



Official Journal of the MG Car Club – Sydney

Opposite Lock



May 2021

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Easter in Albury

John Smailes Presentation

Tribute to Ron Taylor

Boot Trouble

MGCC Sydney Club Calendar 2021

MAY

- 2 North Shore Sporting Club- St Ives
- 3 Board Meeting
- 8 CSCA Sydney Motorsport Park, South.
Evening meeting under lights hosted by Sprite
- 11 Members Gathering, Strathfield Golf Club
- 19 Mid Week Muster, Bob Parkinson
- 16 Club Run - National Motoring Heritage Day
Post 2010 Registrar, John Lindsey.

JUNE

- 6 North Shore Sporting Club- St Ives
- 7 Board Meeting
- 8 Members Gathering, Strathfield Golf Club
- 12-14 Tour De Young, Robert Smith
- 16 Mid Week Muster, Bob Parkinson
- 17 Illawarra Register Run, Michael Hough
- 27 Club Run Magnette Registrar, Peter Baldry

JULY

- 4 North Shore Sporting Club- St Ives
- 5 Board Meeting
- 13 Members Gathering, Strathfield Golf Club
- 17 CSCA Pheasant Wood, Marulan,
hosted by MG Newcastle
- 18 Club Run, MGF/TF Registrar, Don Young
- 21 Mid Week Muster, Bob Parkinson

AUGUST

- 1 North Shore Sporting Club- St Ives
- 2 Board Meeting
- 8 Club Run, TC Registrar, John Carter
- 10 Members Gathering, Strathfield Golf Club
- 14 CSCA Sydney Motorsport Park, Gardner
hosted by Morgan
- 15 CMC Shannons Sydney Classic Display, Sydney
Motorsport Park. Greg Fereday
- 18 Mid Week Muster, Bob Parkinson
- 19 Illawarra Register Run, Michael Hough

SEPTEMBER

- 5 North Shore Sporting Club- St Ives
- 6 Board Meeting
- 10-12 Gathering of the Faithful hosted by
MGCC of Wagga Wagga, Peter Baldry
- 14 Members Gathering, Strathfield Golf Club
- 15 Mid Week Muster, Bob Parkinson
- 18 CSCA Wakefield Park, hosted by Triumph & MRA
- 26 Club Run C&V8 Registrar, Steve Foldhazy

OCTOBER

- 1-4 Pre-war & TYme Event, Canberra
- 3 North Shore Sporting Club- St Ives
- 5 Board Meeting
- 10 Bathurst 1000, Mount Panorama*
- 12 Members Gathering, Strathfield Golf Club
- 17 MGCC Concours & All British Day King's School
David Noble & Allen Gower
- 20 Mid Week Muster, Bob Parkinson
- 21 Illawarra Register Run, Michael Hough
- 31 CSCA Sydney Motorsport Park, North
hosted by Jaguar

NOVEMBER

- 1 Board Meeting
- 7 MGA/MGB Workshop Day Greg Keenan
- 7 North Shore Sporting Club- St Ives
- 9 MGCC Annual General Meeting & Rocket Cover
Racing, Strathfield Golf Club
- 13 Wings Over Illawarra
Illawarra Registrar, Michael Hough
- 17 Mid Week Muster, Bob Parkinson
- 21 Club Run, MGB Registrar, John Clarke
- 21 Australian F1 Grand Prix, Melbourne,
Daniel Riccardo*

DECEMBER

- 5 North Shore Sporting Club- St Ives
- 6 Board Meeting
- 14 Christmas Party, Strathfield Golf Club
- 15 Mid Week Muster, Bob Parkinson
- 16 Illawarra Register Run, Michael Hough
- 25 Santa comes - Get some MGCC regalia to put
under your tree*



President's Report

As I write this report, I have just returned from Sydney Motor Sport Park where I witnessed the return of Formula 5000 motor racing to Australia. Whilst this level of motorsport is significantly different to what we strive to achieve in the MG Car Club, it was for many years the format upon which the Australian and New Zealand Grand Prix was run.

We are fortunate to have as our guest speaker this month Warwick Brown, who for many years raced in the Tasman Series and the Rothmans International Series. In 1975 Warwick won the New Zealand Grand Prix and in 1977 he won the Australian Grand Prix.

After competing in the SCCA/USAC Formula 5000 Championships in North America between 1974 to 1976, Warwick contested the Can Am Series. In 1978 he was runner-up to fellow Australian Alan Jones in the US Can Am series driving a Lola T333CS-Chevrolet.

In addition to being an accomplished Australia motor racing champion, Warwick has for many years piloted executive jets around Australia and the world. Please join us on Tuesday, May 11 at our members meeting to hear Warwick talk about his exciting career.

I am pleased to announce that Wild Apricot, our new back-end membership computer management system is up and running after successfully completing its pre-operational testing. I am sure I speak for the entire membership in once again thanking Sheila Trotman for all the hard work she has done to bring this new system together.

We will talk briefly about the membership process at the May meeting with a view to provide a more formal presentation once again in June. Once you have trained up, I would like to encourage all members to jump into the system and update their personal profile specifically with relation to their MGs.

I have done mine and frankly if I can do it anyone can.

Our members run in May will be held on Sunday the 16th from 9 am. The 2021 Old Speckled Hen Outing will take us to the Kurrajong School of Arts for their annual Hobby & Motor Show. For full details please see Page 15 of *Opposite Lock* and details are also available on the website. Please note that Sunday May 16th is National Motoring Heritage Day.

A reminder that we have resumed our Midweek Musters. This month's run will be held on Wednesday, 19th May and will commence either from Circular Quay or Manly Wharf Hotel, check out *Opposite Lock* page 7 for your best meeting point option.

Once again, I look forward to seeing as many of you that can make it to our May meeting on 11th May at Strathfield Golf Club and to welcome Warwick Brown.

Drive safely and enjoy the month ahead.

Charlie Frew



Wild Apricot

You will have received the great news via a Running Board that was emailed to you recently, that the new membership system, Wild Apricot is now up and running. As outlined, we need your help please to ensure this exciting project becomes fully functional. Please login via our website to check and update your details. Instructions on how to do this were contained in the Running Board and can also be found on the MGCC website.

It is important for the club and registrars that this information is complete and up to date. If you have any difficulties with the process please do not hesitate to contact me:

membership@mgcarclubsydney.com.au

Over the next couple of months we will be announcing new simplified ways of handling membership renewal and concessional registration applications and renewals.

Thank you in advance for your help with this.

Sheila Trotman.

Membership Secretary.



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!

Ken, Lisa, Jesper, Nickolaj	
Schack-Evans	MGB
John Cully	Post 2010
Joshua Evans	MGB
Sam Mcknight	MGB
Peter Gough	MGF/TF
Richard Felice	MGB
Neven Emanouel	MGB
Samuel Hussey	MGB
Linda & Bill Daws	MGA/MGB
Reuben Alexander	Reliant Scimitar



Page 6: John Smailes



Page 8-13: Easter in Albury



Page 17: MG Motor New Sports Car Concept



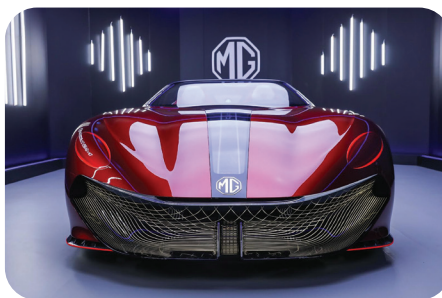
Page 18-19: Boot Trouble



Page 20-21: Tribute to Ron Taylor



Page 28: Illawarra Report



May 2021 Cover:

MG Motor New Concept Cyberester, all electric racing car .

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Monthly Club Gatherings are held
the second Tuesday of the month at
Strathfield Golf Club,

52, Weeroona Road , Strathfield.

May 2021 *Opposite Lock*

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Thanks To:

Michael Hough, Granville Harris

Allen Gower, Tom Aczel,

Greg Fereday, Matt Crawford,

Alan Heritage, Ros Bastian,

Claudia Lovett, Eric Pearson,

Frank Perry, Hilary Wren.

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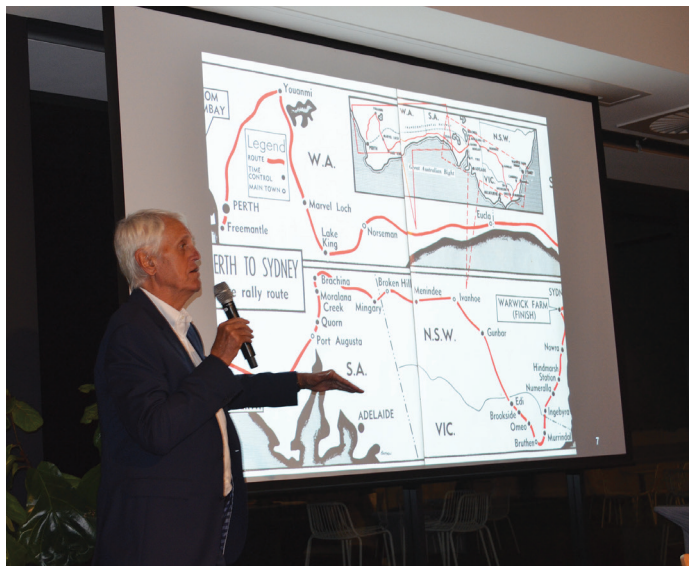
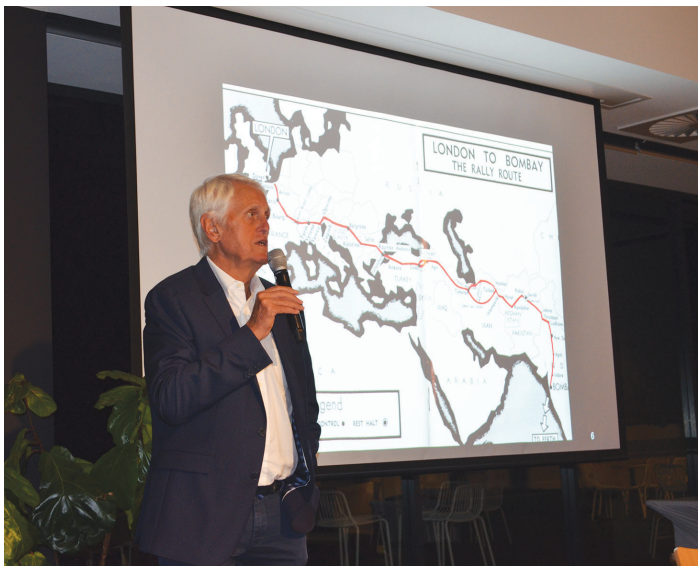
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Social Secretary	Vacant			

John Smailes Guest Speaker



John Smailes is a journalist, motor sport commentator, publicist and until recently the proprietor of a specialised communications agency. He was co-commentator with Will Hagon on the ABC's national coverage of the Australian Touring Car Championship at the combative height of the Ford vs Holden wars.

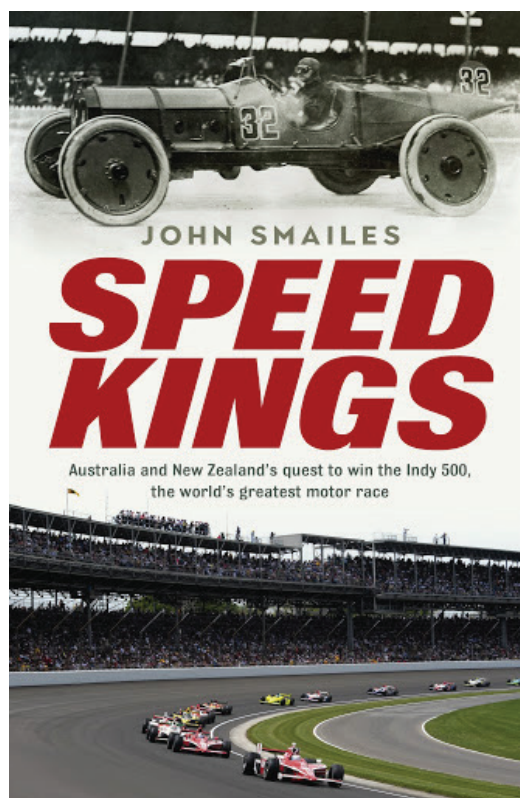
As a young reporter he covered the London-Sydney Marathon and has a substantial library of photographs as well as contemporary interviews and records.

His recent books are *Race Across the World* and *Mount Panorama*. His latest book is *Speed Kings* – Australia and New Zealand's quest to win the Indy 500, the world's greatest motor race.

John entertained us with his vast experience of the motor industry with stories from every race track around the world and all the drivers and friends that he interviewed and meet along the way. I particularly found interesting his reporting on the London to Sydney Marathon, where a repeat performance will occur later this year on the same roads from Perth to Sydney.

The Sebring lucky door prize was won by Carol Best who will drive the car on the next club run.

Greg Fereday



May Members Gathering- Strathfield Golf Club. 11th May, Dinner from 6.30pm

Guest Speaker: Warwick Brown.



Warwick Brown is a former racing driver who was active mostly during the 1970s. He collected three championship titles in Australian and New Zealand open-wheel competitions, winning the 1975 Tasman Series and Rothmans International Series two times (1977 and 1978).

He was also second in the 1978 Can-Am Series to Alan Jones. In the Formula One World Championship, Brown recorded one start, driving for Wolf-Williams at the 1976 US Grand Prix.

During his career he also raced saloons and competed 3 times at Bathurst.



May Mid Week Muster Wednesday 19th May 2021



Where: Manly Wharf Hotel, East Esplanade, Manly

Meet: There are two options, drive or use the ferry.

People from the northern suburbs may like to give their cars some exercise and proceed directly to Manly for a 12 noon lunch.

People from the southern suburbs may like to take their Opal Card for an excursion. We will gather from 9.30am for morning tea upstairs at City Extra Café, located under Circular Quay railway station Wharf 3 & 4. Then, travel to Manly on the 11am ferry for a 12 noon lunch at the Wharf Hotel. The Bar & Restaurant has an extensive menu and panoramic water views.

There is no need to confirm attendance. Just come along and enjoy the drive and the company over a good lunch.

Bob Parkinson 0412 968 771 rjparko@bigpond.net.au

June Mid Week Muster Wednesday 16th June 2021

Where: Australian Botanic Garden

Narellan Road, Mount Annan, Woodland Picnic Area

Meet: From 10.30 am. Enter the Gardens from Narellan Road. Take the second exit from the first roundabout. The Woodland Picnic Area is on the left. If you reach the National Herbarium, you have gone too far!

The more adventurous can explore the site. There are several more picnic areas but the place is a one way maze and the directions would be lengthy.

There is a Coffee van and food outlet at the main park centre.

There is no need to confirm attendance. Just come along & enjoy the drive & the company over a good lunch.

Contact: Bob Parkinson 0412 968 771 rjparko@bigpond.net.au



Magnette Register Run Sunday June 27th 2021 to Southern Highlands



Meet:

At the 10 am at Nepean Dam for morning tea and then enjoy a run before lunch around the secondary roads of the Southern Highlands.

You will need to bring your morning tea and there is hot water on tap.

Lunch, BBQ is available and bring a seat in case the covered area is too crowded.

No booking required.

Contact: Peter Baldry 0407 102 279

The Claytons National Meeting-Albury Easter 2021

The COVID-19 pandemic played havoc with everyone's lives in 2020 and members of the MG Car Club were no exception. Many of the Club's runs were cancelled, including - most significantly - the annual MG Easter National Meeting scheduled for 2020 at Albury on the NSW, Victorian border. Organised by the MG Victoria clubs, much work had gone into the Natmeet program. Runs had been organised, regalia etc purchased, venues and hotels booked, including by the Sydney club, all to no avail. To make matters worse, the continued outbreaks of the Covid virus and the resulting Victoria / NSW border closures subsequently forced the organisers to cancel the proposal to hold the Albury Natmeet in 2021.

And there it would have ended except that the Victorian and Sydney clubs put their heads together and agreed to have, what would subsequently be called, an "Albury get-together". It all made sense. The Victorians still had the run sheets, some regalia and their Easter accommodation bookings at the Paddlesteamer Motel, all of which could

be utilised. Thanks to Dom David, our Sydney club still had the original Easter bookings for the Townhouse Motel and to President Charlie Frew who was happy to organise and liaise the details of the get-together.

So, over the 1st to the 5th of April 2021, 32 Sydney Club members enjoyed a relaxed and pleasant MG Easter at Albury, driving around the glorious high country of Victoria with warm weather and blue skies. Along the way they visited towns with names like Jugiong, Yackandandah, Howlong and Beechworth. They had rocker cover races and displayed their cars at Hovel Tree Park. They enjoyed fish and chips, pizzas cooked by Albury Council, dinners, BBQs and hospitality at some wonderful Victorian tea houses. The Sydney club won most of the very limited competition events held and shared goodhearted banter with the Victorians - even if they did present NSW with the "Rotten Trophy"

All this and more are set out in the stories that follow.

Frank Perry

Good Friday -Crossing the Wetlands at Corowa

After a smooth run down to Albury on Thursday and a good evening at The Bended Elbow, catching up with the rest of the NSW contingent, Friday morning saw everyone giving their cars a quick clean, fuel top-up and mechanical check before the roar of MG exhausts heading out of the Albury Townhouse quadrangle for our Good Friday run to Rutherglen, via Howlong and Corowa.

Blessed by a beautiful sunny day and blue skies, the day provided perfect MG motoring weather. We were led by the Sebring along the road to Howlong (couldn't help singing the Paul Carrack song as we drove through the town). More great motoring roads then onto Corowa. As we approached town, it was clear this is a popular waterside holiday destination. The unique waterscape is created by a large bend in the Murray River. Many people were out enjoying watercraft of many and varied shapes, sizes and performance ability. Great fun was being had by some daring riders of jet-skis, manoeuvring around the ghostly skeletons of trees forming natural challenges also sharing the waterway in this area.

Corowa holds promise for a revisit in the future, as there are many good food and wine options available in the area.

After crossing the border bridge, we briefly drove through Wahgunyah and onto more good driving roads through to lunch at Rutherglen.

Lunch was arranged at Caffeine Machine, located in the main street and Charlie had organised that our club have reserved tables within the interesting museum located at the rear of the Café. There were several interesting



motorbikes and a couple of dirt track racing cars to view. If you've seen the film "The Fastest Indian", or have a passing interest in fast bikes, it's worth a visit.

After lunch, Hilary, in her envertable way, rallied a small group of us, who wished to extend the trip home, to venture off to Beechworth. A stunning and traditional Victorian town. Evidence of it being a gold prospecting hub during years long past still remain and the architecture has been well preserved.

After some quick window shopping and local gelato, we headed back to Albury in time for a Noggin N Natter with our friends from the Victorian Club.

Granville Harris



Easter Saturday-Observation Run



Not the National Meeting, however all who attended had a great weekend. On the Saturday we all met at some ungodly hour in the car park of the Victorian's motel to participate in the Observation Run, originally set by Ian Prior as part of the 2020 National Meeting. As Ian had not had a chance to check all the answers were still in place, it was anyone's guess what answers we would all end up with!

I was driving the TA with John as navigator and chief question answerer. Participating in the Observation Run in the TA gives you plenty of opportunity to fine tune your gear changing skills! First up into second and third down into second (no synchro) are, for me, always a bit of a challenge, though I am finally getting the hang of it! Luckily, when I learnt to drive Dad insisted I learn how to double declutch, a skill absolutely necessary in the TA.

So, off we set from Albury heading for the picturesque village of Yackandandah in Victoria where the questions would begin. Well, Ian is obviously of a devious mindset and many of the clues turned out to be a little on the cryptic side. For example:

- Not the Murray Wasp ? Answer: Yarrabee
- Western Willows ? Eastern Elms
- Which of the Eight do we Favour ? Octagon Letterbox
- Hot Lips ? Sarah K Beauty
- Where the "Wild Boy" might stay ? Colonial Inn



It is always demoralising when you can't with any certainty determine the answer to the very first question, supposedly along the main street of Yackandandah. However, after two tours along the main street we were comfortable that we had successfully answered all other questions and hence could proceed.

The run took us through some delightfully scenic areas of Victoria and some quaint towns. This area, once noted for its goldfields, is now peacefully returned to its rural origins, though some of the gold rush villages remain and have reinvented themselves. The whole area is now a very desirable destination for tourists and only a comfortable three hour drive from Melbourne.

The route took us up and over a very steep pass. This included a very long climb with some tight corners and hairpin bends, more gear changes both up and down, but the little TA went up the hill like a Trojan. At the top, more

questions to be answered relating to the Black Saturday bushfires which devastated this area in 2009. Reading the information was a sobering reminder of how vulnerable Australia is to bushfires.

The third stage of the run was a walk around the triangular centre of Myrtleford, a relatively modern town



but with a significant number of plaques and information boards. With approximately 20 questions to answer in Myrtleford this took a serious amount of time looking and reading. Not many of the answers

were to be found on the multitude of information boards! But everyone did read them assiduously, desperately searching for the name 'Gill' and seeking out the Happy Chaps. We all learnt a great deal about hop growing, gold mining and the history of the surrounding district. John and I never did find 'Gill', but up high, above the windows of the newsagent and among a series of painted on permanent newspaper mastheads we found the Happy Chaps – they had won the AFL match!

The questions in Myrtleford had all Observation Run participants wandering in circles, reading all panels, peering in all shop windows, driving the lady in the information centre to distraction (she couldn't help with any answers and was feeling like a rather poor example of a committed local), wandering the same circles in reverse (ah, there was Felix, just did not see him when circling in the opposite direction) and finally giving in to the inevitable and leaving town without all the answers!

At one stage, in answer to the question, 'What was made in West Bromwich', I said to John, 'I will just check out



that old weighing machine outside the post office'. To which John replied, 'I have already looked, but it doesn't hurt to look twice'. And, sure enough there it was on the plaque just behind the footplate, "G. Slater & Co West Bromwich"!

We then headed back towards Yackandandah answering some more questions along the way. We did not quite make the 2.00pm cut off for handing in the answers but figured some leeway should be given to a

Pre War car entry. Others in more modern entries who could do speeds of 110km comfortably were also late.

Sydney did pretty well in the scoring with a few members in the top 10. John and I, in my trusty TA, took out 1st place! Alan & Shirley Heritage won the 'write another verse for the Yackandandah' poem with a very pithy and well targeted verse. All in all, a good Observation Rally which kept us on our toes and challenged, frustrated and enlivened the run through rural Victoria.

Thank you Ian Prior for all your work.

Ros Bastian

Easter Sunday Display Day-Albury



On Sunday 4th April the combined MGCCs of Sydney and Victoria put on a display day in Hovell Tree Park alongside the majestic Murray River. Hovell Tree Park is part of a large park in South Albury and was made available for the day by a very supportive Albury Council.

The detail of the numbers of each model:

1931 F1 & 1932 J3	MGA	5
1931 F1 1	MGB Roadster	10
1932/3 J3 1	MB GT	7
1934 PA 1	MB GT V8	2
1935/36 PB 1	Midget	2
1937 SA 2	MGC	2
K3 modern Replica - 1	RV8	4
TA 1	MGF & TF	6
TD 2	ZT - T	1
TC 1	MG 6	1
Y Type 1	2021 MG 3	1
Magnette 2	Dom's MGB Special	

The Sydney club were the "organisers" for this non-competitive event. The display attracted 54 MGs which perfectly covered most models from 1931 to 2021. These beautifully presented

cars were formed into rows with the pre-war cars closest to the Murray and newer models progressively back towards the city.

There were many striking cars however it was no surprise that the two 1937 SAs were separated out for a photo session. Harry Hickling's Peking-to-Paris SA drop head coupe looked magnificent finished in red over black two tone paint.



We were well represented with 20 MGs travelling from Sydney.

The MGBs were centred around the club Red and White Sebring, which drew its share of interest. A number of MGs from the Riverina Sports Car Club also arrived and parked nearby, with drivers joining the throng of

interested visitors. The RV8s attracted attention with Stuart Ratcliff drawn into the discussion.



Lunch was provided by a local Pizza shop who delivered uncooked pizzas for cooking in 2 large community wood fired ovens. The council provided a busy master-cook who quickly explained his cooking procedure and soon the Pizza production line began to deliver an assortment of piping hot Pizzas. With Lunch and coffee consumed, the MGs began to crackle as they fired up and returned to the streets and to the delight of the people of Albury.

Allen Gower



MGY Claytons National Meeting Experience

As the Y-Type had been going well around Sydney, I did little preparation for the trip. The oil filter and engine oil were renewed. The oil filter although it fitted, was slightly larger than the previous one. Oil levels were checked and topped up if needed, in transmission and brake master cylinder. The radiator water level was fine. The spare tyre was inflated to normal operating pressure. We packed a set of tools, engine oil, spare fuel & various spark plugs.

On the April 1st we set off to Pheasants Nest where we were to meet some club members Greg Fereday, Alan and Shirley Heritage, topped up with fuel and set off.

We headed for Eling Forrest Café to catch up with most of the team for morning tea. The car performed remarkably well for the first 100 km then developed an intermittent miss, particularly when we backed off on the accelerator. As we pushed on the mist disappeared. Once at Eling Forrest we were treated with a magnificent morning tea, including scones with jam & cream.

The team set off for Jugiong for lunch at the Long Track Pantry. Again, the Y-Type performed magnificently keeping up with the other club members, except at some of the more challenging hills. We filled the car with fuel and then joined the others for a very tasty lunch.

After leaving Jugiong we negotiated a series of tight bends going uphill. I noted that the oil pressure dropped to 0 PSI, however eventually returned to normal. Once we turned on to the Highway, the oil pressure again read 0 PSI. We pulled over to the shoulder over a water gully and were almost run down by a B-Double Semi. As we were at the top of a hill, we could see a wide paved area about 1 Km away. We coasted down, checked the oil level and topped it up, and were back on the road. Everything seemed well until we got to Gundagai, when I noticed a fine mist through the rear-view mirror, and again we ran out of oil pressure. We made a quick decision to pull into the Dog on the Tucker Box Service Station, only to find that the oil filter had developed a leak.

We contacted NRMA who informed us that they could tow us 50 km, or if we wanted back to Sydney, it would be \$1800. I rang Charlie, to say that we had issues, and he offered to come back with the trailer once he had off loaded the Sebring. He also offered to buy an oil filter and oil filter removal tool. I made a quick call to my son-in-law to go into my workshop and find the MGY repair manual as it had a sheet of equivalent oil filters, that would fit. He photographed the page and messaged it to me. Unfortunately, the NRMA serviceman with us could not recognise any oil filter numbers, however gave us the numbers of a filter from Ryco and Repco he thought would fit and be easily obtained.

I gave this information to Charlie and through his connections he obtained both items. The time to get from Albury to Gundagai was about 1.5 hours so Margaret and I sat back for the long wait. Charlie & Ross

Freeman arrived at about 6:30 pm and we loaded & strapped the car onto the trailer. We left around 7:15 pm and thought that it would be a tight exercise to get back to Albury by 9:00 pm to obtain dinner at the Bended Elbow where we were to have dinner. As such Charlie contacted John Clark who arranged some take-away dinners for us. We dropped the car off at the Motel at 9:15 pm and headed for the pub. The hotel heated our dinners in their take-away containers, and we sat down with the team to discuss the day's events.

The following day April 2nd I got up relatively early to crawl under the trailer and remove the offending oil filter. The new filter was significantly smaller in diameter than the previous one, however fitted perfectly. I needed some help from Greg Fereday to line up all the elements, and once installed had a clearance from the chassis of about 5 mm. Upon starting the car there were no oil leaks

and clearance remained at 5 mm despite slight movement of the engine.

At 10:00 am we all headed off for our Western Run along the Murry River, heading for Howlong, Corowa, Rutherglen and back to Albury.

We had lunch at the Caffeine Machine in Rutherglen, a place that is well worth a visit, should you be in the vicinity. The Y-type performed quite well all day, however at sustained speeds over 100 Km per hour would again develop a periodic miss. That evening we had a Noggin & Natter with the Victorians at their hotel as well as rocker cover racing which unfortunately the Victorians won, by running our team off the course.

Saturday 3rd of April was the observation run, or for those less ambitious, such as us we followed the route, however, did not complete the questions. The Y-Type had several

issues with failing to progress, particularly going downhill and coming to a stop at an intersection. This issue was improved if the RPM were kept up as slowing down. We had several spark plug changes that day as well as significant use of Aerostart. We were lucky that we had a support team of, John Clark, Wayne Collins and Greg Fereday, who kept our motivation up to continue the struggle.

The following day we had display day at Hovel Tree park in Wodonga, where there were 51 cars on display. There was lots of interest in the Y Type with its Shorrock supercharger and its other modifications.



Dinner was at the Albury Town House Motel Charlie, John Clark & my-self attended the local Woolworths store and bought a selection of sausages, meat patties, buns, salads and olives. Virtually all we bought was demolished that evening.



Next day was the Kimber Run, commencing at the Hume Dam. This was a wonderful run through the Albury/



Wodonga Hinterland. We stopped for a great lunch in Porepunkah at the local pub, spotted by Pam Frew. Next was a detour to a



giant dredge that had been built to mine for gold and tin in the region of Eldorado. Multiple plug changes (x7) and judicious use of Aerostart got us home, with the gracious support of the MG Car Club especially, Hilary Wren & navigator Pam Frew, Greg Fereday, & Alan Gower,

who followed us in support, and with encouragement.

The next day we all headed home. The Y Type lead the team, followed by Hilary, Greg, Allen, John Clarke, Charlie & Pam to ensure we had installed a colder set of spark plugs as we had had some issues with pre-ignition, particularly on hills. We left the team at Yass and headed for Canberra to visit relatives. The following day we headed for Sydney, and again the car performed well until we hit a severe rain shower at the Heathcote off ramp. The car then refused to move further. As such the RMS towed us off to a local service station and soon the NRMA picked us up and took us home.



The end of the road!

Despite these setbacks this was one of the most enjoyable outings we have had with the MG Car Club, related to the comradery within the Club to help us progress. The willingness to help us and support us was extraordinary and makes one proud to be part of such an amazing enterprise. Thank you all,

Margaret & Matthew Crawford



Our sparking MG's tucked up of the night at The Albury Town House Motel.

Final Night Dinner

Finally, the four days came to a fitting close with a dinner at The Bended Elbow. We had been given exclusive access to the upstairs section of the restaurant and so had plenty of room to mix and mingle. However, in true MG style Victorians sat with Victorians and Sydneysiders likewise. There was, as is usual, a little friendly rivalry. But, as is always the case, this was accompanied by good humour, some poor jokes and a great deal of MG family spirit.

Dinner had been organised by Charlie so no decisions had to be made. Rather a vast selection of sumptuous and very tasty platters of food were circulated throughout the night and everyone just helped themselves. A great way to celebrate, casual but organised. And I love not having to think about what I want to eat, but to just eat!

There were some presentations, as is usual with National Meetings, though of a slightly different hue.

As part of the Observation Rally, participants were asked to write a third verse for the following poem:

*Let poets sing of English girls,
Their beauty and their candour;
Give me a sweeter nymph than all, –
The lass of Yackandandah.”
“She draws a cork with such an air,
No mortal can withstand her;
She turns a tap, and turns our heads,
The lass of Yackandandah.*

*O'Brien, The Lass of Yackandandah –
a goldfield beauty*

This section of the Observation Rally was won by Shirley & Alan Heritage (Sydney) with the following verse:

*“And MGs came from far and wide
To show their style and glamour,
Perchance to catch the eye of
The lass from Yackandandah.”*

What a perfect verse for a MG event! Well done.

Sydney was to truly shine in the Observation Rally with a high percentage of us in the top 10.

John and I were pretty sure we had done quite well but as the count up continued from 10 and we were not mentioned I began to wonder where we had gone wrong. John's faith in us was rewarded when it was announced that we had won while driving the oldest car in the event!

Well done my 1937 TA, nicknamed The Phoenix!

In the spirit of the friendly rivalry mentioned earlier, Charlie presented Victorian President Kay Herlihy with a very large NSW state flag to hang in their clubhouse. However, Victoria

got one up on Sydney with the presentation of the Rotten Trophy. As most would know, it is traditional at National Meetings to present the Ratten Trophy to the overall winning club, but as Ian Prior said, not at the Not The National Meeting!

Here is an excerpt from Ian's speech, including the highly intriguing formula for the determination of the Rotten Trophy.

It was clearly quite inappropriate

to award the RATTEN TROPHY which is so strongly contested at proper MG National Meetings. An alternate award was needed, and so the ROTTEN TROPHY was conceived. And a rotten trophy it is.

An impertinent figurine is mounted on a polished Blackwood base, together with the pertinent inscriptions. The outstretched arms, protruding tongue and bare bottom symbolise resolute defiance in the face of adversity, the very factors which brought the MG group together in the time of lockdowns, masks and border restrictions. So, how was the winner determined?

The RATTEN TROPHY is calculated on a mind numbingly complex formula based on competition results and distance travelled, so we much simplified the maths to decide the ROTTEN TROPHY, let me explain how.

The sums of all the digits on the number plates attached to the MGs from each state, had been integrated between zero and 160 (160 being the number of BHP per litre engine capacity achieved in 1934 in the MG Q type) then converted into natural logarithms within the 89th percentile range of the normal distribution curve, and divided by the cube root of 13, for no other reason than, we can. All quite straight forward.

Then we sifting out the riff raff.

The use of the Government web site that is formulated



with the Robodebt mismatching algorithm, had allowed us to identify and eliminate from contention, all suspected ratbags and larrikins, wowsers and wingers, touts and urgers, tree-hugging Chardonnay-sipping lefties, anarchists, Eskimos, lawyers, publicans, republicans, Collingwood supporters, Triumph owners, and other undesirables.

Now, we highly value and encourage originality, and positively discourage performance modifications.

Points were therefore deducted for enlarged replacement heart valves, for fake eyelashes, for knee and hip replacements and false teeth, for tattoos of old girlfriends, for Botox treatment and shaved legs, and for the more outrageous examples of breast implants.

The ROTTEN TROPHY final result was a close run thing, with Victoria losing only by one unmentionable rubber prosthetic, unsurprisingly fitted to an MGA owner.

The winner was MGCC Sydney.

Finally, everyone lined up for the proverbial 'football or school photo' so that we would have a photographic memory of all participants in the Rotten Trophy.

A great weekend! A very big thank you to Charlie for thinking not to let an opportunity to go by to give the MGs a really good run and for all his organisation and planning trips. After all, the accommodation was booked (twice!) the hospitality industry Australia wide and regional tourist towns were in need of support, the owners of the Albury Townhouse Motel had been fantastic about holding the accommodation for us throughout the pandemic and so, let's just go! When Victoria decided to join us it was a done deal which led to a fabulous four days of MG comradery. A great big thank you to Ian Prior and Jan from Melbourne for all their National Meeting and Not the National Meeting organisation.

What an evening to celebrate a great weekend.

Ros Bastian



Cecil Kimber Birthday Run



How ironic the day was, Cecil Kimber was killed in a train crash, and here we are visiting a train museum just one day short of his 133rd birthday.

Starting at Prestons McDonalds, there was an array of many models of MG, none of which Cecil had a hand in the design or development of. From MGA through to modern MG3s, although the usual flood of MGBs in every colour of the rainbow filled the carpark of McDonalds. Robert reported that 52 cars were in attendance.

Paul Chaloner should never have turned off the MGF as it then failed to start. A quick assessment by a cast of thousands came to the conclusion that the battery had seen better days. Paul must have anticipated this, as a set of jumper leads were soon found and the little car burst into life again.

As is customary in any run that Robert Smith is involved

John Lindsay



in, we were down a dead-end road. By the time we reached the train museum at Thirlmere, our guide, Alan, was waiting to show us all around the facility. After a short stop for tea, coffee and biscuits, we were underway. Amazingly most of the crowd that started the tour diminished by the end, and only the brave hearted finished in the unusually cold conditions.

When finished, it was off to the pub for lunch. Most went back to the George the Forth in Picton. We drove past and decided that the crowd would make seating and eating difficult and went to the Camden Hotel instead – probably a big mistake, as there is a great shoe shop next door!! . All-in-all, an excellent day to blow the cobwebs out of the car and enjoy the countryside.

Thank you Robert for a great day out. John Lindsay



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Old Speckled Hen Outing

Sunday 16 May 2021- Arrive from 9:00AM
Kurrajong School of Arts, Stanley Park, East Kurrajong



Enjoy a day out post-COVID for the Hobby & Motor Show
and assist the community badly affected by the Gospers Mountain fires in 2019/2020.

Classic & Vintage Vehicles, Tractors, Antique Tools and Machinery, Local Artists, Crafts,
Family & Local History, Handmade Jewellery, Military Miniatures & WW1 display, NRMA
display, Plants, Railway Memorabilia, Rocker Cover Races, Stamps & Coins, Vintage Toys
& Games, Woodworking. Food & drinks available.

Presentation of Old Speckled Hen perpetual trophy to one lucky participant of my choice,
possibly furthest travelled, oldest car on the day or just at my discretion.

Admission fee: \$5 per car
plenty of parking



Part of National Motoring Heritage Day
Organised on behalf of the CMC and
MG Car Club - Sydney
Contact: John Lindsay 0403 330 441



I will not be at the next meeting, however as we are not having a run on the Old Speckled Hen day, I have two alternate routes for you to take.

1. Via the Windsor Road. Head for Windsor, over the new Windsor bridge, and head for the Putty Road.
At Wilberforce divert onto the Putty Road, continue for about 8.5km and turn left into East Kurrajong Road.
The East Kurrajong School of Arts is on the left after 1 or 2 km.

2. Via the Bells Line of Road. Continue on the Bells Line of Road out of Richmond for 10-12km. At Kurmond, turn
right into Comleroy Road. After 3km turn right into East Kurrajong Road.
Travel for about 11km and the East Kurrajong School of Arts is on the right.

Have a good time and drive safely and I'll see you there.

John Lindsay



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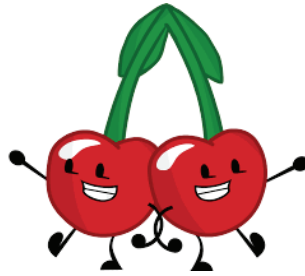


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TOUR de YOUNG
12 – 14 June 2021

Theme Night: "IF I was YOUNG again"

Get your reservation in early as limited numbers available

Saturday: Meet venue to be finalised

Then enjoy the day driving great country roads with activities & stops en route to our accommodation at Young. Afternoon arrival at motel accommodation for a noggin and natter. Evening dinner, dancing and our much loved fancy dress event!

Sunday: Following breakfast we're off for special things to do & places to visit with a sensational finishing highlight

& yes..... there might even be some questions to keep you on track & maybe trick you!

Monday: Breakfast then depart at your leisure

Please complete & return the booking form to Robert Smith*:**

M) 0407 600632 E) robert_smith@live.com.au PO Box 606 Roseville NSW 2069

*****\$100pp deposit & final payments to be made via the Club online payment system:**

Bank: St George / BSB: 112-879 / Account #: 043811680

Please include your "surname & YOUNG" in the transaction description

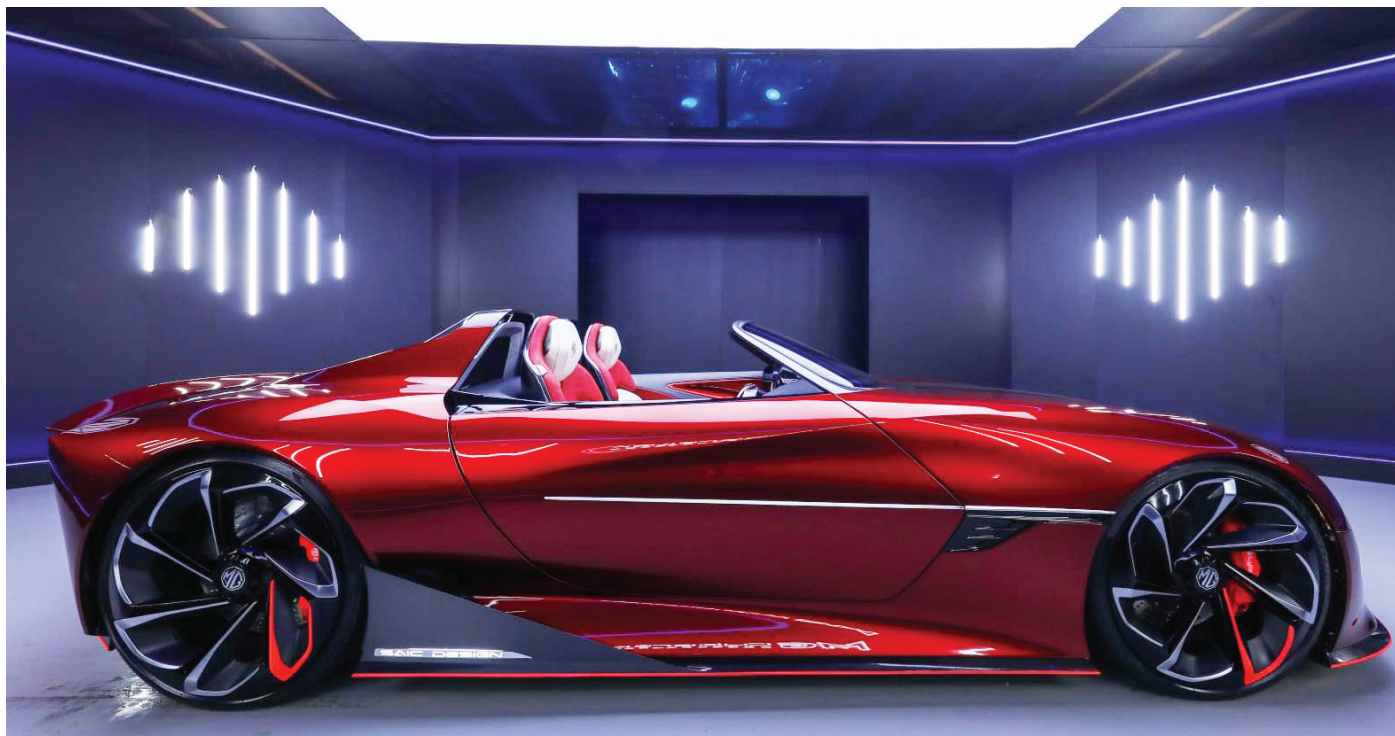


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MG Motor Debuts New Cyberster Concept Sports Car



MG has unveiled the new Cyberster concept in Shanghai. The striking two-door, two-seater all-electric sports car subverts the boundaries between traditional mobility scenes and e-sports entertainment experience, with high-energy design aesthetics, leading mechanical performance and cutting-edge technology.

The MG Cyberster is created by MG's global design team. It inherits the classic convertible shape and recalls MG tradition, drawing a number of styling cues from the classic MGB Roadster. The front face features the design of MG's classic round headlights and slender grille, along with interactive 'Magic Eye' headlights that open when switched on. In order to achieve better aerodynamic performance, the MG Cyberster has evolved the grille into an aerodynamic air duct leading to the front wheels, interpreting new aesthetics in the EV era.

Other striking detail is the 'laser belt' LED strip down the side of the car. The flattened 'kamm tail' design characterizes the rear. The LED taillights integrated flat into the rear of the car projects a digital image that echoes MG's British heritage. In addition, the 7-spoke 'hacker blade' central locking high-performance wheels also enhance the overall dynamics of the MG Cyberster.

The MG Cyberster features a stunning interior that perfectly matches the dynamic appearance of the two-seater sports car. The 'digital fiber' interior design theme adopts a driver-centric layout, with a left and right separated cockpit design. It also features a large-sized LED instrument with a second central screen, which

enhance the driving pleasure.

The interaction is realized through full touch.

Module-less battery

In terms of performance, the MG Cyberster deeply integrates mechanical performance and smart technology. The concept sports car has an intelligent all-electric architecture with an upgraded version of module-less battery technology (CTP). With this, the MG Cyberster offers an impressive range of 800 kilometres and accelerates from 0-100 km/h in less than three seconds. Intelligent driving, active-upgrading technology, 5G interconnectivity and level 3 autonomous driving capability manifestes advanced smart technology.

Carl Gotham, Director of SAIC Design Advanced London, said: "The Cyberster is a bold statement that looks strongly into MG's future. It touches on our heritage, but more importantly, building on our cutting edge technology and advanced design. Sports cars are the lifeblood of the MG DNA and Cyberster is a hugely exciting concept for us."

In 2024, it's exactly hundred years ago when the iconic British car brand MG (Morris Garages) was founded. The upcoming anniversary is a great opportunity to dream of a connection between the old and the renewed MG brand. With the MG Cyberster, the brand shows its sporting aspirations while exploring the possibilities of a future sports car.

MG Motor 09-04-2021



Boot Floor Trouble Part 2

Tom Aczel



Near enough IS NOT good enough.

After rejecting the Metalcraft brand reproduction boot floor for significant constructional oversights, the British Motor Heritage "OE"

boot floor, said to be formed with the original tooling, arrived. But all was not satisfactory with this panel either. The reinforcing swages where the floor turns up at the front were indeed present. But they were poorly done with creases and wrinkles in the metal. They were also wider, and shallower than the originals. The swages crossing the horizontal face of the boot floor were present, but were also more shallow than the original, with less vertical sides. The whole thing was somehow less "crisp" and neat than the original.

The spare wheel securing fixture was a more substantial structure than in the reproduction boot floor, similar to, though still not the same as the original. But structurally quite adequate. However it was attached to the floor panel further forward than the original, by 3/4".

Previously when storing my soft top roof frame in the boot, the horizontal bars for my soft top dropped into the recess between the front of the spare tyre and the forward vertical face of the boot, getting them nicely out of the way into a space otherwise wasted. This will no longer be possible. Now even with the spare jammed hard up to the front of the boot, it is impossible to vertically clamp the spare down with the securing rod. There is also no way in hell that an MGC's (15" diameter) spare wheel will fit using the newer securing point. I now

think this will have to be drilled out and remounted in its original and correct location!

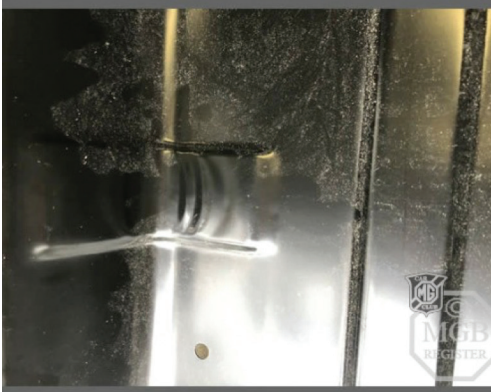
Additionally, the part had been shipped in a box (from Moss) too small in height. The force to close the box had bent the brackets on the floor (no big deal) but had also bent the boot floor and buckled the sides of the floor. Artisan Robert was able to attend to these nicely.

So while Robert administered to the MGB in need, I attended to complex issues such as attaching the new rubber strips to the now repainted petrol tank and further extraction of sodium bicarbonate dust in areas such as behind trim panels inside the cabin. Meanwhile I was able to observe Robert at work, and every now and again render some assistance.

The good bit of news is that despite the above described flaws (not "flaws" :-)) the new boot structure slipped into its aperture very easily with surprisingly little fettling on the way. A myriad plug welds, made fractionally quicker in their preparation by having a "hole maker" lent to us by a retired panel beater I know.

So once we sort the ineptly incorrectly located spare tyre securing part, we will actually be ready to start preparation for painting!

Probably for the first time since around 1977, my MGB has a properly configured, structurally sound boot!!



Another productive day here today yet again thanks to Robert Pope's patience and skill.

A repeat trial fit of the spare confirmed that the spare wheel locating bracket in the new boot floor was indeed too far forward to allow the spare to be properly secured. Robert drilled out the spot welds holding the bracket in the new boot floor and removed the bracket. We

managed to successfully harvest the original bracket off the old boot floor, since the new bracket was not just mounted in the wrong place, but was also visibly different to the original. The holes in the floor were welded up, and the old bracket was plug welded into the correct position. Robert then spent a considerable time dressing the wrinkled swage pressings in the upturn at the front of the boot.

Then came time to clean up the boot, the bulkhead from the passenger compartment side and to sand and clean the unnecessarily soda blasted rear shelf; somewhat tedious but essential, especially carefully masking off the rest of the car.

Finally, at last, Robert could start on what poor Robert originally offered to do for me in the first place, to help

me out and repaint my boot!!!

So on went two coats of etch primer.

So at last, the boot is structurally sound and corrosion free, and all nicely protected by the first two coats of paint. We are certainly getting there!

Two coats of paint primer next, then two coats of colour and two coats of clear.



On Thursday, 17th of April (the anointed day), Robert the Pope arrived with his mobile paint booth (more commonly known as a tent!)

A BIG day lay ahead, with final surface preparations, a little more masking off, to be followed by two coats of colour primer, two coats of colour base coat + 2 clear.

The "paint booth" was floored with a tarpaulin. The ground around hosed down. There were heaters, lights and a large blower fan. The compressor for the paint gun was parked adjacent.

In the end events conspired to show that we were over-ambitious, particularly with the shortening days. Two errant moths landed on the still wet first clear coat. They clearly emit a chemical as they flap around. Suddenly the paint lifted right down to the base metal, even through the etch primer that had been applied a week earlier!

So we arranged to reconvene the following day. Probably just as well, as the paint blend provided by the car paint specialist business proved too yellow.

I headed out early Friday morning with my boot lid to ask the shop to have another try at matching the colour. Meanwhile Robert busied himself dealing with the moth-induced graffiti. The re-blended paint was ready in FIVE HOURS! Clearly fate was trying its hardest to allow another insect induced frustration to occur at dusk.

But this time we pulled it off!

Two weeks now to allow the paint to cure and harden, then some attention to the occasional blemish (my how one can obsess over surfaces to be shortly covered by a spare tyre, soft top and tools and, in the cabin, by carpet!)

Then comes refitting the fuel tank, boot lid, bumpers, tail lights, harness etc. And then we (thy?) will be done! (And it will be heaven :-))

Article written by Tom Aczel and published on line by UK MGB Register.



Tribute to Ron Taylor

Without Ron Taylor, there would be two MG's, still languishing in poor condition and wasting away on the Central Coast, NSW, a 1953 MG TF 1250 and a 1961 MGA 1600.

In 2014, Ron provided me an opportunity to move my partly completed MGA into his workshop in West Gosford on the understanding that he would give me a hand to do the work I couldn't do, and I could work with him and do the rest. The car, which I bought on the day the Opera House opened in October 1973 had been dissembled completely in 1980. I then did all of the panel work at Fyshwick Tech in ACT and had it painted professionally in Canberra before bringing it to Gosford in 1987, where it sat in a garage unfinished and unattended for 27 years.

In that time the paint work bubbled and on closer inspection we found that it had not adhered as well as it should have, we think because it had been painted with a Spartan product, around in the 1980s, which they said required no primer/undercoat.



Ron was not at all daunted and together we agreed that the only sensible option was to start the paint work again. I removed the body from its chassis, had it stripped down to bare metal and then Ron primed and painted it, Monza Red, its original colour. There was no extra panel work needed.



In the years which followed, and with Ron's guidance, I re-assembled the car. His persistence and detailed knowledge were invaluable and, had it not been for his encouragement, the car may never have reached the

stage it is now at, that is, driveable but needing just a few more minor things to be done (mainly cockpit trims) before conditional registration.



There were highs and lows in Ron's workshop. I was on a high when nearing the end of the MGA project but then in about 2016 came the decision to save the MG TF, a complete basket case. It had been recovered in the early 1990s from a garage close to the sea in Collaroy. Before doing the MGA with Ron, I had decided that the TF was too far gone and that trying to restore it would not be a smart decision. Even though Ron was not well by that stage he was keen that we proceed.





Both vehicles are matching number cars. Their motors, gear boxes and diffs have been completely overhauled. Emphasis has been on restoring the cars to their original condition and colours. In this regard the MGA is the most original. Everything removed from the car was restored and put back onto it (including the original nuts and bolts) whereas with the TF, there was a need to replace many of the badly deteriorated parts.

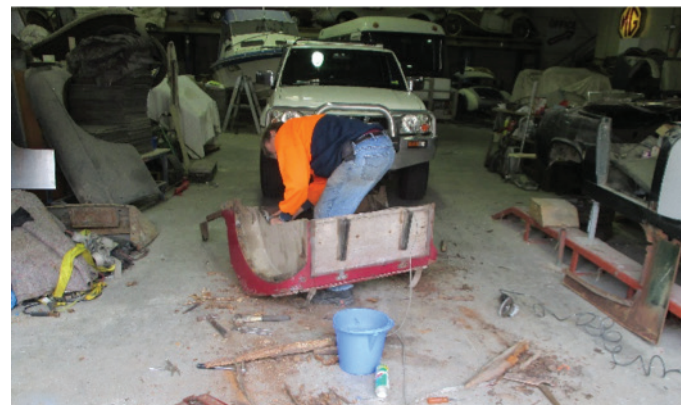
The TF is now finished and on conditional registration.

Thanks not only go to Ron but also to the other MG enthusiasts who assisted. In particular Bruce Smith for providing parts and advice, Ian Hill who did the MGA mechanicals and David Moor of Nabiac who rebuilt the TF motor. Tom Wilson (USA) sourced the material for the TF upholstery in original colours and Darren Baldwin of "Stitched Up Custom Trim" in Tuggerah did the trimming. Peter Fogarty helped with the TF carburettors and tuning.

Without the encouragement and drive from Ron Taylor, these cars may have been lost. He not only provided the guidance and knowledge required to complete each project, but also the commitment for me to go to his work shop each day, to get them done. I will miss my MG connection with Ron Taylor. With Ron's passing the Club has lost a fine member and a stalwart of the MG community in NSW.

Thanks Ron - Rest in Peace.

Eric Pearson



I dismantled the car completely. Ron replaced all of the wood work and did major panel work.

John Harris (now deceased), a retired panel beater and spray painter and former member of the MG car Club painted it in Ron's booth, and I put the car back together again in Ron's work shop, including remaking many of the original and difficult to procure parts.

Under Ron's tuition I came to understand that any part can be reproduced, with patience and innovative thinking. From him I learned the skills of restoring what appeared to be unrestorable, such as refurbishing old steering wheels. I came to understand the range of views on what is considered original and what is not and the debates that these matters invite.



2022 MG National Meeting

Bulletin 1



You are invited to join MG Car Club Newcastle

“MGs by the Lake” 15th to 19th April 2022

Lake Macquarie Easter 2022

All the traditional activities & events

All social events will be held at Club Macquarie in Argenton. A variety of accommodation is available close by, including 36 rooms at the club's own motel.

Friday- Registration & Noggin n Natter & Rocket Cover Racing

Club Macquarie is just 5 minutes' drive from the Lake, and is the venue for Registration and all the evening social events.

Saturday -The Concours

The Concours will be held in beautiful Speers Point Park, right on the shore of Lake Macquarie, with a large paved area available on the off-chance of inclement weather.

We are also planning an optional scenic cruise on the Lake.

Sunday - Speed Event

Those with the need for speed will be able to test themselves and their cars on our recently extended and improved Hillclimb at the Club's Ringwood Park .

Monday - Motorkhana

The motorkhana will take place right alongside Lake Macquarie at Rathmines, a 20 minute drive from Club Macquarie. This is where the famous Catalina Flying Boats were stationed during the 2nd World War, and the area is steeped in history.

Sunday & Monday - Touring Events

Lake Macquarie will be the backdrop for the Observation Event and Kimber Run. Participants will enjoy the scenic landscape, interesting roads, and testing questions.

Saturday & Monday - Social Events

The Theme Night and Presentation Dinner will be held at Club Macquarie. “Back to the Sixties” to mark the 60th anniversary of the launch of the MGB.

Tuesday - Farewell Breakfast

On Lake Macquarie at the Belmont 16 Foot Sailing Club.

A Special Note about Accommodation

“MGs by the Lake” will coincide with the Australian Deaf Games being held in the area so accommodation will be in demand. The NatMeet website provides a list of accommodation and we strongly encourage you to make early reservations.

Go to Website - www.natmeet2022.mgcarclub.com.au/ and click on Express Interest
Chair Bruce Fraser chair.mgnatmeet2022@gmail.com
Secretary Fran Hodgson mgnatmeet2022@gmail.com

Sydney MGCC. National Meet 2022 Update.

The MGCC National Meeting in 2022 will be held over the 15th -19th April, hosted by Newcastle MG Car Club. Named 'MGs By The Lake', it will take place around Lake Macquarie. Club Macquarie, where our three social events will be held, is only 120 kilometres from the beginning of M1 at Wahroonga. Our booked motels are short driving distances to Club Macquarie, which itself is twenty kilometres south of Newcastle.

Newcastle MG Club's Bulletin #1 introduces the event and everything on offer, and can be downloaded from the following link: www.natmeet2022.mgcarclub.com.au 2022 National Meeting Bulletin#1 [PDF]

To express your interest in the event and ensure that you receive updated bulletins as they're made available, click this link to the MGCC Newcastle website for the meeting. There, you'll find more information and can also click 'Express Interest' to put your name down.

By expressing interest you'll receive each Bulletin as it's sent updating Nat Meet information. When I receive this link I, will also be contacting you with it. Even if you aren't sure of attending, do fill it in to keep up to date.

Bulletin # 3 or 4 usually comes out late November and asks you to register your details with Newcastle MGCC.

You'll have (usually) till late February to register with a discounted cost for registering early.

In late January I will be asking for your details eg. car, accommodation, activities etc. to prepare a spreadsheet

for us all. Providing these details makes it easier for me, so please do supply all the details asked for.

Accommodation

With the Easter long weekend and other events being held around this time, there is limited motel accommodation, and great demand.

I have secured all rooms in The Esplanade Motel and a few more in Catalina Motel Lake Macquarie, however as more members book we'll be given more rooms there.

Catalina Motel Lake Macquarie has trailer and tow vehicle parking available and is closest to the motorkhana venue. Each of our motels is about a ten minute drive to Club Macquarie.

When you phone to book at either motel you must mention Dominic David, MG Car Club Sydney. My name will then be taken off the register and yours will be added. Please begin booking motels soon so we secure all rooms, particularly in the trailer parking motel.

Catalina Motel Lake Macquarie., www.catalinamotel.com.au. 02 4959 4833 and you'll speak with Eleanor.

The Esplanade Motel. www.theesplanademotel.com.au. 02 4948 9666.

If you have any questions, please don't hesitate to get in touch.

Dominic David, National Meeting Coordinator

M: 0414 407 400 dom.d.david@gmail.com

COVID Quiz, MGA Engine Bay

In 2019 at our Concours & Display Day, Tom Aczel pointed out that the MG Logo plate on my car's rocker cover was not the same as the original ones. I decided to investigate this during the lockdown last year and to find the correct MG Logo/Westlake plates.

This investigation has led me down a path where I exchanged engine bay photographs with Cecilia Bruce at Scarborough Fair in the US. As we commented on each other's photos, I came to the view it would be interesting to test the local MGA brains trust and thereby increase our combined knowledge of these MGs.

Of course the Abingdon (UK) assembled Cars differ from the Enfield (Australian) assembled cars, but we thought it would most interesting to get some answers on some of the points raised by Cecilia.

Here is our 6 point mini-quiz. The experts' answers are presented separately in this *Opposite Lock*.

1. What is the direction of Air Filter mesh? ie Are the "eyebrows" of mesh towards or away from the engine?
2. How many band-type clips were originally fitted to the Heaters x2 and 1 Carburettor ducting hoses?
3. What is the correct style and colour of the rocker cover MG logo plates? and did the colour change and when?
4. Which terminals on the starter switch and starter motor circuit had rubber boots?
5. Were the steel sections of the oil cooler pipes painted? and if so what colour?
6. Did the main wiring loom have any manufacturer's labels? What and how many?

See Expert's answers on Page 29.

Hope you enjoy the brain teaser.

Allen Gower

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MG Pre-War and TYme Event

Event Information and Registration is now available for the MG Pre-War and TYme Event to be held in Canberra from 1 to 4 October 2021. The information and registration form can be found at: <https://mgcccanberra.org.au/>

Inquiries concerning the event may be sent by email to mg-pre-war-tyme@mgcccanberra.org.au, or by phone to:

- Pre-War Registrants: Malcolm Robertson 0408 627 685
- T Type and Y Type Registrants: Kent Brown 0412 558 029






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Letter to the Editor

Dear TD enthusiasts

The MG Car Club of Victoria keep a National Register of TD's that they have offered to share with us. If you send me your TD engine and chassis numbers I can make the inquiry for you to find out the history of your car. I am sending mine off now and am very interested to see what information they have.

Happy and safe motoring,

Michael & Jacqui Gerondis. TD Registrars.



I am wondering if any of your members would be interested or are interested in being chauffeurs for people attending my events around Sydney, the Hunter Valley and the Southern Highlands. I organise small events for about 20 people max to attend various locations and I am always looking for ways to make them fun and different. I am also in the process of setting up vintage events for small groups or couples whereby everything will be in the vintage they choose. Also if you have any members that are willing to allow well behaved dog passengers that would be of incredible interest. I am seeing that this is away to help members maintain their gorgeous cars whilst earning some money from their passion and giving others a chance to enjoy them.

Rosemary Lee

www.rosieevents.org.au

Email: firstgypsyrise@outlook.com

Gathering of the Faithful 10-12 September 2021

Thank you to all of you who have recently asked about Gathering of the Faithful 2021 in Wagga Wagga and for your continued support of this event.

We understand that many of our entrants make their accommodation booking in advance so with this in mind.

We are planning on going ahead with this event in 2021 (COVID permitting) and the dates will be 10-11-12th of September 2021.

We have booked Cross Street carpark, which is the same as last year and Mercure Wagga Wagga for our Saturday formal dinner.

This may influence where you might stay.

We are hoping to get the entry forms out at Easter time!

Michael Reeves Gathering of the Faithful Coordinator

Peter Baldry MG Car Club Contact
0407 102 279

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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.

Illawarra Register

The Illawarra register's program for the year is based on advertised social events in conjunction with the Jaguar drivers Club of Australia, Illawarra & Southern Highlands Register.

March 2021 Run

Our combined registers conducted a very successful twilight social run to Stuart Park, Hanley Drive North Wollongong.

Unfortunately, we had very heavy rain about 3.30pm that afternoon and consequently a number of us only brought along our 'moderns', including me. I was then suitably embarrassed by the more adventurous who came in their classics, because it had fined up nicely by about 5pm.

About 25 of us enjoyed a very relaxing social time cooking, sitting and chatting in a truly lovely spot next to the lagoon and beach at Stewart Park. Enjoy the photos taken by yours truly and to my personal shame there are no classic MG's in my photos either!



Michael Hough



Our Next Events

Thursday 27th May:- Social Run to Harpers Mansion, Berrima. Harpers Mansion is a lovely historic National Trust property in classic Berrima NSW Southern Highlands and for background details on the NT property see:-

<https://www.nationaltrust.org.au/places/harpers-mansion/>

The cost is \$8 per person concession or \$10 adult

We have already placed a group booking so do not book direct but please.

Contact: Ron Critcher 0487 917 324 rcritcher@bigpond.com by Monday 24th May.

The tour will commence at 10am at 9 Wilkinson St Berrima and make your own way there for a prompt start.

We will then walk down to Berrima a for morning tea/ lunch at a local café if you wish to join us.

Christmas in July.

Sunday 25th July at Mt Keira Scout Camp.

Commencing at 12.30

We are pleased this event is on again after cancellation due to Covid last year, however ongoing Covid safety health concerns means that seating is limited to approx 40 per session, so the Scouts are running it over two weekends. We have block booked Sunday 25th July and it's a great event, so please book early. It's \$35 per head plus BYO and you need to make your booking before 11th July.

Contact: Ron Critcher 0487917324 or email rcritcher@bigpond.com

CHRISTMAS IN JULY 2021
MT KEIRA SCOUT CAMP
Maximum 48 people per Event

Sunday July 25th for Lunch
at 12pm for 12:30pm
at Mt Keira Scout Camp
Cost \$35 per person
BYO Drinks
RSVP
Email: rcritcher@bigpond.com
Before July 11th, 2021

Wings Over Illawarra Sat 13 Nov 2021

This long delayed event Wings Over Illawarra 2021 is now rescheduled for Sat/Sun 13-14 November 2021

<https://wingsoverillawarra.com.au> for early details

We have scheduled an MG Car Club Illawarra Register run for the Saturday 13 Nov 2021, so please book it into your diary.



Michael Hough

COVID Quiz, MGA Engine Bay Answers

Answer 1. There was no agreement on mesh direction, however all experts agree that mesh direction should be the same on both Carbs.

Here the "eyebrow" of the diamond is away from the Carburettor



Answer 2. Abingdon cars - one clip on push-rod engines; two on twin cam engines. The clip was only fitted on the heater inlet and other tube-to-duct connections simply pushed onto the tube. Australian cars - Heaters were seldom fitted to cars. If fitted the band & split-pin clip was fitted on the heater inlet duct only.

The carb duct was "fixed" with one self-taping screw at the steel tube, with guide hoop clip forward of the radiator.

Where there was no heater fitted the 4" tube was blanked off with a bitumised cardboard plug held position by 3 U clips.

Band & Pin Clip on Heater Duct.

Answer 3. On Abingdon cars - with early cars, the plates were red and later cars (including all Mk IIs) were black. On Australian cars - early cars were red and later cars black.

The transition time from Red to Black is not clear.



Interestingly, a very original MGB has been found with a Red MG Logo plate; so it appears the factory sometimes used what was at hand.

The correct MGA logo plate and Westlake

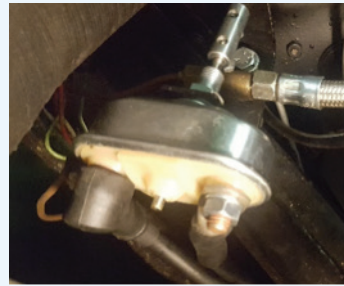
plates are difficult to obtain and most suppliers sell the MGB plates.

The correct style of Red & Black Logo Plates.

The correct "Westlake" plate.



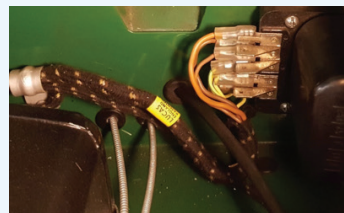
Answer 4. Two boots are required per car but often both are incorrectly fitted to starter switch, when in fact only the live (battery) terminal needs insulation against accidental contact. The second boot fits onto the starter motor to keep it clean from mud / water splashing.



One rubber boot on the "Live" terminal

Answer 5. Yes - black.

Answer 6. Yes two markers - a yellow tag with black writing (Lucas) on the loom as it crosses the firewall. Also one small brass ring (with Lucas part number) on black earth wire which attaches to back of speedometer.



Lucas label on the wiring

Other feedback received.

(i) The bonnet catch anti-rattle spring is often missing and should attach between the small tag on

the bonnet catch rod and hook through the hole in the gusset above carburettor duct tube.

The spring was also sometimes hooked onto an extended mudguard bolt.

(ii) These engine details are unlikely to make a big difference in the Concours judging, as the basics of the car need to be right first. Only with the basics right will the judges turn to look at these details. Basics include paint colour, trim colour, carpet material, cross ply tyres, round end oil-cooler, spare wheel cover, bolt brands, posi-drive screws. Hope you enjoyed. **Allen Gower.**



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Shannons Sydney Classic Sunday 15th August 2021



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Entry to display your car is by ticket only, and only a limited number of tickets will be available to the club.

Contact: Greg Fereday 0408 611 427 gregfereday1@gmail.com to reserve your place. Tickets will be available nearer to August when issued by the CMC.

Over 1900 Veteran & Classic vehicles from over 110 clubs on display at Sydney Motorsport Park Eastern Creek, including cars, motorbikes, scooters and military vehicles, police vehicles, ambulances & fire engines. It's on rain, hail or shine. There's also plenty to see and do indoors!

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Don't forget, this is very close to Father's Day, so come along and pick up a gift that Dad will love!

It's a day for all the family with lots of things for Dad, Mum and not forgetting the kids with clowns, face painting and lots more and it's free entry for kids under 16 years!

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ken.lees1234@gmail.com



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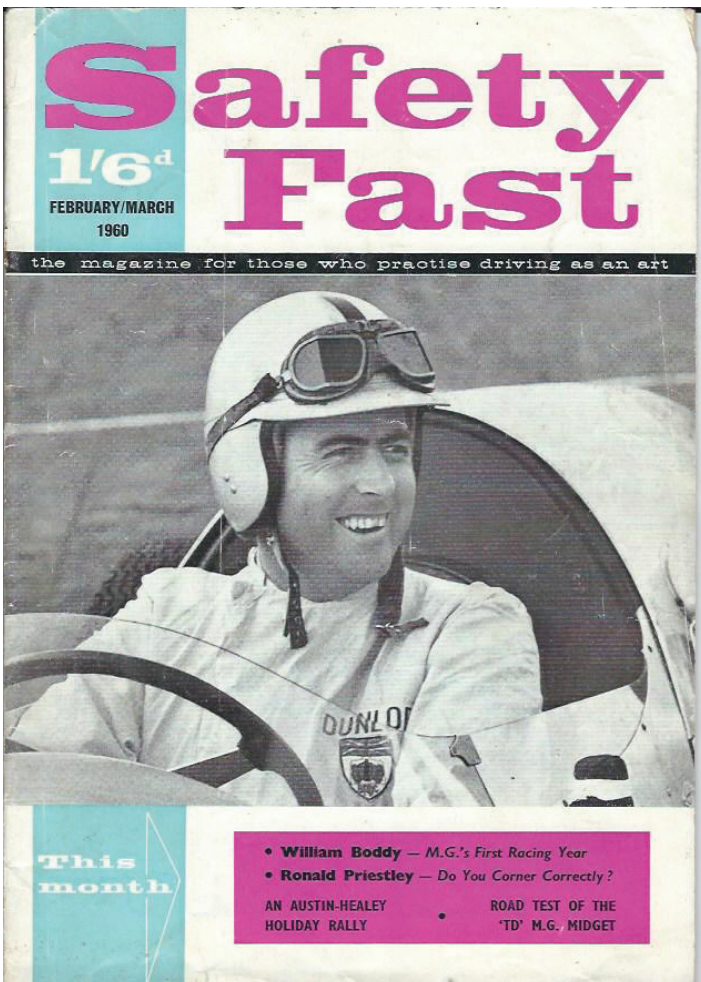
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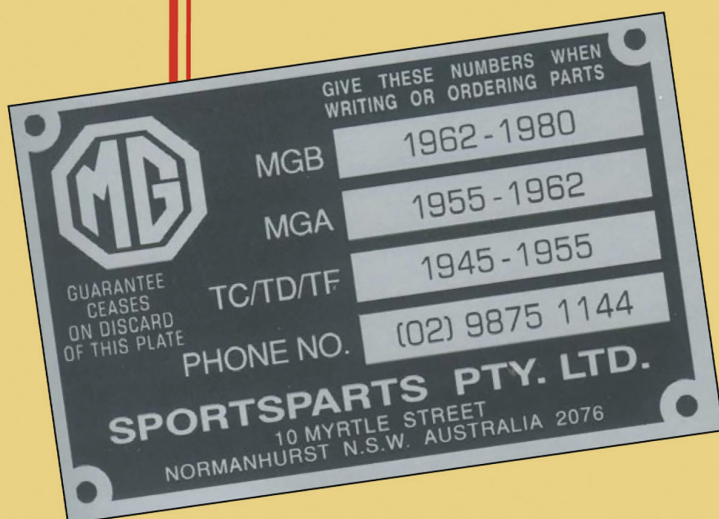
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