



Official Journal of the MG Car Club – Sydney

Opposite Lock



July 2021

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Tour de Young
MG "The Bends"

MG Restorations
CSCA Under Lights

MGCC Sydney Club Calendar 2021

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, Mark Robson
- 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*

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President's Report

Like most people in my position, I always like to commence this monthly report with something positive. Sometimes this is not always possible. The commencement of our most recent lock-down in Sydney has once again made this difficult.

However, nobody can deny the trouncing that the New South Wales Rugby League team dished out to Queensland in the recent State of Origin is something to celebrate. I don't think I can remember the last time New South Wales defeated Queensland so convincingly two matches in a row. Gave me that warm happy feeling I used to experience when MGs trounced the Austin Healeys around Amaroo Park in the seventies.

Recognising that this is not exactly an "MG" start to our monthly magazine, it is somewhat disappointing to note that we are back in lock-down and that our events at least for the last week of June and the first two weeks of July are postponed if not cancelled. At this stage it is to a certain degree doubtful that the July members meeting at the Strathfield Golf Club will go ahead as scheduled. Members will be advised closer to the date when the Government's intentions are clearer as to whether the lock-down will have a staged closure or will come to an end as initially intended on Friday 9th July. Please be on the lookout for a Running Board late in the w/c 5th July for details.

Given that a number of club events have been affected by the lock-down the Board has decided to plan some additional activities to add to the club calendar in the second half of the year. The objective being to increase the value to your membership during these difficult times and on into the future. One such event will be a Presidents Run which at this stage is intended to be a drive out through the Ku-ring-gai Chase National Park to West Head and then back along McCarrs Creek Rd, Pittwater Road and Barrenjoey Rd to Palm Beach. We will then return to Brookvale at some time in the late afternoon for drinks and dinner at the Truck Bar, 4 Pines Brewing Company Brookvale. I was privileged to share in the experience of this establishment some weeks ago in the lead up to the last Sydney Waratah's game at Brookvale Oval. Fortunately, the beer was of such a high standard the trouncing we received at Brookvale Oval is now a distant memory, as is the season. Details of the timing of this run will be available shortly however it is my intention to hold this event on a Saturday afternoon.

In addition to the above the Chief Registrar is planning an event for younger members details will be available shortly.

As for the rest of the month it is still our intention to hold the breakfast run on 18th July organised by the MGF/TF register and an invitation has been extended to all members by the Illawarra Register to attend their Christmas in July celebration on Sunday, 25th July at the Mount Keira Scout Camp commencing at 12:30 pm. Given the uncertainty of the current situation confirmation and/or cancellation of these two events will be advised by a Running Board in time for members to adjust their plans.

Given that we will be spending the rest of this week and next in lock-down it is an ideal time for members to update the membership database with information on our respective cars. As we have mentioned in previous communications the new system has the capacity to greatly assist our Club Plates official Brian Woolmer in his duties. Complete membership detail will make the historic registration process more seamless however, it does depend on our individual contributions.

As always, enjoy the month, stay safe and I look forward to seeing you all at our next event.

Charlie Frew.



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!

Tim Watts	MGA
Margaret Cowle & Fleming	Christensen Midget
Michael Wyhowski	MGF
William Beckinham	MGB
Graeme & Theresa Johnson	MGA



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@mgsydney.com.au



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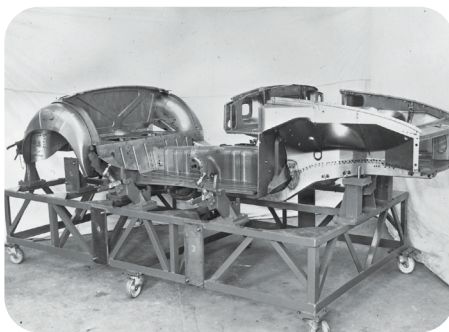
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Monthly Club Gatherings are held
the second Tuesday of the month at
Strathfield Golf Club,

52, Weeroona Road , Strathfield.



July 2021 Cover:

Allen Gower in his MGA on Easter
Monday. Photo taken by Greg Fereday.

July 2021 *Opposite Lock*

Contributing photographers:

Thanks To:

Michael Hough, Tom Aczel,
Greg Fereday, Claudia Lovette,
Seth Reinhart , Scott Bailey,
Maurie Prior , John Bastian,
Granville Harris, Hilary Wren.

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Magnette	Peter Baldry	Lesly	0407 102 279	leslyandpeter@gmail.com
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C and V8	Steve Foldhazy	Chona	9680 4648	mgcgtsf@yahoo.com.au mgbgtv8sf@yahoo.com.au
Midget and FWD	Vacant			
Post 2010	John Lindsay	Lesly	0403 330 441	john@technispec.com

Club officials

Club Secretary	John Bastian	Ros		secretary@mgcarclubsydney.com.au
All British Day & Concours	David Noble	Leta	0414 576 376	david.noble070@gmail.com
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Breakfast Runs	Vacant			
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Regularity	Stephen Perry		0434 275 970	windywoofer@gmail.com
Social Secretary	Vacant			

Gulf Oil Australia

Our guest speakers for our June Gathering were Mike Ridley-Smith CEO Gulf Oil Australia and Phil Amos Director Gulf Oil Australia.

A passion for cars and a lifelong love of motorsport makes Mike one of the oil industry's most recognisable figures. As the CEO of Gulf Oil in Australia, he has led the growth of the iconic brand in the Australian sportscar market since 2017.

His challenge in 2021 is to lead Gulf Oil Australia into an exciting new era with a return to F1 with historic partner, McLaren. Mike also spoke to us about the mechanism of petrol pricing in Australia.



Phil Amos has spent most of his working life in the oil industry in senior roles. Today, he is a Director of Gulf Oil Australia where he focuses on strategy and business development in support of the CEO.

Greg Fereday



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2120 Australia





Guest Speaker :

Wendy Swinburn is a volunteer with RFDS and will be talking about the vision and energy of the "Man on the Twenty Dollar Note", Reverend John Flynn.

It is a history, including tales of hardship and heroism, of how it all began when transport and communications in the inland were in short supply. The RFDS has grown from one aircraft in 1928 to a fleet today of 77 nationwide with a team of dedicated doctors and nurses, pilots and flight support staff.

Today the RFDS provides both emergency and primary medical care in a very different world to 1928 but one where the needs of the inland remain just as challenging.

What do we do today? How do we fund what we do? What lies ahead for the future?

Please join us on Tuesday 13th July to hear this very interesting presentation.

Greg Fereday



July Mid Week Muster Wednesday 21st July 2021

Common Ground Café & Bakery

The Old Razorback Inn

1580 Remembrance Drive, Picton

Meet: From 10.30 for morning tea
and/or 11.30 for lunch

Café has a large range of sandwiches, pies, soups, salads and desserts.

Artisan breads are also sold at the bakery.

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

Organised by Colleen Evans

Bob Parkinson 0412 968 771

rjparko@bigpond.net.au



Membership Renewals

Sheila Trotman



A reminder that membership renewals fall due on 30 June 2021 and we encourage you to renew your membership, along with any family members as soon as you are able to and of course, new family members are always welcome!

With the introduction of our new membership system, you will find the online renewal process quite easy to follow. The system will automatically send you an email reminding you that your renewal is about to fall due, the email will contain a 'renew now' button. By clicking this button, you will be directed to your profile page where you can check that your details are complete and up to date and then follow the prompts for payment where you can pay online by credit card. If you overlook the email for some reason, a follow up reminder will be sent.

You can also renew at any time by logging into your profile via the MGCC website, click the renew button in your profile (just below your Membership Card) and follow the prompts to action your renewal. At the time of writing quite a few members have already processed their renewals this way and have found it quick and simple. The User Instructions previously sent via a Running Board are printed here for ease of reference.

Whichever online option you choose, a confirmation of your renewal and a payment receipt will automatically be forwarded to you by email. Your profile will also be automatically updated to reflect your new renewal date, as will your membership card.

If you are unable to renew using these online options, please contact me on the number below and I will send you a copy of the renewal form either by email or post, for you to complete and return. You can make your payment by completing the credit card section on the form or by enclosing a cheque with the completed form. When received I will manually process your renewal and your profile details will then be automatically updated to reflect your renewal.

As a reminder, membership of the Club is a condition of

the registration of your car under the Concessional Registration Scheme. If you are not a financial member of the Club, then the registration cannot legally be renewed, and the Club cannot sign the form required by Service NSW.

Membership fees remain unchanged from last year and are as follows:

Renewal Individual Member	\$100
Renewal Family of two	\$115
Renewal Family of three	\$130
Renewal Family of four	\$145

We appreciate your support and involvement with the Club and look forward to your renewed membership for the coming year.

If you have any queries or if I can help in any way with the renewal process, please do not hesitate to contact me.

Sheila Trotman Membership Secretary
0410 504 132

Note: Important Information for Apple Users

Members using the Safari browser on their laptop, iPad or iPhone may encounter an issue when logging in through the club website. If so, please clear your cookies and turn 'Prevent Cross-Site Tracking' off before logging in again. This can be done through the privacy settings in Safari's 'Preferences' menu on a laptop or the Safari tab in 'Settings' on an iPhone or iPad. If you wish to leave 'Prevent Cross-Site Tracking' on, please use the <https://mgccs.wildapricot.org/> site to update your details and renew your membership. Alternatively, you may find it easier to use a browser other than Safari.

Sheila Trotman Membership Secretary

Conditional Registration

Brian Woolmer



As you may have heard the club has a new Membership system for managing the club's affairs. This eventually will include the management of the Conditional Registration process which up to this time has been a mail in/out process only.

For those members who do not have access to a computer please continue with the mail in process.
PO Box 363, Seaforth 2092.

You can now send in documents by email as outlined below.

Step 1 - Go to the club website and follow the links MG Car Club > Conditional Registration > [Historic](#).

Step 2 - Select the Historic Vehicle Declaration form (red). This will take you to the RMS website. Locate the required form. Type your details into the left hand side of the form and then print it. It will print in .pdf format. Close the form.

Step 3 - Find and print the Club Declaration form then complete the details.

Step 4 - Pay the club fee of \$20 by direct deposit to St George Bank BSB 112 – 879

A/C 0438 11680 and note your name/rego number on

the transfer. Print a receipt.

Step 5 - Scan separate and legible copies of a current pink slip for the vehicle, a copy of the renewal notice, your club declaration, your receipt and the completed Historic Vehicle Declaration (.pdf).

Email these as attachments to the club's Plate Registrar

clubrego@mgcarclubsydney.com.au

The Plate registrar will print your HVD, check other documents then sign, date and stamp the Declaration.

The Declaration form will be returned to you by normal post as the RMS must see the original details of the Plate Registrar including the club stamp.

This process will be similar when we eventually transition completely to the new Membership System.

If you have any queries please call the Plate Registrar
Brian Woolmer on 0407 274 655.

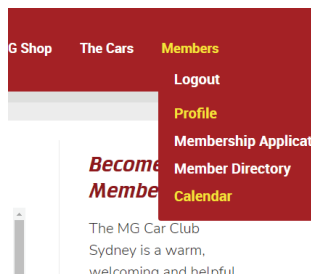
clubrego@mgcarclubsydney.com.au

Brian Woolmer Plate Registrar

LOGIN AND USER INSTRUCTIONS FOR NEW MEMBERSHIP SYSTEM

Membership Profile

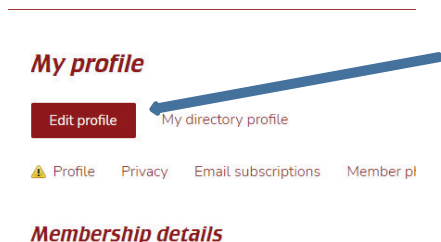
Once you have set up your password and logged into the MG Car Club Sydney Website click on the Member section (right-hand side), click on **Profile**.



Your membership card is visible in your profile – you are able to print a copy if you wish. Your membership number which was generated by our previous system is shown on the card as well as a new system generated ID number. New members will only receive this new ID number

Some terminology has changed from our previous membership system – Primary Member is now **Individual Member**; Primary Family Member is now **Bundle Administrator** and Family Member is now **Bundle Member**.

Click **Edit Profile** and follow the steps below to:



1. Check that your details are correct and complete, if not amend and update where necessary. You can also click on your Bundle Members' name(s) to update their details.
2. Enter details of your car(s) as indicated by the various fields
3. If you wish – upload a profile picture and car pictures or documents that you may find useful or relevant to store in this area.

Click **Accept terms**

Click **Rego type selected**

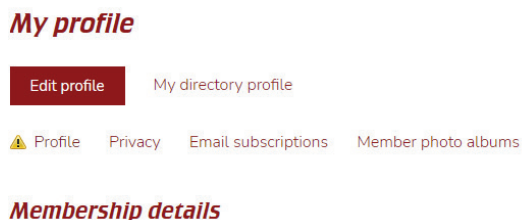
Click **Save** (at the bottom of the page) when completed

Scroll back to top of page

Click **Privacy** and adjust settings to your personal preferences – note '**Anybody**' does not apply to our settings – you can therefore either nominate for all MGCC Members to see the various details or nobody other than yourself.

Please note only MGCC members can access the Member Directory

Click **Save** when completed



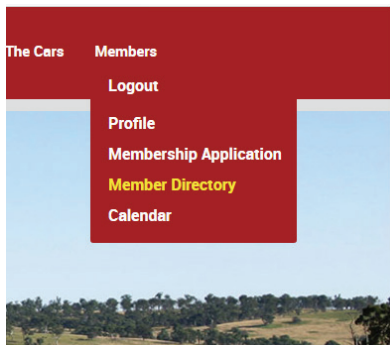
You are able to add photographs and documents to your profile by clicking Member Photo Albums and following the prompts to upload.

Note: if using a Mac you will need to upload by one of the approved specified formats: tpg, gif, png, tif

Important Information for Apple Users

Members using the Safari browser on their laptop, iPad or iPhone may encounter an issue logging in through the club website. If so, please clear your cookies and turn 'Prevent Cross-Site Tracking' off before logging again. This can be done through the privacy settings in Safari's 'Preferences' menu on a laptop or the Safari tab in 'Settings' on an iPhone or iPad. If you wish to leave 'Prevent Cross-Site Tracking' on, please use the <https://mgccs.wildapricot.org/> site to update your details and renew your membership. Alternatively, you may find it easier to use a browser other than Safari.

Member Directory



The Membership Directory is a useful resource if members wish to communicate with each other quickly via the system. After searching for a particular member, a message can be sent to them generated through the system, note members' email addresses will not be divulged.

Member Directory

In this section you can search by Interests and Models



Or you can click on **Advanced Search** where you can enter various combined parameters for a search e.g., suburb, model and colour.

In either the general Member Directory view or when results are displayed in a search, you can click on the name of the member(s) displayed and send a message. Members' email addresses will not be divulged.

Mobile Member App

If you would like to easily access your club details from your mobile devices you can download our mobile app from the Google Play Store or Apple App Store – search for Wild Apricot for Members App



Wild Apricot for members 4+
Wild Apricot Inc.
Designed for iPhone
★★★★★ 4.7 • 4.6K Ratings
Free

From the app you can:

- Update your profile details
- Search for a member and contact them
- View upcoming events
- Register and pay for events
- Add events to your calendar
- Provide QR code for event check in

BREAKFAST RUN – THIRROUL BEACH PAVILION

Sunday 18 July 2021

Organised by the MGF/TF Register - All Welcome

Join us for a wonderful drive via an interesting & easy route through some iconic mountain scenery to Thirroul followed by a tasty casual breakfast on the beachfront at the historic Thirroul Beach Pavilion.

Meet: 7:45 am at McDonalds, Allison Cres, Menai, NSW (parking adjacent at Menai Park in Duncombe Place) for 8:00 am departure. Remember COVID restrictions not to congregate and to maintain social distance.

Cost: \$ 21 for breakfast per person. Payment on booking required.

Bring: Your MG (or your daily drive). All models of MG new & old are welcome. Pen/ pencil to write on route notes.

Bookings: By Sunday 11 July 2021.

email to Mark Robson at markr@australwright.com.au.

Navigation: Easy directions – this is not a navigation run

Parking: Plenty of off street parking & a short 50 metre walk to Thirroul Beach Pavilion.

Breakfast: Eggs on toast with one of your choice of 9 different side dishes. Tea & Coffee

Payment: \$21 per person EFT deposit to the MG Car Club's account. St George Bank Limited
BSB:112-879 Account No. 043 811 680

Please include your surname & "Thirroul" in the transaction description: e.g. Brown - Thirroul



Shannons Sydney Classic 15th August, Book NOW!



Sydney Motorsport Park

Display your MG with other members of the MG Car Club and the opportunity to drive a lap of the Race Track.

If you have reserved a ticket for the event it is now time to pay \$25.00 online to the club account:

MGCC St George Bank, BSB 112-879 Account # 043811680

Please note your "Surname and Shannons" in payment description.

Tickets will be available once paid for at the July gathering.

If you cannot pick up at the meetings, please add \$2.00 and the ticket will be mailed to you.

Tickets not paid for before the July 13th meeting will be offered to those on the reserve list at the July meeting.

Contact: Greg Fereday 0408 611 427 gregfereday1@gmail.com

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!

Double-decker bus rides around the track (gold coin donation for the Bus Museum) Trade displays in Pit Garages all day with books, models & all sorts of memorabilia available for sale at the CMC Markets, plus live music.

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!

The CMC Trade Stalls and CMC Markets are a fabulous collection of car and non-car merchandisers, taking up every one of Sydney Motorsport Park's 50 double garages in the main pit building with thousands of wares, specials and collectibles! There is something for everyone.

Greg Fereday

Tour de Young

Gary & Wendy Maher

The Tour de Young was worth waiting another year for – as the football commentator, Rex Mossop, used to say: 'I'll pre-empt that later'.

The start at Prestons McDonalds was easy enough to locate but finding the way in was another matter. A few laps around Round-Abouts and we were in and facing the smiling Robert and his new 'wing-man', Matt. We received our colourful name badges, made by Robert & Jill's son, Andrew, our bag of Hilltop Region booklets and our usual first day instructions. Oh, yes, and then there were the questions for the 'Mobile Trivia'.

After a cup of 'questionable' coffee, we had to leave the very small car park, so we didn't get to greet all the other 'combatants'. Basically, we followed the Hume Motorway south, detouring through Mittagong and Berrima, then Bredalbane and Gunning. Along this route we had to answer Rob's convoluted questions plus count all the overpasses we travelled under – with one named 'Sierra Rd' – more on that later – and find a 'Pet Rock'. There's no such thing as a 'quick' coffee in Gunning – especially after chasing up a couple of questions and searching along the river for a 'lucky stone' – a real 'pet rock'.

A quick dash down the highway brought us to Bowning, then 54.6 kms of great drivers' roads found us at the Light Horse Hotel in Murrumburra for lunch of the biggest hamburgers I've seen. Then came one of the highlights of the tour – a talk by Carl Valerius about a famous

member of the 1st Light Horse Unit in the First World War. No, not a person, but a horse – a very big horse known as 'Bill the Bastard'. Bill had an illustrious history and Carl, who is not only a story teller, but an artist and sculptor, has immortalised 'Bill' in a classic, historic, life-size pose in bronze. I'm not going to attempt to explain or describe this fabulous statue – it's something you have to see for yourself when it goes on display



in the township in August.

Google: billthebastard.org and/or read the book by Roland Perry

A quick 32.5 kms and two more questions took us to the Cherry Blossom Motel in Young. Yes, there was one more overpass in that leg too. Modesty prevents me from telling you who was the only team to get the overpass question correct. Once settled in, we had to hand in our answer sheet for the day and answer the 'tie-breaker' question which was 'which overpass has the same name as a Ford model'? Naturally, I suggested 'Escort' but my smart wife and navigator, both of whom is always right, said, as quick as a flash, 'Sierra' – which you will all see

now over the Hume Highway. Again, we were the only ones to get that correct – not that it mattered as we fouled up

some of the other questions. After a quick pre-dinner drink, it was down to the Young Golf Club for dinner and pet rock presentation with lots of dubious rocks.

Winners Frank Perry, Leone Johnson & Hilary Wren.



Sunday dawned overcast but fine and cold.

A couple of MG owners were 'Licking their wounds' under the bonnet from the previous day's spirited motoring. Luckily, Stuart was there to help and some members had some of the parts that were needed. The rest of us took off via interesting and fast back roads towards Grenfell after visiting the Chinese Tribute Gardens in Young to answer a few more questions – well worth the visit!



On route we passed through Bribbarree – truly ‘the town that time forgot’ – a disaster area. Grenfell was holding its annual Car Club show, mostly various Holdens and Fords, but a few ‘gems’ were also present.



There was a huge crowd in town which made parking and eating a bit hard. Rob and Matt arranged a bit of a tour around the town in order to answer questions on historic buildings. After lunch, a short trip and a few more questions took us to Landra Castle for a visit and short talk on this historic building. Again, this is something you need to see for yourself as it has an interesting history and beautiful gardens.

A brisk trip back to the motel and it was time to ‘dress’ for our special ‘YOUNG’ function dinner at the Servicemen’s Club. Now, I do hope that the Sunday scribe goes to great length to describe some of the ‘costumes’. I can’t do them justice and like ‘Bill the Bastard’ and Landra Castle – you had to see them for yourself. However, the food was good, the ‘band’ was entertaining and good to

dance to – and as usual, the company was great!

Rob and Matt had the correct answers to the questions and read out some of the funny ones that members gave. I was particularly upset that we got the ‘totalling of the sign mileages’ wrong (forgetting to include the numbers on the back of the signs) because I taught Rob that one. In fact, it embarrasses me to admit that I taught him all his bad rally habits – not the other way around as he told Arthur Pugh at a recent meeting! The boys then presented the prizes for the ‘Best Dressed YOUNG People’ and after several tie-breaking questions concerning EH Holdens, the beautiful wooden tray and bowls set, made by John Hall, was presented to Bob and Jan Grace who won the Tour De Young observation run.



John also crafted a beautiful bowl with the MG badge on the lid which was presented to Stuart Ratcliff in recognition of his continued service to the club and its members.

After a fairly late night, breakfast was a slow, casual affair with members saying their farewells and thanking Rob and Matt for their huge effort in making the weekend such a huge success. Rob suggested that we should look for some good back roads to travel home. We chose to travel via Cowra, then across country on some great old rally roads through Mandurama, Neville, Barry, Newbridge and Perthville to have morning tea with friends at O’Connell. We then went across to Lithgow and home via Bells Line of Road. A truly great weekend, AGAIN!

Thanks Rob and Matt – and everyone else.

Gary & Wendy Maher



Sunday Tour de Young

Sue & John Macdonald

Sunday started with the usual relaxed breakfast 7.00 sharp! Thanks Robert and Matt

Upon coming out of breakfast the first car with a tummy ache was John and Brenda Fletcher's MGB which was up all night trying to get rid of its brake fluid from its slave



cylinder. NRMA to the rescue and car all set to go. We're off at 9.00 to visit the Chinese Gardens for the usual questions – how many paddles on the paddle wheel (do we include missing and broken ones?). After counting very carefully we return to the car park to discover another bonnet up. Ian and Deb Ross's MGB was also up all night trying to get rid of its coolant out the side of the block – just a minor tummy upset. By the way is it true you guys carry bottles of rum in that old leather suitcase on the boot lid? Must be why you both stay warm and drive with the hood off all day.

Not far out of Young the Fletcher's car decided to excite its owners with another tummy upset – this time a distributor problem.. Enter Dr Ratcliff supported by a large group of student doctors (mechanics), a farmer and others. Problem solved and the car continues on its merry way to Grenfell past lush green pastures and prime lambs in abundance fattening on Brassicas, known as "rocket fuel". One Mudgee farmer can testify to that! Off to Grenfell, with their magnificent wheat silos.



Grenfell turned on a lovely display of cars and collectibles.



More car trouble for the Fletchers – this time car barely running. Looking more serious. Could this be MG Covid? Oh, we hope not! Call Dr Ratcliff I heard. So the good Dr did more surgery on the distributor this time calling on his own MGA to donate its distributor for a mechanical trial to diagnose the problem.

Now there are two cars in the street with bonnets up and the Dr hanging over the operating table. Problem solved again!!

Fletchers can now cancel rental car to get them home to Foster.

Next off to Landra Castle between Grenfell and Young. This amazing house once sat on 33,000 acres but now only 2,000. What a massive old home built in 1880 by the son of an English pastoralist. It was completed in 1911. What an undertaking to create this amazing 2 storey castle in the middle of nowhere.





Its now time to head back to the motel in Young but not so easy for a red MGA belonging to Matt and Sue Sexton which is seen in the carpark with its bonnet up – this time a generator throwing its pulley off.

Enter Dr Ratcliff and students once more. (A touch of irony to this story is that Stuart's late father was a Doctor). Between them all they managed to patch up the problem so Matt and Robert could limp back to Young. Enabling them to adjudicate those tricky questions for the night of winners and losers with a live band, fancy dress with dubious and outrageous dancing and John Clarke playing his air guitar! A great night had by all.

All in all, another great Tour de! Thanks Robert and Matt.

Sue & John Macdonald



Our great team players enjoying themselves despite our children, let's have FUN!

You have NO idea how wild your parents where and may I suggest they were tame at this event.! Covid!

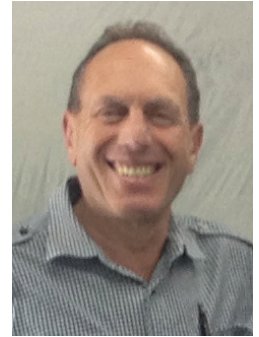
Let's RAGE!!

Hilary



The MGB Case of "The Bends"

Tom Aczel

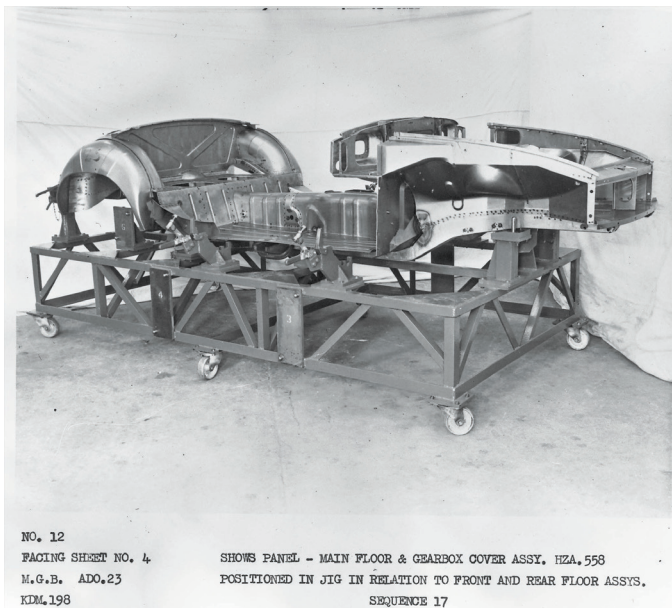


The MGB case of "The Bends", (or, it sure ain't no Benz?) I have always been amused by John Lindsay's re-telling of the story of the first few MGBs to come off the line at Zetland. How the Australian management thought they'd show the Brits a thing or two about manufacturing tolerances, and configured the door aperture gaps on the MGB to be finer than those of the English built cars, only to discover to their horror, that once the cars came off the assembly track and were on the ground supported on their own their wheels, the doors proved impossible to open. The door gaps had closed up slightly under the weight of the car! New slightly smaller door skins were hurriedly drawn up to be fitted to these first cars to make them able to be sold.

Now the MGB was, deservedly, always said to be an unusually rigid sports car in comparison to its contemporaries. Certainly in comparison, for example, the Triumph TR4, 5 and 6 were rattly and less solid. A large part of this was due to the different construction of the MGB and the TR series. The TR cars were built in the traditional method of a body mounted onto a chassis. (So too were of course the MGA and the preceding T series). The MGB on the other hand was "unitary" construction. There was no separate chassis; rather the body and the structure underneath the body were built into a single three dimensional structure.

Why should this matter? Well, a flat (two dimensional) structure is much easier to distort than a three dimensional item, even made of the same material and the same weight. Consider a match box for example. It is quite resistant to being twisted or bent. Stamp on the same matchbox and flatten it out, and instantly it is easily bent or twisted. The same applies to a flat two dimensional chassis with a body mounted to it.

The MGB on the other hand is built as a three dimensional unit, without a separate chassis, but rather a substantial substructure beneath a body that is then welded to the this three dimensional underlying platform.



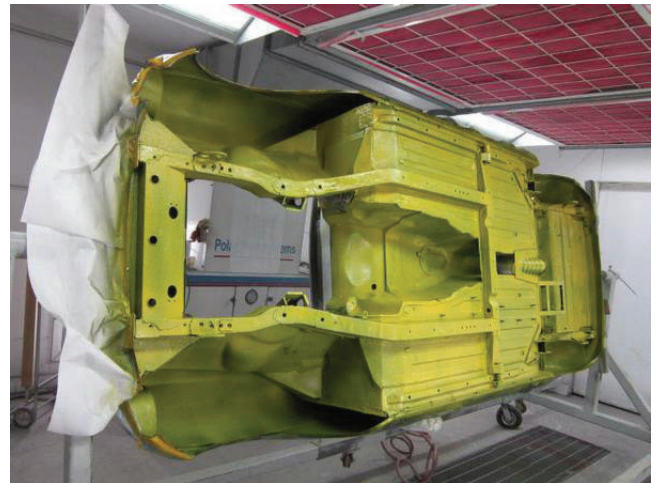
But the difficulty with a roofless sports car is that in the middle, where the doors are, the three dimensional box now has to be a flat two dimensional structure. So how is this intrinsically weak part of the car reinforced? The solution to this problem is to build into the structure,

longitudinal three dimensional members. Thus the MGB has a substantial transmission tunnel running along the middle of the car, welded into the very substantial bulkheads at the front and rear of the car. Along each side of the car run boxed "sill" structures, again tied in to the front and rear bulkheads.

However, from the front wheel arches and the front bulkhead forward, there is no room for sills or a tunnel. At least not if you want to be able to steer the front wheels, or leave space in the middle for the engine and the gearbox! Similarly, at the rear it is difficult to run the tunnel back past the rear axle, if you want space for a boot, and likewise it would be difficult to run the sills over the wheel arches, or inside the wheel arches to the back of the car.

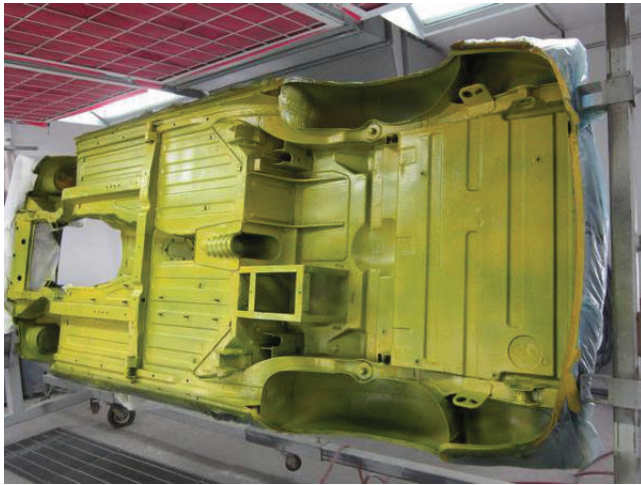
This problem at the front and back of the car was solved by incorporating longitudinal box shaped chassis members into the floor pan. You can see these well if you look into the MGB engine bay at the front, or into the boot at the back. These members are of course also visible if you look under the car.

The surprising thing (to me) however is that these longitudinal members don't join up. The front members finish at the level of the jacking apertures that you can readily see from the side of the car, roughly just 1/3 the way along the door apertures, and the rear members



finish at the front of the rear bulkhead, behind the door apertures. There is a substantial portion of the length of the MGB, in the very area where the structure is at its "thinnest", closest two a flat plane structure, where the strength of the car relies entirely on the sills and tunnel, probably close to two feet long! You certainly can feel and see a degree of flop in the floors of an MGB towards the rear of the seat tracks for this reason.

It seems to me that it would not have been difficult to continue the front longitudinal members to join the rear equivalents, possibly in a "lazy S" shape or as a diagonal. Quite why this was not done is not obvious to me. It would certainly have supported the rear of the floor pans better, and may just have helped resist the tendency of the car to fold up in the middle, as the guys at Zetland discovered.



Sydney Enever the Director of Engineering at Abingdon at the time of the MGB development was very much admired as a particularly gifted engineer. Those who worked under him considered him without doubt to have been a genius. The configuration of the sill sections and central tunnel of the MGB was entrusted to Roy Brocklehurst (who followed Enever as Director of Engineering on the retirement of Enever) and Don Hayter, who also styled much of the car externally.

I have absolutely no doubt the MGB's structure was very carefully considered and very competently executed. BUT, even very late in the design of the MGB, when the

first prototype had already been completed, problems were identified, and changes to deal with these were made. For example, there was an unacceptable degree of scuttle shake discovered in the prototype, and a transverse, square section tube was added to tie together the central console, transmission tunnel and the inner panels in the kick panel area of the footwells. You can easily find this tube if you look under the dashboard of any MGB. (Allegedly this also resulted in a number of golf buggies, made of the same square section tubing, leaving the Abingdon MG factory for a while!!) Another very late decision, after the first prototype was completed, was to revert to semi-elliptic rear springs for the rear axle instead of the coil rear springs of the prototype car. It was decided that these semi-elliptic springs would be 6 inches longer than those used in the preceding MGA. To accommodate the change to semi-elliptic rear springs required the back of the car to be lengthened. This elongation of the car, very late in its development, was precisely in the area we are discussing. While it is complete conjecture on my part, perhaps this last minute lengthening of the car in this area is related to this part of the MGB's otherwise particularly massive structure being relatively under-supported? What had been robust enough originally, was now, with a longer flat plane section of the platform, allowing a bit more flex in the car than was originally present.

Sadly all the masters of the MGB's development, Sydney Enever, Don Hayter, Roy Brocklehurst and John Thornley are no longer with us to ask.

Tom Aczel



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MG Restorations and Then There are quick Buck Makeovers!

I like to think that I am a reasonably fit, healthy and active male, at my now age of 81, and I am additionally fortunate, in having a zest for life.

At varying times during my life, I have been told by different people, (including my ex), that I am, cynical, demanding, intolerant, skeptical, disruptive, argumentative, bombastic, etc, and others were a little kinder, with describing me as being questioning, curious, clever, creative, and even artistic however, I can say with some conviction - that I do not believe in dishonesty, or failure, which are both, absolutely, non-negotiable standards of mine.

All those criticisms and attributes aside, my most recent critique was that at my advanced age, why on earth would you start another MG restoration project?

In reply, I say it is because I can, due to my fairly decent state of physical and mental health, but most importantly, it is because I cannot sit around waiting to die.

I need to be busy, and what better way is there, for a classic car enthusiast, and in my case, an MG lover, to restore an old car back to its former glory? I need stimulation, and retirement for me doesn't mean inactivity. I am also a keen caravanner, and am likely as not, to be traversing the desert country of Central Australia, when classic vehicle restoration enthusiasm falters.

Which brings me to the thrust of this article - the quality or otherwise, of any classic car restoration, no matter the marque?

I have carried out three MGB restorations over the past twenty five years, and I am currently into my fourth, a "barn-find" MGB GT.



This car was terribly neglected by the previous owners who did precious little maintenance to it, with the result that some serious corrosion is apparent and some serious mechanical failures exist.

It wasn't unexpected and when I bought it sight unseen from Western Australia late last year, I wasn't disappointed.

I am happy because I got what I paid for, which brings me to another point – buyers not getting what they have paid for, with the hidden problems in overpriced, "restored" MG's.

In the past year or so, the prices of classic cars have risen sharply, due I believe, to the ban on international travel and therefore lots of well-heeled regular overseas travellers are wanting to cheer themselves up by using their disposable income to "invest" in the arts, home renovations, and of course classic cars. Regrettably the urger is always on the lookout when these situations arise, so more stock suddenly arrives onto the market and

amazingly the prices of these now being offered for sale are higher than last year.

Funny that, how something doubles in price overnight when the interest/demand rises? However, these new offerings are not always what they seem.

I am very aware that many people don't have my repair skills, and as a result, are unwitting victims of non-disclosures when buying any car, and even more so when it is an expensive MG classic.

External inspections usually reveal the polished and shiny bits etc, but the innards, which are hidden, are the weak link.

There have been many instances recently, of a sudden interest in the MGB GT, the coupe version, and keen buyer's paying a lot more than usual, for allegedly "restored" cars, and discovering mechanical problems that should have been repaired previously, or which should have been disclosed before any money changed hands.

I have witnessed this in one city MG Car Club recently, where a club member, bought a nicely presented and gleaming MGB GT, from a regional seller for around the \$26K mark. I felt it was overpriced, but the scarcity of this particular model, created a kind of buyers frenzy which still persists as I write.

He proudly showed it off at several, club events and unfortunately, a few weeks back, a long way from where he started, on what should have been a pleasant Sunday Club outing, the clutch failed and it was taken home on a tilt-tray tow truck, at great expense.

Later investigations revealed the clutch facings, and the throw out bearing, both worn down to the metal.

Sadly, this chap, who has no mechanical skills, had to engage help, as the engine needed to come out.

Last I heard was, that the repair had been effected, however, the owner if not annoyed, should be a bit dirty on the "respected" seller.

I find this attitude by some sellers, to be rather tedious, and feel tremendous sympathy for a misinformed buyer, with them facing unnecessary and costly repairs. For the price he paid, it should not have been an issue. He should have been reasonably confident, that the car was in tip top order, and that all mechanical issues, attended to.

The lesser crime would have been if he had told the buyer that he had not renewed the failed components, and that they may need attention in the future, and priced the car accordingly.



My further point is this – when I restore an MG, it is rebuilt to as new condition, and that means no shortcuts, and anything that needs repairing/replacing/rectifying or simply renewed, is done on principle, because that is how I want the car to end up and it is how, I would wish to be treated. While the engine/gearbox is out during my “restoration” the clutch plate, pressure plate and throw out bearing will be replaced with new, it should be a matter of course – and not left unchecked by avoiding a few dollars, and absolute laziness.



Each of my previously restored MGB's, had its engine professionally reconditioned whether it needed it or not. Each car, besides receiving a complete body repair and paint, gets a totally new interior trim, carpets, seats etc, along with a new wiring harness, new shock absorbers, every nut, bolt and screw removed, then replated, and replaced.

Every suspension bush/shackle/sleeve, or split pin was renewed. The brake system was totally rebuilt with all new parts, brake lines, cylinders, connectors as was the



clutch system, with a new ring gear, spigot bush, pressure plate, clutch plate and the throw out bearing and fork even earned a new rubber cover.

Rather than prolong the “what parts I replaced” part of my story, it is needless to say, that I wasn't happy until



it was like new, and the result was my satisfaction of knowing it was as good as I could make it.

So, if anyone has purchased a “restored” MG and all of the above was not part of the restoration, then it wasn't restored – it was given a quickie make-over, and there is a big difference.

Half doing any job, is anathema to me, and I sincerely hope that when any of my restored MG's come on to the market, the buyers will have the benefit of my “over the top” treatment and respect what I have done. I have only ever sold two of my restored MG's, and I have never heard of a problem with successive owners. I am often reminded of a great MG clubman, who is sadly no longer with us, who, and whenever he was offering up something for sale, he would politely say, with a twinkle in his eye, and a grin a mile wide, “Please bring your chequebook, line up, and form an orderly queue!”

Not for me, offering my latest restoration for sale – it will be my last, and I will never sell it – never.

Maurie Prior





MG CAR CLUB OF NSW ANNUAL CONCOURS DISPLAY DAY



HELD IN CONJUNCTION WITH THE ALL BRITISH DAY
SUNDAY 17th OCTOBER 2021



Bring the family and have a great day
At the picturesque
THE KING'S SCHOOL
Pennant Hills Road
North Parramatta



Display cars are to enter via Masons Drive
North Parramatta
Gates opening at 7:00am

Cars in position by 9:00am

Display cars are not to leave until judging
& presentations are complete

Judging of all Classes of MGs &

Rocker Cover Racers

Concours d'Elegance, Show & Shine



Tickets are required for entry and the model of MG is required when registering.

The MG Car Club is sponsoring the event, however a \$10 refundable deposit is required.

There is a limit of only 120 cars so get your booking in early.

Register by going to the calendar on the MGCC Wild Apricot website, at the following link:

<https://mgccs.wildapricot.org/event-4383759>

If you're not already logged in, it will then require you to do so

You will then be guided through your registration & payment.

Please register by 17th September 2021.

For any additional information please contact either:

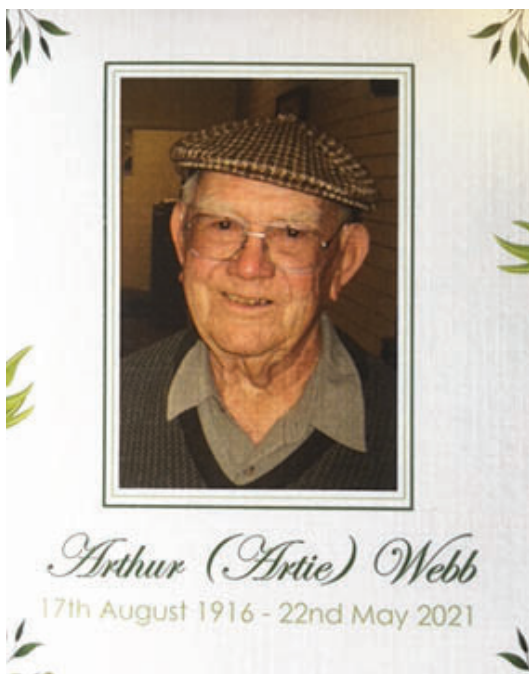
Allen Gower: 0439 650 401

David Noble: 0414 576 376

allenandyvonne@bigpond.com

david.noble070@gmail.com

Condolences



The MG Car Club.

The greatest comfort has been the expression of support, sympathy and love conveyed to us in many ways. We deeply appreciate your thoughtfulness and thank you sincerely.

The Challinor family.

Paul, Shirley, Warren, Terrie, Kylie and families.



Hi Jan and the MGCC (NSW) Committee.

Thank you for your card of sympathy. We're missing Ron every day but his strengths are with us and we are getting on with our days as we should.

He was certainly an MG man and loved his restoration learning, knowledge growth of all MG's especially pre-war and the wonderful friends and acquaintances that were made through his interest.

Thank you also for the flowers.

Sincerely Lindy and the Taylor family.

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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

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

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BEFORE



AFTER



BEFORE



AFTER

CSCA Sydney Motor Sport Park 8th May Under Lights



Great action photos of the Evening Event taken by Seth Reinhardt



Gathering of the Faithful



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 , dates will be **10-12th of September 2021**.

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

We are hoping to get the entry forms out shortly.

Michael Reeves
Peter Baldry

Gathering of the Faithful
MG Car Club Contact

Coordinator
0407 102 279 leslyandpeter@gmail.com



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

Minis Down Under 2021

As previously announced Minis DownUnder 2021 is full with 15 sponsor cars joining the 144 Minis entered for a place in the Grand pavilion. We have one very full pavilion of nearly 160 cars inside which guarantees this event the biggest collection of minis in the one room in Sydney for over a decade. While the cars are packed in, I have been mindful to ensure each entrant will have space around their minis, you will be able to open a door, place a sign in front and a chair or two behind.

We thank our generous sponsors who will be in attendance with Canterbury MINI Garage confirming they will be our major sponsor with 4 or 5 new MINIs on display. Andrew and Graham at Mini & Moke World and Wayne at Mini Works Australia will each have large trade stands exhibiting several of their Minis plus a range of spare parts. Also, in the pavilion will be Shannons and SU-Midel with Link Automotive providing sponsorship although no display. Permanent Protective Coatings (PPC) are supporting our event and E-Valence has now joined us to display their new ecological friendly cleaning products.

BMC-Leyland Australia Heritage Group will be attending to promote their group and present trophies for Best Original. Craig Watson will be attending to promote his Mini Experienced Reloaded and new Mini jigsaw puzzles and John Sneddon will be selling his well-researched book, Australian Mini & Moke.

We also have several entries for the swap meet area including John & Harrison Smidt (The Mini King) so don't forget to bring your money.

There are many fantastic Minis entered including a group of concourse 1961 850s a number of ex Bathurst minis, two immaculate Monaco's and hopefully Laurie Stewart's Broadspeed.

We encourage registrations for the free parking in the "Mini Only Parking area" and if we receive any cancellations then any entries previously received will be offered a position.

The MDU organising committee visited the recent Hot Rod show on 29th May at Rosehill Gardens to get a few ideas on the bump in process and layout. Very interesting and lots of expensive machinery.

Bob Holden, and a few other ex-mini racers, have expressed interest in attending as special guests, Lakis Mantikas will probably be driving one of Joe Zulian's Minis, so more details to come in the coming weeks.

We are now taking bookings for the Saturday night dinner at the Bowling Club for a 2-course dinner @ \$45 per person which will require a pre-payment. You can now book for the dinner via our online RSVP form and PayPal payment link on the Mini Car Club of NSW's website.

<https://miniclub.com.au/minis-down-under-2021/>

Each entrant and the sponsors will receive a special Minis DownUnder 2021 event T-shirt which cannot be purchased by the general public. The subcommittee is also working to have event T-shirts and other types of merchandise available for pre-order & for sale on the day. (Hat pins, Key rings and drip trays). Entrants will be required to provide their own high-vis vests and drip trays, or they can pre order special Minis DownUnder souvenir items which can be picked up on the day. Further information is now available on the Mini Club



MINI CAR CLUB OF NSW PROUDLY PRESENTS

MINIS DOWN UNDER.

2021 Sydney

SUN 1 AUG ROSEHILL GARDENS, NSW

Celebrating 60 Years in Australia

- MINI SHOW 'N SHINE
- MINI TRADE AREA
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- MINI MERCHANDISE
- MINI ONLY PARKING
- FOODS STALLS
- FAMILY FRIENDLY
- CHILDREN'S AREA

This family-friendly event is open to ALL Minis and variants. Classic or NEW.

For bookings, costs and details please email MDU2021@miniclub.com.au

VISIT [MINICLUB.COM.AU/MINIS-DOWN-UNDER-2021](https://miniclub.com.au/minis-down-under-2021)

Set up Saturday 31st July. Open to the public: Sunday 1st August, 10am to 4pm

MINI

website including an online order form with a link for payment.

The sub-committee has agreed to use this event as a fund raiser for Canteen with profits from the event and the raffle being donated so bring your money as there are some great prizes. Raffle prizes are being donated by our sponsors.

I am working to compile an event program and still looking for entrants to provide a short story and a few photos about their Mini, plus any interesting Mini historical articles which could be included.

Thanks to Watto and John Sneddon and several entrants who have already provided articles

I will email out details and an entry form in the next few weeks to those interested in entering the Show n Shine, the form is now available from the club's website page.

Nesuto apartments, across the road from Rosehill Gardens, will be our base accommodation for Minis Down Under 2021 so give them a call for a great deal. The latest accommodation details are on Minis DownUnder 2021 website page.

<https://miniclub.com.au/minis-down-under-2021/>

Please check out the latest Rosehill Gardens onsite requirements for Entrants and spectators as you will all be required to comply before entering.

We will, of course, be mindful of covid safe regulations and will call upon attendees to also be respectful of one another's space. Start polishing!

Michael Benton Event Director

Minis DownUnder 2021 Mini Car Club of NSW

0411 019 112

MDU2021@miniclub.com.au



The Illawarra register's program for the year is based on advertised social events in conjunction with the Jaguar drivers Club of Australia (Illawarra Register)- and by observing the relevant COVID health restrictions, we are continuing with relaxing social runs, to which you can bring out the MG if the weather is reasonable or the modern if it isn't!

27th May:- Social Run to Harpers Mansion Berrima.

I am delighted to report that we had a very successful social run to Harper's' Mansion, a delightful National Trust property in classic Berrima NSW Southern Highlands see:- <https://www.nationaltrust.org.au/places/harpers-mansion/>

35 people attended, mostly from the Jaguar club with 4 MG Club members attended with an MGRV8 and an MGBGT.

I can strongly recommend a visit to this property, it is delightfully restored and furnished, and the significant gardens including a maze and a large pond, which are worth visiting in their own right.

"Visit this place if you can!"

We then adjourned to a nearby café next to the Surveyor General Pub and enjoyed the warmth and good food to round off a very successful event!

Christmas in July at Mt Keira Scout Camp.

Sunday 25th July Commencing at 12:30

Christmas in July is on again after a year's absence due to Covid restrictions, but due to these concerns seating is limited to 40 per session this year,



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! At the time of writing nearly 30 people have already booked, so I hope you can make it and enjoy a great venue and lunch!

It's \$35 per head plus BYO and the booking needs to be made before 11th July – again bookings to Ron Critcher rcritcher@bigpond.com 0487 917 324

Wings Over Illawarra Sat 13 Nov 2021

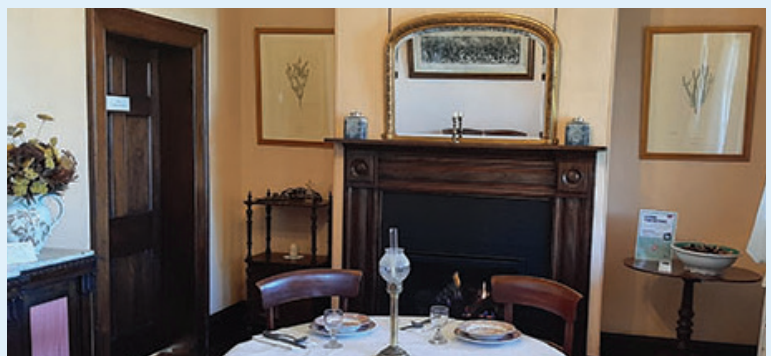
Again, I want to advise you of our long-delayed Wings Over Illawarra 2021 event- which is rescheduled for Sat/ Sun 13-14 November 2021.

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

Our MG run will be the Saturday 13 Nov 21.

We have also scheduled an MG Car Club Illawarra Register run for the Saturday 13 Nov 2021. Please put these future dates in your MG events diary!

Michael Hough



MG Car Club Regalia & Clothing

Support your club and complete your wardrobe with the MG Car Club regalia range.

Available in mens and womens cuts and sizes.

Contact: Granville Harris on 0414 880 374

granville2@bigpond.com to order.

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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/dark blue . \$100.

With thanks to our models, Ashley Clarke & James C Lombardo.



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

A great addition ladies to your winter wardrobe.

\$180



Also available are a selection of club essentials.
Badges

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Water bottles and much much more !



Cars & Coffee St Ives 6th June



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Learn how to build a rally car from scratch, then come and sit in the passenger seat when we take it testing.

This is a unique opportunity to learn about every aspect of how a car works, how it is put together and identifying weak spots and other areas that can affect reliability. And then get to ride in it when we take it testing.

More details and tickets at:

<https://www.eventbrite.com.au/e/rally-car-build-drop-in-classes-and-joy-ride-tickets-157707386037>

How does it work? You arrive at our workshop.

We give you a safety briefing & explain our tools & gear.

Then you join in as we do the scheduled work.

There is a maximum of 2 attendees per session.

Sessions are Tuesday evening, Thursday mornings and afternoons each week. Every second and fourth Saturday morning each month. What work will I be doing?

The car is now a fully seam welded shell and integral roll cage.

Below are some of the key elements to turn that shell into a all singing, all dancing, forest rally car:

1. Identify weak spots in the chassis and suspension and strengthen accordingly.
2. Strip, check and rebuild the motor, gearbox, differential
3. Examine and test all suspension & steering components
4. Design and build wiring loom and fit instrumentation.
5. Fit new fuel tank, pumps and piping.
6. Install pedal box, hydraulic handbrake and piping.
7. Fit rally equipment, seats, belts, sump, tank & body guards, extinguishers, add instrumentation, tripmeter.

Once completed we will have two testing days - one at a race track and one in the forest where we can strap you into the passenger seat and give you the ride of your life!

The Vintage + Classic Car Hub/Star Cars Agency .



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

- ☐ Workshop hire \$25 per hour.
- ☐ Add \$10 for a hoist.
- ☐ Add \$30 for one on one coaching.

We also provide project management for major repair or restoration and run regular maintenance classes for beginner to intermediate owners.

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

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

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Markets at Wyong Race Club

Exciting New Markets at Wyong Race Club have recently commenced.

We have a special section with an area to suit over 100 cars to display your special cars on a tarred area and hard grass section.

We would like to take this opportunity to invite MGCC Sydney members to be a part of our exciting event which happens on the second Sunday of each Month.

Next meet: **Sunday July 11th.**

Arrive: 7- 9am. Depart 1.30 pm.

Live entertainment , 75 stalls, great food & coffee.

We will host a "Best Car" competition, voted on by the public with a prize for the top car.

Event entry fee of \$5.00 per car via Wyong Race Club, Howarth Street, Wyong.

Please contact; Paul Greentree Markets 2259. 0423 251 230

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Classifieds - Cars



1976 MGB GT

Professionally repainted body & dashboard

Rebuilt engine with Camtech camshaft

Rebuilt full synchro gearbox with overdrive, electronic distributor Motolita steering wheel.

122K kms. Near new Pirelli P6 tyres.

Price: 22,500 ONO

Contact: Alan Heritage

0418 459 496

alanheritage@yahoo.com.au



MG TC

Alas it is time to sell my first car. I stopped driving it in 1972 and it has been garaged at various places since then. It needs a new owner who will lovingly restore it. Except for the interior, it is in original condition. I would love to restore it myself but unfortunately I am unable to do so.

Price: Over \$10,000

Contact: Kevin Manie

Location: East Ryde

kevin.manie@mac.com

MG TC 1949

This car has been lovingly cared for, restored, in very good condition & drives well.

Fully plated & documents available

Green, plates :MG2064

Engine No: 1090

Chassis: TC 9315

Restored By: Peninsular Sports Car 2019

Moxham Garage 2016

Price: \$52,000

Contact: David Moorehead

0417 250 037

davidmoorehead7@gmail.com



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Classifieds-Parts



MG 1100

Front Grill Centre Bar with Badge
New, in original box

Price: \$65

Contact: Eric Hayes 02 96549040
edhayes1@bigpond.com



Parts for your TD restoration project?

A few months ago, Ken Andersen sold his long-loved TD through the classifieds of our Club magazine (as reported by the car's new owner, in the October 20 issue). Ken has since set about tidying things up at home, and has uncovered a treasure trove of parts, some new, some used, many rare and hard to find but all in good usable condition and all suited to a TD restoration.

There are far too many spare parts to list them all in our classifieds, but to whet your appetite, check out the photos showing a completely restored set of running boards complete with new tread strips (\$500 each) and a reconditioned speedo/clock in mint condition for \$500, manifolds and suspension.

He has a Wolseley 4/44 engine (dismantled), a TD sump, radiator shell, body parts, engine and carb parts and complete SUs, distributors, headlights, tachometer and speedometer cables, rocker covers and engine plates, hub cap medallions, brackets, suspension bits, plus a large assortment of miscellaneous parts, gaskets and interesting stuff for your TD both original and used.....and all too much to list here and all at competitive prices to interest the enthusiast.

Interested or curious? Call Ken or email me for a full inventory of the "collection". We will be most happy to

provide a detailed list and approximate pricing on most items.

Location: Winston Hills

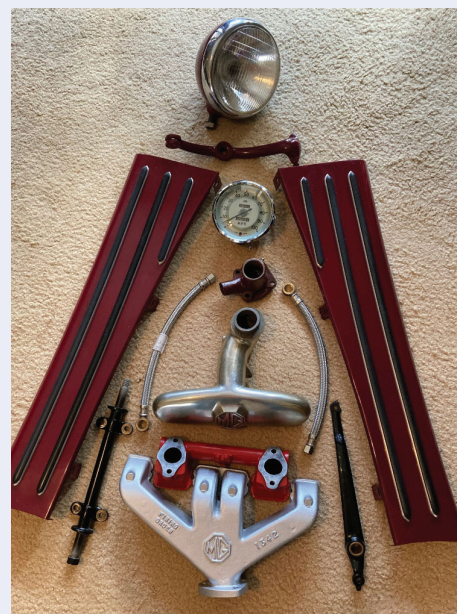
Contact: Graham Hayton.

0409 397 028

grahamhayton05@bigpond.com

PS. All items are for sale and all offers will be seriously considered.

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Charger: No vehicle mount

Price: \$250

Contact: Henry Stratton

0408 262 395

02 9880 8439

henrys1708@gmail.com



Pair of Sun Visors

In very good condition. No weather or sun damage, a small bit of corrosion on the metal arms, but nothing serious, configured for a LHD vehicle.

Price: \$145 ono.

Hood Storage Cover suit MGB

Price: \$375 ono.

Contact: Phil Gibbs (Peakhurst),
9534-2276

freeway64@optusnet.com.au.



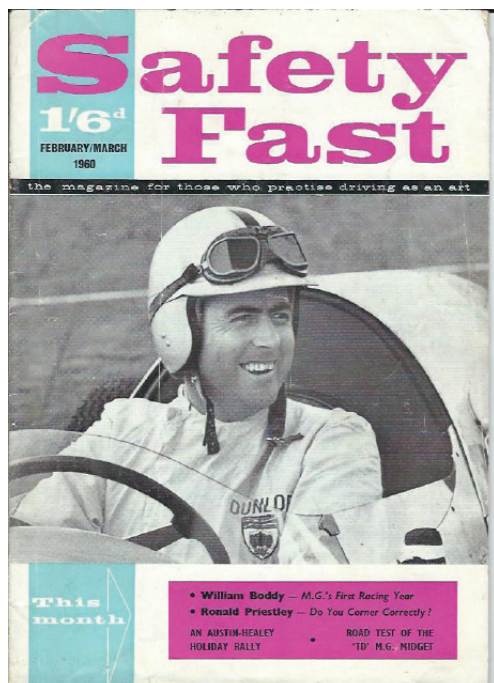
Brand new grille/slat for MG TC radiator. Left over from my TC restoration, still in the original packaging, unpainted and ready to add glamour to your resto.

Price: \$195, less than replacement cost.

Contact: Syd Reinhardt
0418 180 418

syd@reinhardts.net

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From the late 1950's & early 1960's.

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Contact: Jake Harris
0427 427 747

jake@mgta.com.au

Wanted



Steering wheel emblem (ONLY) it is part of the horn section of 1969 MBG. The red colour around the emblem has completely faded.

Contact: Richard Wiseman

0448712131 (Berry, South Coast)

richardcwiseman@hotmail.com

For MGTF ...Wanted

Side curtains front & rear,

Condition not a problem

Side screens x2 front

Side screens x2 rear

Aluminium louvered engine vent under the front mudguard x1

Location: Newcastle

Contact: Ken Lees

0414 494 448

ken.lees1234@gmail.com

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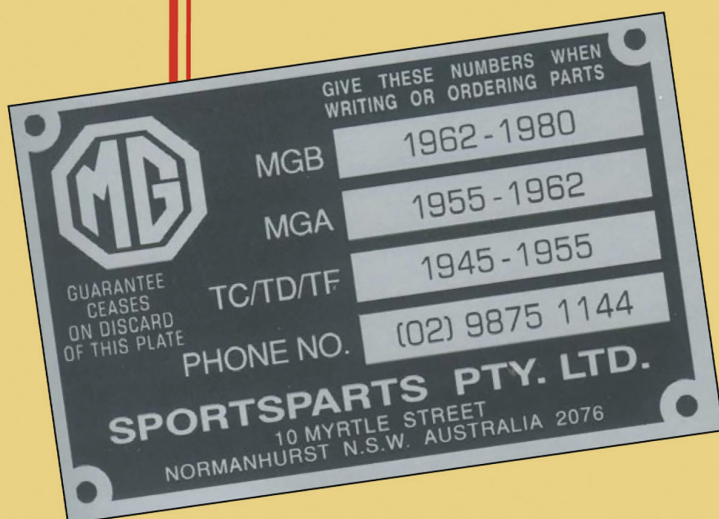
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