covid-19 are able to attach to multiple different cell receptors sites.

Vaxine an Adelaide based company as well as Novavax, Sanofi and Sequiris, are companies developing this form of a vaccine. This technology is slower and more complex to develop, however has been the basis for many modern vaccines including influenza, hepatitis B and human papilloma virus. Spike-protein-based solutions tend to generate a pure, non-infectious, non-inflammatory vaccine that is safe and well tolerated.

Although this vaccine variety may not be the first to come in to production, its slow but steady formulation may hold out for longer than its counterparts.

Those that are currently leading the Covid -19 race are not necessarily the ones that will cross the line first. In fact they may not cross at all.



Corona virus attaching to a cell receptor via a spike protein, replicating and then being released to infect more cells
Dr Matthew Crawford

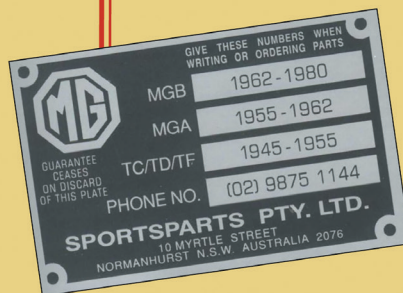


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Convoy Meet: The Bull & Bush Hotel, Corner of Windsor & Seven Hills Rd Baulkham Hills

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The drive is quite picturesque, fully sealed and easy to navigate.

Maps & Directions: of the route to Berowra will be provided, for those that require them, however the route is easily obtained from a Navman/I Phone or similar device.

Non Convoy Meeting: Most participants from the northern suburbs elect to take the Pacific Highway to Berowra and then follow Berowra Waters Rd down to the Punt, cross the river and assemble at the Picnic area.

Parking is Plentiful: We will not be assembled in one area but scattered in groups within the available spaces.

Food: BYO, enjoy the locally available Fish & Chips. Three BBQs are available, at a nominal charge, for those who wish to cook their own. Seating is limited in the fixed undercover shelters, so please bring your own fold up chairs and tables. Enjoy the cool of the evening, wine and dine with the other MGCC members.

Traditionally this is the opening event for the MGCC Sydney – This is one of the more popular gatherings on the calendar, and all members are welcome. The vehicle you arrive in is your choice. All the better if it is an MG, but that is not essential. This is a social event, designed to meet other MGCC members, discuss cars, politics or whatever is your interest.

Hope to see you there, should Covid restrictions allow.

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MG Car Club Regalia Clothing

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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

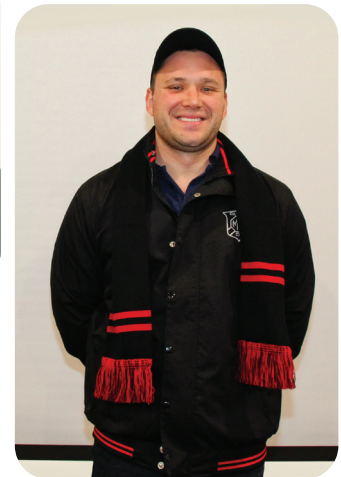


Bomber jacket- a retro style black poly cotton twill jacket with red highlighted trim and taffeta lining. Press stud front. Embroidered silver club badge on front and large embroidered MG Octagon and Safety Fast motto on back. \$150



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 as the Illawarra Register, we are not officially organising car runs, but we are encouraging individuals who have a common interest in taking their car for a drive, to join us for a social run during which we observe COVID safe procedures.

Because of this anyone choosing to attend and is using a historic plate registered car, must enter a personal usage run day into their car log book.

Thursday 26th November

A Pre-Christmas Social Run-To Cataract Dam (Appin Rd) In co-operation with the Jaguar Drivers Club (Illawarra Register), we have selected an outdoor setting at Cataract Dam for the run.

This will be our joint register's pre-Christmas get together, and it is a "bring all you want/need for food and drinks for a BBQ or Picnic.

The Cataract Dam has plenty of room, seats, tables & electric BBQ's for our use for Covid distancing.

If it is raining there are three wet weather sheds that can be used each holding 20 people, to be Covid safe.

Make your own way to the Cataract Dam

(the turnoff is off Appin Road and the Dam infrastructure is about 3km down the side road)

Time: 11:00 am

You can park your MG next to the picnic tables.

Activities: Walk/drive to the dam for the view.

Enjoy the company of other MG and Jagaphiles and the company of some great friends.

Let me know you are coming along and please observe Covid safe procedure.

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

RSVP: 16th November.

Michael Hough 0418 424748

mhough5@gmail.com

I am sure that you were, like me, disappointed that our annual MG Car Concours and Show Day this October had to be cancelled, so please find attached some selected photos from last years Concours and I hope that we will again be enjoying the event in 2021.

Michael Hough





MG Car Club Sydney. First President

Greg Fereday



I recently received a telephone call from an Andrew Cadden, who now lives on the South Coast of NSW. Although not an MG owner, he had seen the article on the MG Car Club web site regarding the 70th Anniversary of the club which asked for any information about the early years of the club.

Andrew is the nephew of Clive Cadden, who was appointed President of the MG Car Club at the first AGM held in February 1950. Clive was the Sales Manager at P & R Williams who were the NSW distributors of MG cars.

Andrew recently unearthed a couple of photos of his uncle, which he kindly scanned and sent to me.

The only information Andrew can supply about the photos is that his uncle was in partnership with a Frank – surname unknown – in the racing MG, which appears to

be an MG Magna from around 1932 or 1933. There is no information regarding the MGA photo, there is an MG Car Club badge on the front wing of the car, Clive is on the right of the photo.

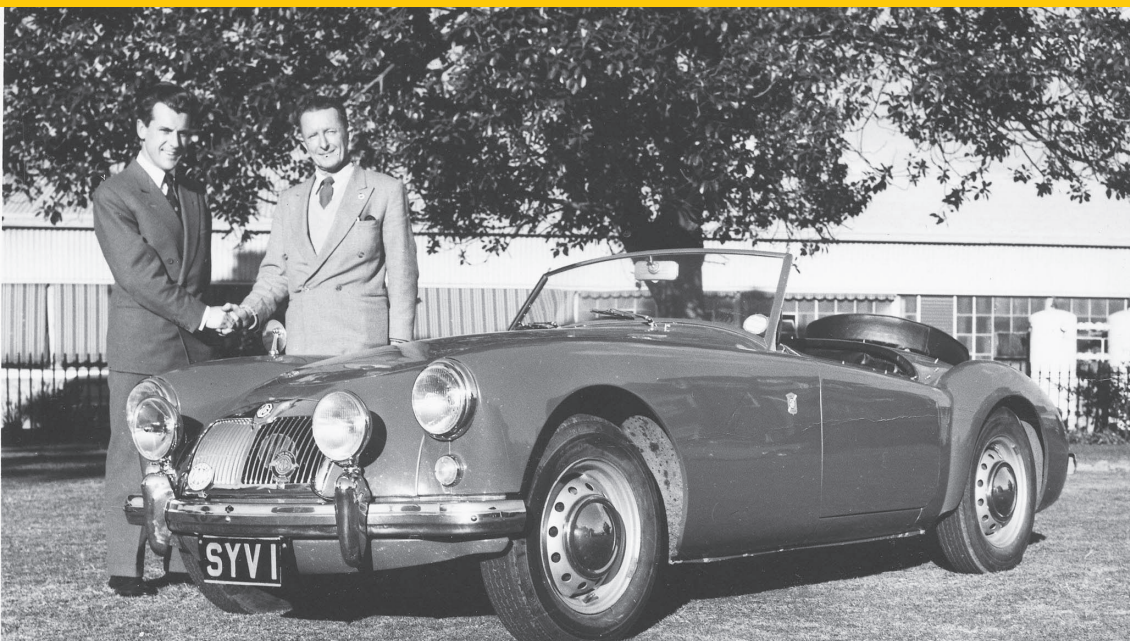
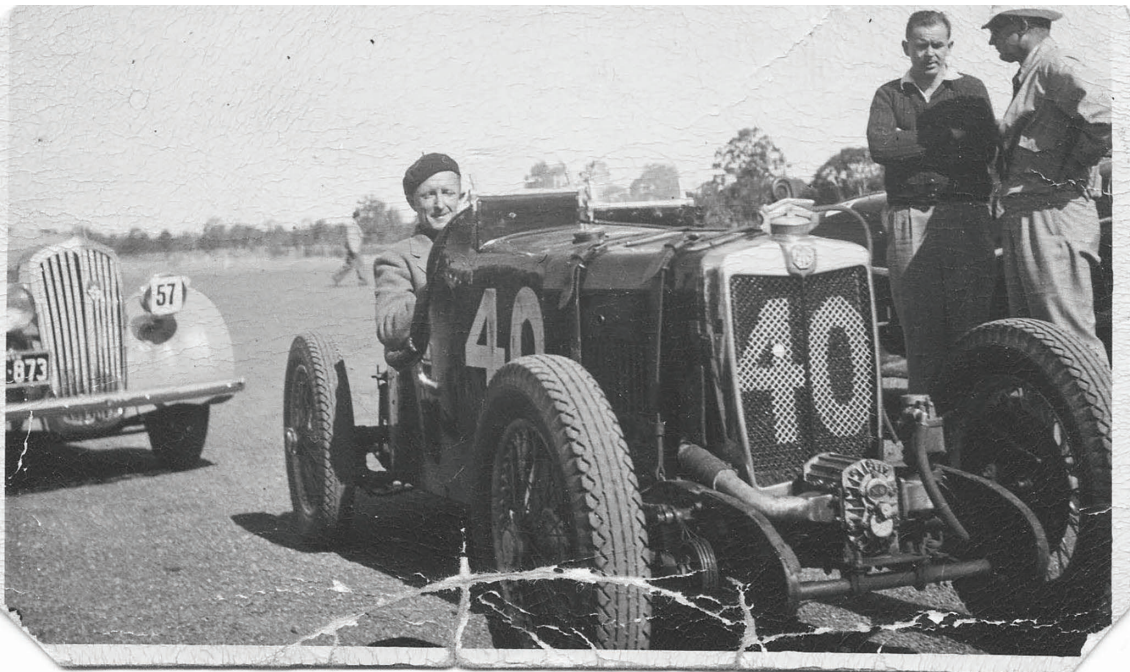
The third photo has Clive with a Lagonda of the early 1950's either a 2.6 or 3 litre, but no further information as to Clive's connection with Lagonda.

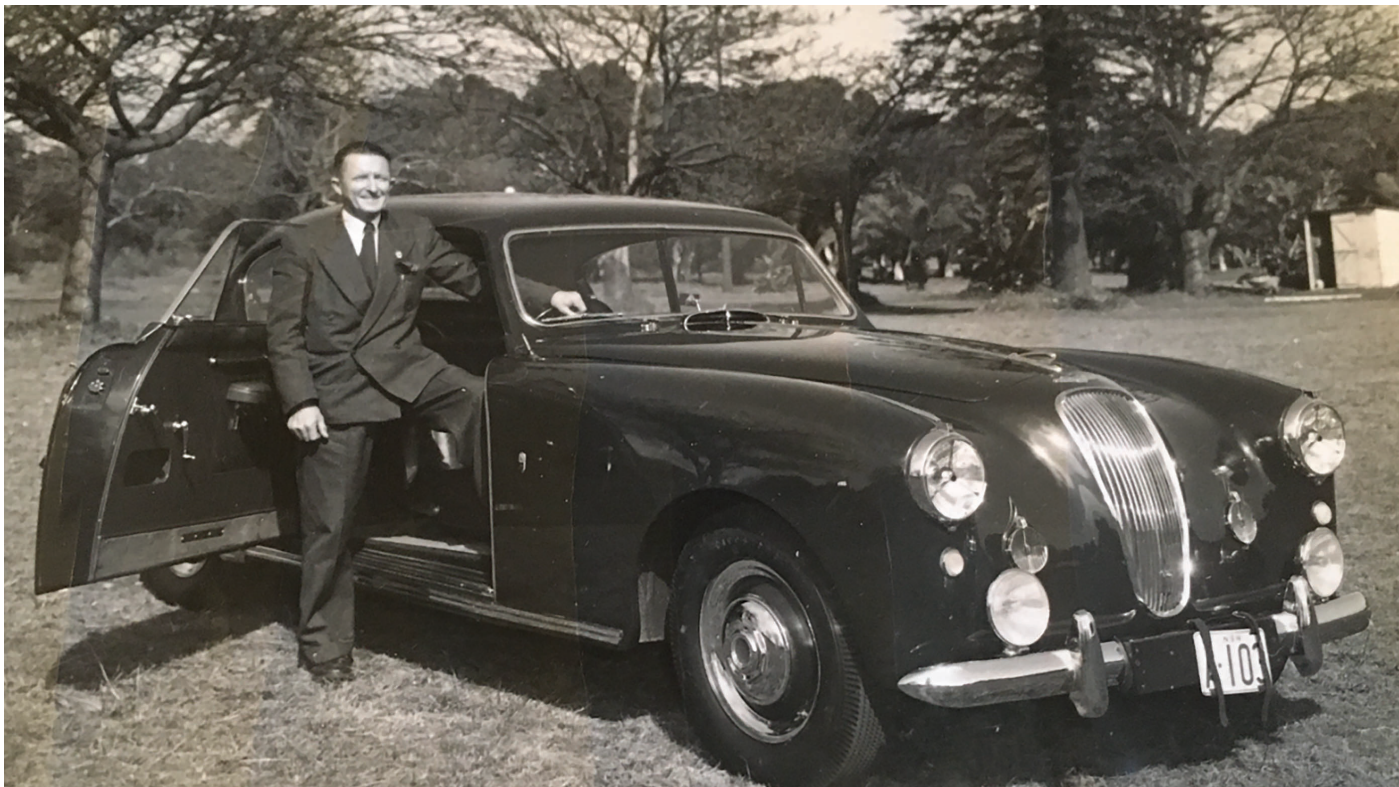
Lagonda at that time were owned by Aston Martin.

If any club member can supply information on these photos, please let us know.

Many thanks to Andrew Cadden for supplying the photos.

Greg Fereday





Clive Cadden, the first President of the MG Car Club Sydney. Circa early 1950's



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Wire Color	Function
Blue/White	High Beam
Blue/Red	Low Beam
Blue	To headlamp dip switch
Red	Side lights
Green/White	RH Turn signals
Green/Red	LH Turn signals
Green/Purple	Brake lights
Black	Ground
Brown	Most non fused +ve
Purple	Most fused constant +ve
White	Non fused, ign controlled
Green	Fused, ignition controlled
Light Green	Stabilized 5 /10v to gauges
Red	Gauge lights not on dimmer
Red/White	Gauge lights on dimmer
White/Slate	Electric tach (from coil)
Purple/Black	Horn switch
Green/Blue	Temp Gauge (from sender)
Green/Black	Fuel Gauge (from sender)
Green/Orange	Fuel warning light

First color is the wire - second is the stripe



James Lombardo, (our model from page 25) the proud owner of a new MG ZS.

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Classifieds - Cars



NEW

MG TD 1952

Experience this classic car in style.

This classic is just waiting for the enthusiast to improve an already beautiful base. The seats have recently been recovered in automotive grade leather. Attention to detail is good, but not concourse, we'll leave that to you. Dash, steering wheel, hand crank etc are all original. The fuel pump has been upgraded and water pump replace both original part come with the car. A few small tweaks combined with a dash of TLC and you have tons of driving fun and enjoyment. There is a set of spoke wheels to be fitted, although this is exactly how she left the factory, all number match. Only 55121 km on the clock only. It will come with a roadworthy certificate. Cruise the beaches with the top down in this 1952 MG TD. Registration till Aug 2021.

Give me a call and we can do a video walk round, drive etc and as you are sure to like what you see come for a test drive. I can also fill you in on any little quirks etc

Price: \$27,500.

Location: Gold Coast Qld.

Contact: Mike & Nickie Roche
nickyroche@bigpond.com



MG F MY 2000

NEW

One owner, First Reg. Nov. 2001, 54000 kilometres. ZF Automatic transmission - CVT, Totally auto or manually sequentially either with gear lever or with paddles on the steering wheel.

Old English White, charcoal leather upholstery

Many Concours trophies both local and MG National Meetings.

Including 22 class wins and 16 Overall champion.

In beautiful condition, both bodywise and mechanically

Has not been driven much in the last few years due to ill health.

Reluctant sell.

Price: \$10,500

Contact: Eric & Dawn Hayes
 9654 9040

MGCGT 1968

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

One owner for last 35years.

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.

Year: 1955, Model TF Midget

Engine 1.5 litre, 4 cylinder, petrol
 Transmission 4 speed manual
 Odometer 12,124 km / 7,533 miles
 Exterior Red, Interior colour Red Leather

Location: Bowral NSW

Price: \$55,000 ONO

Contact: Gae Crea 0429 015 100
gcrea1@gmail.com



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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.

Location: Kenthurst

Contact: Alan Ward 9654 0696
0403 110 777



Free



FREE to a good home

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

1949 TC Original Engine

Original engine and makers plates, + 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.

Contact: Alex Danilov 0409 104 658



MGA Black Vinyl Hood

NEW

In good condition

Price: \$175 ONO

Location: Greystanes. NSW 2145

Contact: Roland Pepin
0404 497 034

roland@cpid.com.au



MGB Parts for Sale:

As a result of the imposed workshop clean up situation, 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 ea
- 7.MGB Fuel Pump 2nd hand X 2 \$50
- 8.MGB Rear Shocks 2nd hand Very Good condition with link arms \$100
- 9.MGB Front Callipers 2nd hand Very good condition and near new pads \$120
- 10.MGR V8 Front LHS Guard 2nd hand Very good condition \$1000
- 11.MGR V8 New Front Cross Member Poly bush set.

Location: Padstow Heights.

Contact: Ross Freeman 0412 239 118

Wanted

MGA Mk2

Looking to purchase an MGA Mk2 in very good condition, not necessarily Concours but close to it would be preferred.

Red is not a preferred colour.

I would also consider a coupe.

Quick decisions and ready to purchase.

Contact :Peter Arnold

0413 995 295

[p.arnold@](mailto:p.arnold@briarsfundsmangement.com)

[briarsfundsmangement.com.](mailto:p.arnold@briarsfundsmangement.com)

NEW

MTF 1500 or TF1250 project car.

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

Location: Glen Innes, NSW, 2370

Contact : Maurie Prior
0438 668 162

2003 ZT

Bonnet, Boot, rear windscreen stop light and front windscreen

Contact: Ross Freeman
0412 239 118

MGB Mk2 or MGC Roadster.

I'm looking at purchasing my first MG. Preference is for an MGB Mark 2 1968 to 1970 or an MGC roadster. Needs to be a registered daily driver and in good condition. I don't have the time for restoration so I'm after a rust free car. Happy to travel from Wollongong to inspect.

Contact: Ridsen Knightley

0400 642 469

tech@rjkconsultants.com.au

NEW

1955 MG TF 1500

I am looking to buy a 1955 MG TF 1500.

Location: Coal Point, Newcastle.

Contact: Ross Kirby

signsofire@outlook.com

NEW



Classifieds-Parts



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

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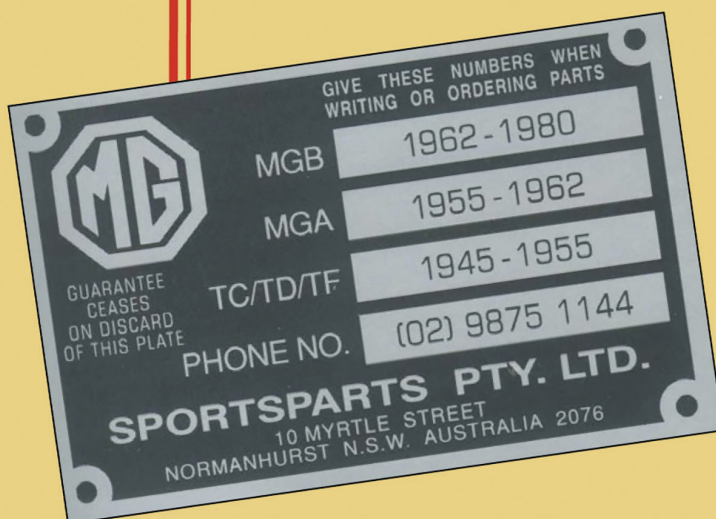
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