



Official Journal of the MG Car Club – Sydney

Opposite Lock



September 2021

In this issue

MG Cars for 1934

Where have all the T Series
Gone?

Special Bodied Y Types
Record Breakers

MGCC Sydney Club Calendar 2021

SEPTEMBER & OCTOBER

14 Sept Members Gathering, **ZOOM Meeting.**

12 Oct Members Gathering, **ZOOM Meeting.**

All other club activities which had been planned for September & October have been postponed or cancelled due to the NSW Lockdown.

The remaining calendar events for the year are obviously subject to Covid restrictions, as we move forward.

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
- 17 Mid Week Muster, Bob Parkinson
- 21 Club Run, MGB Registrar, John Clarke
- 21 Australian F1 Grand Prix, Melbourne,
- 27-28 Wings Over Illawarra
Illawarra Registrar, Michael Hough

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



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President's Report

As we move into September it looks like the weather is holding up.

Hopefully with some better news this week we may be able to get the cars out soon albeit in small groups and go for a drive. As the lockdown has been extended all club events scheduled till the end of October have been cancelled.

Depending on Government decisions moving forward we may be able to be rescheduled. We will keep you posted via running boards and *Opposite Lock*.

The only exception to the above is that Wings Over the Illawarra has been rescheduled to 27th & 28th November. We will keep you updated on this, however the HARS team are confident that the event will go ahead. Those that attended the August Zoom meeting will be aware that we are looking at making the event an overnight stopover in the Illawarra. More to follow.

Further to the above I would like to thank the 70 plus members that joined the August meeting via Zoom. For those that were unable to join us, the meeting style was driven via a PowerPoint presentation. We were delighted to be joined by Roy Locock acting General Manager and John Day President of the MG CC UK. Both Roy and John were our guest speakers for the evening. Some time ago Roy completed a tour around the world in his MG Midget and has plans to continue touring again when the Covid situation comes under control. A story well worth hearing and too that end we have requested some detail from Roy for inclusion in future editions of *Opposite Lock*.

In addition, we took the opportunity to survey members on some different Club Run options for the future. This does not mean that the standard Sunday/ Saturday Register runs will cease, the event ideas put forward are intended to be additional events if members are supportive.

We will tabulate the results of that survey at the September meeting.

The Zoom style August meeting will continue into the future whilst the current restrictions remain in place. At the conclusion of the meeting the PowerPoint will go up on the website in the member's section so that members who were unable to join us will be kept up to date.

The August presentation is available now on the website.

I commend the Zoom meetings to you and look forward to hearing your feedback.

Until then enjoy the fine weather and let's hope things open up in the near future, so we can all enjoy a run in our beautiful cars.

Charlie Frew



Editors Desk

Dear Members.

As you know I rarely comment on club events other than to publish all of your interesting articles, as this magazine is all about you.

Due to the fact that we are unable to report on club runs my pipeline fill of articles is a slow trickle!

So, when I sent out a pleading e-mail a few weeks ago for content I had an amazing response.

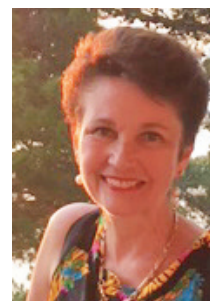
I would like to thank the following members for their contributions and request any articles from all members moving forward for the rest of the year please.

Those renovation articles you've been meaning to write or a few pictures of your beautiful pride and joy with a story of the fun times you have shared on the open road! Please don't be shy!

So I extend my thanks this month to:

| | | |
|-----------------|-------------------|----------------|
| Peter Donnelly, | Allen Gower, | John Clarke, |
| Robert Smith, | Brian Woolmer, | Michael Hough, |
| Greg Fereday, | Matthew Crawford, | Tom Aczel, |
| Charlie Frew, | Ros Bastian, | Ross Freeman. |

Hilary Wren



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!

| | |
|--------------------------------|-----|
| Peter Holman | MGB |
| Tony Edward & Pauline McCarthy | MGB |
| Sergio Durso | MGA |
| Enrique (Rick) Salaberry | MGB |
| Graeme Corbett | 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@mgcarclubsydney.com.au





Page 10: August Members Gathering



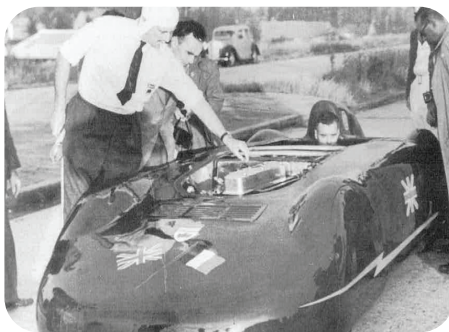
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Page 12-13: Illawarra Register



Page 18: Where have all the T Series gone?



Page 14: Record Breakers



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

52, Weeroona Road , Strathfield.



September 2021 Cover:

Taken by Greg Fereday on a trip last
year driving over the Galston Gorge.

September 2021 *Opposite Lock*

Contributing photographers:

Thanks To:

Michael Hough, Peter Donnelly,

Matthew Crawford,

Ron Taylor, Charlie Frew,

Ross Freemann, John Clarke,

Hilary Wren, Greg Fereday.

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Collecting My "New" MG

I'm 72 , retired and the previous owner of 3 MG'S . I started to get the feeling that it was time again to enjoy another rag top . As it happened on a weekend away in Bundanoon I came across some guys enjoying their sports cars , an MGB and a TR8 . As we spoke it reignited my desire to do the sports car thing again. Many google hours later I settled on an MGF because of the mid engine , rear wheel drive setup and the low cost entry price . I located one that needed some cosmetic work but had been mechanically overhauled (suspension , race radiator , reconditioned head etc and all receipts provided) and a satisfactory price was negotiated . The problem was the car was located on a farm near Woodenbong about 30 km north of Kyogle. The journey to collect the car was reminiscent of the movie " Trains Planes and Automobiles " My partner , Rita and I took the train , which terminated at Grafton ,

due to trackwork, then a bus to Casino and then a taxi was organised to take us from Casino to Kyogle where we were met at 4am, by our seller. We had left Central at 3pm the day before ! About 45 minutes later we arrived at Woodenbong . My MGF was in a shed on the property surrounded my other MG'S in various states of repair.

As expected my car didn't present well , however I was only interested in the mechanics.

Deal done ,we headed back to Sydney with an overnight at Forster . The car ran beautifully the whole trip and I was relieved we didn't incur any problems . I have since had the car tidied up and resprayed . Whilst not at Concours level it is now presentable and I am once again the proud owner of an MG .

Definitely worth all the effort.

Peter Donnelly (New Member August 2021)



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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

The Concours and Display that was planned with the All British Day on the 17th October, has unfortunately had to be cancelled. Due to the changing situation with Covid 19 pandemic, The Association of British Car Clubs and the Kings School have rightly decided to cancel this year's event.



Disappointingly, this is the second year we have had to go without our premier MG Display Day. We will monitor the situation and if restrictions on gatherings are lifted and deemed safe for our members, the MGCC Board will seek an appropriate opportunity to show off our cars.

Members who have already registered and paid deposits or received tickets will have their registrations held for 2022, unless they request a refund. Thank you again to the club members who offered to assist with planning the day.

If you have any queries regards the Concours or ABD please do not hesitate to contact

David Noble (0414 576 376) or myself Allen Gower (043 965 0401)

Demise of the Manual Transmission

I don't know if you saw it, but the Sydney Morning Herald had some disturbing news for MG owners recently when it reported that the Toyota Corolla will no longer be available with a manual transmission, and nor will many other cars*.

Even modern sports cars like the Chevrolet Corvette, Toyota Supra and BMW Z4 are no longer available with a manual transmission. The article also said that only 10% of novice drivers do their test in a manual car, whereas 15 years ago it was 42%.

What has that got to do with MGs?

Well, with the vast majority of our classic MGs having a manual transmission, this means that the young drivers of today won't be able to drive them. And if they can't drive them then they won't be interested in owning them.

I for one would like to see people enthusiastic about our cars for a long time to come. So the onus is on you, the current MG owners to encourage your children and grandchildren to drive your MG, and if that means a few nervous kangaroo hops until they come to grips with a clutch, changing gears and hill starts, then so be it.

And once they have got the hang of it, hopefully they will enjoy the thrill of actually driving a proper car where they have to rely on your own skills rather than the skills of an anonymous computer programmer and the electronics in their modern 'daily driver'.

And this means our cars will live on to be driven, enjoyed and appreciated by future generations.

John Clarke

* Sydney Morning Herald 31 July 2021




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BEFORE



AFTER



BEFORE



AFTER

Conditional Registration

Our Historic Vehicle Scheme (HVS) of Conditional rego has over 56,000 on it, we are told by Transport NSW.

The newer (2016) Classic Vehicle Scheme (CVS) for modified vehicles has close to 5,500 on it. HVS has no limits on the weight of vehicles, so members have all sorts including low loaders and the like. CVS has a limit of 3,500 kgs Gross Vehicle Mass (GVM). This was introduced to cut the possibility of motorhomes going on to CVS we were told at the time.

After negotiations we have "in principle" support for that to be lifted to 4,500 kgs soon. That limit will then be in line with the allowable for a normal driver's license in NSW before having to get a truck licence. It will allow such trucks as Ford F350's and Chevrolet C30's.

A set of draft guidelines has been released by Transport for NSW covering what they suggest should be the limits on Period Options and Accessories for the vehicles on the HVS scheme for standard (unmodified) types. Beyond that they should go to CVS. We are in discussions with Transport for NSW regards some glaring anomalies in the list and they promise to consult with us before releasing version 2. It is hoped that this next one will reflect what the membership would like to see rather than those created without consultation.

A strange directive came out of Transport NSW in December 2020 that tractors and implements should not be on the HVS scheme. These tractors etc have been on the HVS scheme since it began in 2001 and on the older



Club Plate Scheme for many, many years before that.

We have fought hard against it as our and ACMC members have a lot of those vehicles on the scheme. Up to 700 we calculate and there have been no problems that we are aware of. A working group has been set up to understand what the perceived problems are.

Meetings are underway to negotiate the sticking points. They are concerned that people might take tractors on freeways and out at night. That is not likely we suggest and most tractor runs or treks held by the specialist clubs have rules to forbid such things.

Support vehicles with flashing lights front and rear, only minor roads used and so on are the normal way these events happen.

Extract on Conditional Registration from the President's Report ACMC publication The Preserve, August 2021.

Article forwarded by Brian Woolmer. Club Plates

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August Members Gathering

August saw us utilising ZOOM for our monthly gathering. We will continue to use this format for communication during the current lockdown period.

An invitation will be e-mailed to all members with log in details shortly before each meeting on the second Tuesday of the month.

In July/August we welcomed twelve new cars and their owners to the Club and all new members are published monthly in *Opposite Lock*.

Our guest speakers for the evening were John Day President MGCC UK and Roy Locock GM MGCC UK.

They spoke of the preparations for the Centenary celebrations and upcoming events. Roy also spoke of his podcast 61. Around the World in a Midget. "Bridgit the Midget".

Charlie Frew also discussed the following options for potential runs once we can travel again.

- Wings Over Illawarra 27th & 28th November
- Hunter Valley Experience
- Run to West Head & Dinner at 4 Pines Brewery



Wings Over Illawarra

Travel down to Wollongong on Friday afternoon

Dinner in Wollongong

Attend Wings Over Illawarra on Sat/Sun, your choice

Saturday night dinner in Bowral

Drive Home Sunday



Hunter Valley Experience

Saturday morning Club drive to Hunter Valley OR

2 Day run to Hunter Valley

Lunch at Brokenwood Winery

Dinner at Cypress Lakes Golf Club

Return via Port Stephens/ Newcastle for lunch Sunday



West Head

Meet at St Ives Show Ground

Drive to West Head

4 Pines Brewer, Brookvale

Dinner - Burger's & Wraps

The Food is Outstanding





Part 2

In last month's *Opposite Lock* we considered a number of hypothetical (but realistic) scenarios concerning the operation of the dual HVS and CVS schemes for Historic Vehicles. No doubt some debate among owners of Historic cars will continue as the application of these new rules is bedded down and we can see just how they are being enforced/ This month we continue with some more scenarios for your consideration. Please check your responses with the suggested answers provided on page 21 of this edition of *Opposite Lock*.

Scenario 1

If an MG Magnette owner on Historic Registration (without a log book) is pulled over by the Police who notice a lot of groceries stacked on the back seat will they be liable to a fine?

Scenario 2

If an MGA owner from another car club (operating without a log book) is stopped by Police about 15 km from his home on the way to a workshop can he be fined?

Scenario 3

The owner of an MG Magnette on HVS installs more modern seats from a Saab 911 for the driver and passenger only. Is this in breach of HVS rules

Scenario 4

Is it acceptable to use major components from another Historically registered vehicle eg Triumph, Lotus, Jaguar etc., provided they can be fitted with no structural modifications to the original vehicle? eg wheels, seats, brakes etc.

Scenario 5

If an owner of an MG with HVS and logbook is operating a vehicle in a Private car parking area, such as a large shopping centre or an industrial complex after hours do they require an entry in the logbook?

Scenario 6

If you are on HVS and you have the misfortune to hit and injure a person while driving in a mate's horse paddock are you covered by 3rd party insurance?

Scenario 7

A very keen driver uses their MG frequently. When there is no more room on the logbook sheet they continue to use a photocopy of the sheet made earlier when they registered the vehicle. Is this OK? (NO - the scheme is limited to 60 days use for non-club events)

Scenario 8

Typically if Police detect an unregistered vehicle they will not allow the driver to continue their journey. If a conditionally registered vehicle is fined for no log book will the Police allow it to proceed as it is technically unregistered? If the person completes their log book can they then move it?

Scenario 9

According to RMS guidelines people are able to make 'Owner Certified Changes' to cars under the HVS. This generally means fitting optional extras, provided by the manufacturer, of the car. Would this include bolt-off, bolt-on packages (like 5 link rear end packages, 5 speed gearbox or coil over suspension conversion packages) often advertised in club magazines by manufacturers such as Frontline, Hi Gear Engineering etc,

Scenario 10

If a person has Historic Registration (with a log book) what penalties apply if the person is pulled over by the Police and their Log is not filled in?

Scenario 11

A new member of the MGCC buys an MGB which they plan to use for club events as well as entering occasional racetrack events such as Supersprints and Regularity. The car when purchased is fitted with a roll bar that is bolted to the car. Would HVS be available for this car?

Scenario 12

A club member has an MGA that has been registered on Historic plates for many years. Over time he has changed the car for periodic use on the track. He has fitted race style seats bolted to the floor, a lap sash seatbelt, wider 215 x 15" tyres on the rear, a cut down perspex windshield and a front sway bar. If he submitted a request for HVS renewal he would be knocked back and would likely complain. Why?

Scenario 13

An MGB is fitted with hood pins. Would this disqualify it from HVS?

Scenario 14

An MGB GT is fitted with a bolt-in internal roll bar. Would this car be OK for HVS?

Scenario 15

A member of the MGCC buys an MGC that is currently on full rego. If they wish to get historic plates what would they need to do?

Scenario 16

A member of the MGCC purchased an MGY from a member of another State MG Car club. The car is fitted with wire wheels from an MGTD. Upon examination he found that alloy spacers were fitted to the hub assembly to widen the track. Can he register this vehicle on Historic registration?

Scenario 17

A member of the MGCC, an owner of an MGB and a member of the Navy has to do a tour of duty that will have them away from home and family for up to six months. As Historic Registration lapses after 3 months do they have to surrender the Historic Registration currently on the vehicle?

Brian Woolmer





The Illawarra register's program has been temporarily suspended during the current NSW Govt Covid lockdown and so unfortunately, we have had to cancel all future planning for at least till the end of October, and we await the developments in the current lockdown- with hope that it will ease soon.

So being optimists, we believe the Covid restrictions will gradually ease by November, so a reminder- we have also scheduled an MG Car Club Illawarra Register run for the Saturday 27th Nov 2021.

Please put this future date in your MG events diary!

Wings Over Illawarra Sat 27th- Sun 28th Nov 2021

Again, I want to invite you to attend as a participant for our long-delayed Wings Over Illawarra 2021 event- which is now **rescheduled** for Sat/Sun 27-28 November 2021.

To book:- please go to:-

<https://wingsoverillawarra.com.au/get-involved/classic-vehicle-registration/>

I have already registered the MG Car Club of Sydney as a Club attending WOI 2021, so please register your own car and attendance using that Club option. You can attend on both days if you wish, but we are requesting that you commit to Sat 27th Nov to attend.

You can only register to attend through the WOI website as above, and you will need to provide a valid email

address so you can receive both confirmation of your booking and a ticket, which you will receive as a PDF in the email.

To gain entry on the day, you print the ticket at home or show it for scanning at the entrance gate, or by showing the same image on your smart phone.

Directions for attending and joining the car display are already up on the WOI 2021 website.

Some reminders of the conditions for attending in a display car:-

When you register, you and your car are free, but you need to pay extra for any other passengers

It is a very long day as:-

- o We need to be in place quite early which means and RV of about 0815 near the Albion Park Rail airport. We used Hungry Jack's at Yallah last time for breakfast.
- o The cars are not released till after the air show finishes, and then there's usually a big traffic jam with everyone leaving, so don't plan to get home till quite late. .

Please don't let me put you off attending I just want you to understand the reality of becoming one of the WOI 2021 display items with your car on display, and that it's a great day with terrific aviation assets both on display and flying. Good ground exhibits, food stalls and souvenirs for family and kids.

Please support it if you can, and book early and come on the Saturday to show off your MG!

Finally, due the shortage of current MG and motoring related events at present, and the cancellation of the All-British Day & Concours this year, please find attached my personal selection of some of the range of British Cars that turned out at the last Kings School event that I attended!

Michael Hough





A Previous "All British Day "At Kings School, Parramatta

MG Record Breakers

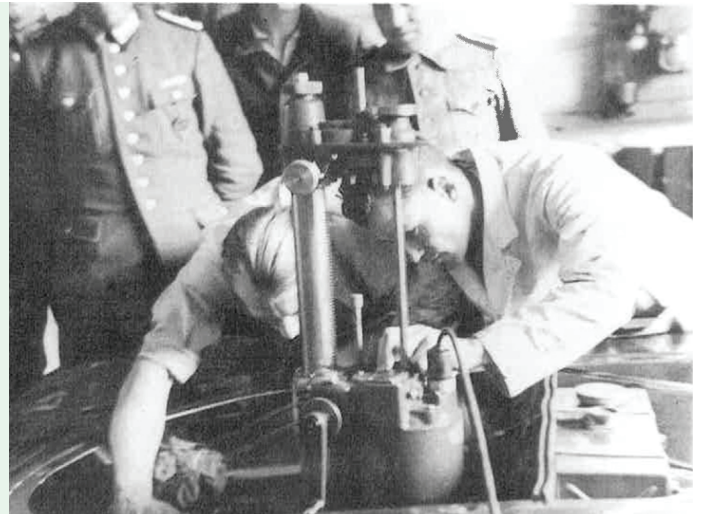
Submitted by Greg Fereday

In around 1930, MG produced two types of OHC car, the Magna and the Magnette. Both became involved with record breaking. The first of the Magnas was a six-cylinder version of the Midget, offered with a variety of body styles, but was not conducive to tuning like its four-cylinder counterpart. I know of no record attempts by an 'F' type. However, the L Magna had the same basic engine as the K series cars and was thus a good starting point. An L2 took class G honours for 12 hours and also 2000 miles at over 80 mph at Montlhery. However, class G became the territory of two K3s—K3007 and EX135.

K3007 was the property of Ron Horton, who had been taking records with his special-bodied 'C' type. He repeated the concept with the Magnette and in 1934 at Brooklands took his first records—some 16 mph slower than EX127 in the smaller class. Horton managed to get more power from his engine than any of the other K series engines. The year 1935 was one of change. MG withdrew from racing following an edict from Morris and were coerced into returning to the use of more Morris parts in their products. The OHC engines gave way to push rod units of the SA, VA and WA types and saw the birth of the new Midget, the 'TA'—which started a whole new era in MG history that took the company on to sales figures unheard of in the OHC days.

Record breaking still continued, however, for racing went on and the OHC cars were modified and 'improved' by private owners, with factory help through the racing department. The old names disappeared, new characters replacing them and making MG even faster. EX 127 was sold by Eyston, who was now concentrating on other forms of record breaking. The Magic Midget was purchased by the German driver Bobby Kohlrausch and, after some use with the earlier engine, was returned to the works and rebodied with a later series engine fitted. This engine is reputed to have produced 150 bhp—all from 750 cc! Using the German autobahn, Kohlrausch upped the mile record to over 140 mph in 1936.

At this time appeared the most successful of the MG record breakers, K3023—better known as EX135. This was a special K3 built for Eyston along the lines of the Magic Midget. It was known as the Magic Magnette or, less politely, as the Humbug because of its brown and cream stripes! It was quicker than the Magic Midget for many distances, but in Eyston's hands did not better the faster of the Midget's times. Meanwhile, enter Major A. T. G. 'Goldie' Gardner who purchased K3007 from Ron Horton. This was used for racing and some record breaking, equalling the speed of EX 135 at Brooklands, and thus setting British National records almost as fast as the international ones. Gardner acquired EX135 from Eyston and had in the meantime used K3007 to become the fastest-ever MG, taking over that slot from EX 127. At this stage, EX 135 became known as the Gardner-MG, as it had received a new body designed by Reid Rail ton and an engine from K3007. In this new guise, the car returned to the Frankfurt autobahn and raised the record from 148 to 186 mph! Six months later she was back in Germany at Dessau autobahn when Gardner and MG pushed the class G records to over 203 mph. Two days later, EX135 took the class F records at over 204 mph for cars up to 1500 cc. Reg Jackson and Sid Enever had taken a portable cylinder-boring bar with them, plus the necessary pistons. After the 1100 cc records had been taken, they removed the cylinder head and rebored the engine to take it into the next class up in size, by a couple of cubic centimetres!

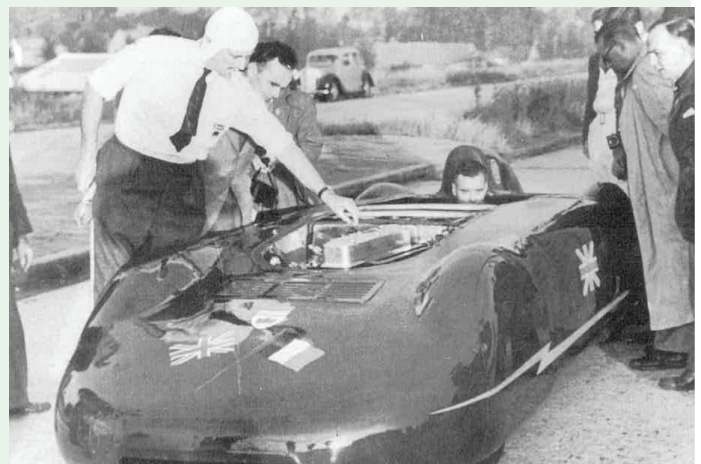


German SS officers watching while MG mechanics Reg Jackson and Syd Enever rebore EX135's engine between record runs!

What is even more remarkable is that legend has it that each thought that the other knew how to work the boring bar—so under the gaze of SS officers and other onlookers they learned how to do it on the record-breaking engine! The speeds achieved next day show that they were fast learners.

And so the War came and the end of record breaking with the OHC MGs until 1946, when Gardner took his MG to Belgium and on the highway at Jabekke raised the 750 cc record to 159 mph using the six-cylinder engine with a short stroke crankshaft. Two years later he returned with a Jaguar engined EX 135 and took some class E records. He had not forsaken the OHC MG engine, however, he simply took out two pistons and ran it in the 500 cc class at 154 mph. The following year two more pistons were removed, to reduce the engine to 350 cc, and Gardner still cracked the records at 120 mph—a record that the Magic Midget had strained to reach with an engine twice the capacity. But even EX135 was not finished.

The Gardner-MG crossed the Atlantic in the hold of the Queen Mary and with a blown XPAG MG 'TD' engine set more records. Another OHC engine was fitted and though this was a modern Wolseley unit, further records were set. Finally, another XPAG 'T' series engine was installed for her last record-breaking session in 1952 at Utah. Here, once more, EX135 again exceeded 200 mph, some 13 years after her first double-ton records.



Goldie Gardner tinkers with the six-cylinder engine of EX135 during one of the record-breaking runs.

HART ADVANCED DRIVER TRAINING DAY

SATURDAY 9TH OCTOBER 2021

Drivers will need at least Ps or Full Licence.



Following up on earlier Defensive Driver Day at HART, St Ives, the MGCC Sydney has partnered with HART to learn more about car control in an Advanced Driver Course.

We would love to see You and your Classic Car participating!!

And what better way to learn... than from experienced Driver Training staff at the

**HART Driver Training Centre, 451 Mona Vale Rd, St Ives
(opposite the St Ives Showground)**

This event will extend the level of driver control to include the use of the skid pan to master unexpected skid control, and driving with challenging laps of the HART circuit. Just bring your own registered car.

If you're interested in learning with better skills, email Alan Heritage MGCC Sydney at alan@mgcc.com.au to express your interest.

NOMINATE YOUR DAY MORNING OR AFTERNOON SESSION

- Be there: **Morning session** 8:00 am for sign on. Finish up at 12 Noon.
- **Free BBQ Lunch** for morning and afternoon sessions at Noon.
- For **Afternoon session** 1pm sign on. Finish up around 5PM

NOTE: The last event proved popular, so if you're coming.....

REGISTER with payment BEFORE FRIDAY 1ST OCTOBER 2021

Pay the entry fee by direct deposit to **The MG Car Club** (St George Bank Limited, BSB 112-879, Account 043811680 or through MGCC Wild Apricot ...

making sure to include **HART / NAME** on your deposit.

Cost: Early Bird \$120 per person per session or \$130 after 1ST October. For further Details: Alan Heritage: 0418 459496, Steve Perry: 0434 275970 or Charlie Frew: 0488 223322

On the Day of the Event, empty all loose items from the cabin and boot, and arrive 15 to 30 minutes before the session for signing on. Fully covered footwear is required, and NO high heels.

Special Bodied Y Types

Apart from the standard YA, YB and YTs produced, a number of Special Y Types were made by various Swiss and Italian coach building companies. The base for these cars were supplied in two forms by the MG Car Company and comprised the following components:

1. Chassis and Running gear
2. Petrol Tank
3. Spare Wheel
4. Number Plates Holders
5. Instrument Panel
6. Switches and Electrical Equipment
7. Running Boards
8. Unpainted Wings
9. Front Fairing

Or with the addition of:

1. Bonnet
2. Prop Shaft Tunnel

The first of these were by Reinbolt & Christi  in Switzerland using Y1225, which basically was a YA with a TC tub and soft top dropped in and the boot enlarged for more luggage space. For more performance it was fitted with a Nordic supercharger.



Reinbolt & Christie MG Y 1225 with TC "tub"

Later versions from Reinbolt & Christi  were from Y1366, 1367 and 1380. These were four-seater tourers and featured scuttle mounted wipers and wind-up windows. These were not supercharged.



Matthew Crawford



The next to appear was from Y1373 by the Swiss Coach builder Beutler, again a four-seater Tourer, however with markedly revised lines, that maintained basically a Y type front, with a Magnette style rear end. It featured a split screen scuttle-based wipers and wind-up windows.



Beutler MG Y 1373

Ramseier-Worblaufen in Switzerland used Y1374, Y1379 and Y1381 to manufacture their four-seater tourer.

Most of the body resembled the YA, however the spare tyre well was eliminated to enlarge the boot.

It also features wind up windows, scuttle-based wipers and forward opening doors.



Ramseier-Worblaufen MG Y 1374,79 & 81

Reinbolt and Christé returned in 1949 for the Geneva Motor Show.

It was an elegant design with swept guards incorporated into the body work, forward opening doors and headlights faired into the front guards. This car was judged 3rd in at the concours and fashion show.



Reinbolt & Christie MG Y shown at the Geneva Motor Show 1949

The prettiest of the re bodied Y Types was the order of Roger Barlow, President of International Motors, Los Angeles, USA, and built by Castagna in Italy.

Although it was a beautiful car it was far too heavy to have any performance despite being fitted with a Shorrock supercharger.



Castagna MG Y Ordered by Roger Barlow

Roger had plans to build and sell 100 modified Y Types with Italian designed Zagato bodies that could achieve 100 miles/hr with highly tuned and possibly supercharged engines, at twice the original price.

The mechanical changes including tuned and supercharged TC engines with a significantly taller final drive ratio to achieve the desired speed.

These modifications would be made by Abingdon prior to shipment of the chassis. Unfortunately, only one was ever made and unfortunately it seems not to have survived.



Zagato MG Y

The last YB chassis No 1551 produced was fitted with a race car body for Dick Jacobs.

He campaigned in this car successfully for many years.

He is seen in the picture at Goodwood.



The Last YB chassis produced YB 1951 became a race car for Dick Jacobs

Matthew Crawford



Where Have All the T-Series Gone?

John Clarke



There are too many MGBs on runs. Oops, let me put that another way, where are all the T-series MGs? After the US, there were more T-series of all models sold in Australia than any other single export market. While as the MGB Registrar I certainly encourage as many MGB owners as possible to come to the events we organise, I am concerned that over the years however, that there are fewer and fewer T-series cars coming along as well.

T-series were once the backbone of the MG Car Club. An MGTC in particular was almost a right of passage for a young man with sporting intentions. In the 1950s, 60s and 70s many T-series cars were campaigned successfully at race meetings organised by our club. Indeed, more than one famous racing driver cut his competition teeth in a T series MG. As our club took on more social runs TCs, TDs and TFs were at least as numerous as the more modern MGAs and MGBs. Many years ago, I remember a friend of my grandfather who had had 2 MGTCs - one for him and one for his wife, and if they went for a drive each went separately in their own cars.

So, what has happened to all the MG T-series cars? Are they just sitting around in garages somewhere? I suppose they must be. I understand that with most T-series having a 1250cc 4 cylinder engine (there was also the MGTF 1500) they are not going to outpace the latest econo box from Asia or Europe on today's roads, and they don't have all of the mod cons we take for granted in modern cars, but that is the point. They are different, they are fun and take you back to a bygone era when 'motoring' was an adventure. And if well maintained there is no reason that they should not be able to get you on a run and back with a smile on your face.

The problem is that by not getting your T-series out on runs, then other people don't see them out on the road being enjoyed. And if they don't see them then they won't know what a T-series MG is. And if they don't know what one is then they won't aspire to own one, which isn't good for the value of your car or preservation of the classic MG marque. So get your MG TA, TB, TC, TD or TF (and Y-type) out of the garage, take every opportunity to drive it, bring it along on our club runs, and enjoy motoring as an adventure. But of course, I still hope to see lots of MGBs out there being enjoyed as well.

MG T- Series Production & Export for Selected Countries

| | TA & TB | TC | TD | TF* | Total |
|-------------------------|-------------|---------------|---------------|--------------|---------------|
| UK | 2910 | 3408 | 1656 | 1057 | 9,031 |
| USA | 11 | 1820 | 20,007 | 6175 | 28,013 |
| Australia | 113 | 1774 | 904 | 994 | 3785 |
| Germany | 79 | 64 | 1248 | 425 | 1816 |
| S. Africa & Rhodesia | 30 | 617 | 493 | 55 | 1195 |
| Canada | 11 | 370 | 1146 | 334 | 1861 |
| Other | 228 | 1947 | 4210 | 560 | 6,945 |
| Total Production | 3382 | 10,000 | 29,664 | 9,600 | 52,646 |

* Country breakdown for the TF is an extrapolation by me from the 1953 & 1954 years as the breakdown by country is not available for TF exports for the last year of production in 1955. This is a summary of information from: Anders Ditlev Clausager Factory-Original MG T-Series, 2019.

John Clarke



MGs By The Ship Load

MG MOTOR Australia is literally selling vehicles by the shipload, having filled the entire manifest of the Primrose Ace car carrier with 4800 of its Chinese-made hatchbacks and SUVs.

It is the first time the brand has occupied a whole ship with vehicles bound for Australia; these vessels usually contain vehicles from a mixture of manufacturers. Nevertheless, the Primrose Ace vessel docked at Port Kembla near Sydney on July 13 having departed Shanghai Harbour in late June after spending two days loading its cargo of MGs.

The shipment contributes to around 11,000 MGs that have landed in Australia since the beginning of June this year. Vehicles onboard the 17,000-tonne, 200-metre-

long ship were petrol and electric versions of the ZS small SUV including the ZST range-topper, the MG3 small hatch and HS medium SUV – including the plug-in hybrid version. In 2020 a shipment of this size would have provided almost enough cars to satisfy MG demand in Australia for the first half of the year, but the brand has grown substantially since, selling almost an entire Primrose Ace worth of stock last month alone.

Year-to-date MG sales were up 240.4 % to June 30, with 19,544 reported deliveries. The MG3 dominates the light passenger car segment with a 29 per cent share so far this year, pushing the Toyota Yaris to a distant second with a 13 % slice of the pie.

Greg Fereday

Greg Fereday

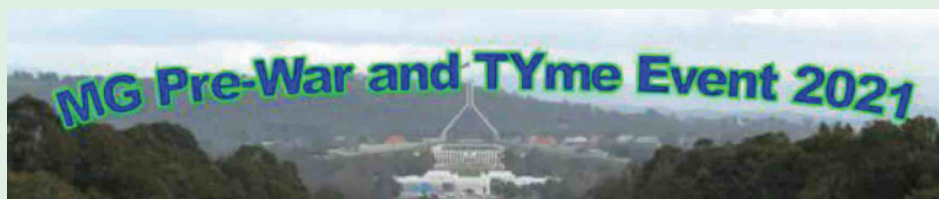


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Greetings MG Pre-War & TY Enthusiasts



I am contacting you as a Registrant for the MG Pre-War and TYme Event 2021

I expect that my news is not unexpected

The MG Pre-War and TYme Event 2021 in Canberra has regrettably been **CANCELLED**.

Accommodation: Any accommodation that you have arranged will need to be cancelled or adjusted by you. The Alpha Motel in Greenway (our Event-central motel) advised our Club a year ago that refunds would be given in the event of a Covid cancellation, and we expect that this will be honored. While our Club does not anticipate any problems, and we will have little or no power to intervene, please do let us know if you experience any difficulties with the motel.

Event Registration Fees: Will be refunded in full as quickly as possible. EFT is the safest and quickest method but a cheque refund can also be arranged. To request your refund please reply to this email either with your EFT details (BSB, Account No, Account Name) or provide the address to post the cheque. If you are providing your bank details, please check and re-check the detail. In the unlikely event of a delay receiving your refund, or if you think there is an error in the refund made, please contact Brian Calder, MGCC Canberra Treasurer direct on treasurer@mgcccanberra.org.au or phone 0434 307742.

Event Memento: As a reminder of the event that wasn't, MGCC Canberra will post the Event Memento to you at no cost. If you do not receive a small box containing the memento within the next few weeks, please email treasurer@mgcccanberra.org.au or phone 0434 307742.

Our Club expresses its great appreciation to Shannons, and in particular Steve Farmer, the Shannons ACT Region Manager for his generous support to the Event (that wasn't).

Now the Good News

Save the Date: The MGCC Canberra Committee has 'agreed in principle' to host a similar Pre-War and TYme event in 2023 – yes 2023, the Centenary of the MG marque. By 2023 it is possible that the event may even look more like an 'MG Pre-56 Flat Cap Rally'. So please do save the date and that flat cap. If the event is held, it is likely to be around the first weekend in October 2023 – which is after most footy finals, is a long weekend in many States, it is warmer, and it coincides with Canberra's Floriade Festival.

Questions: please email to: mg-pre-war-tyme@mgcccanberra.org.au, or phone/email to:

Pre-War Registrants: Malcolm Robertson ph. 0408 627 685 or musgrovemedia@netspeed.com.au

T Type and Y Type Registrants: Kent Brown ph. 0412 558 029 or vicepresident@mgcccanberra.org.au

Safety First (and Fast)

Our thoughts are with our many MG friends in the States that are doing it really tough. Hang in there, you have our very best wishes and we really do hope to see you in 2023 – if not before. Please remember that if you are in Canberra, our Club will always welcome and assist you if we can. MG is the marque of friendship.

The best casual contact for the Club is mgcccanberra@gmail.com Kind regards

Brian Calder

2022 MG National Meeting



You are invited to join MG Car Club Newcastle

"MG's by the Lake" 15th to 19th April 2022

Lake Macquarie Easter 2022

Bulletin 2 in October

Answers: Understanding Conditional Registration

Scenario 1 YES -could be fined as they are using the car outside of a published club event.

Scenario 2 YES – unless he has made a firm appointment with the workshop that the Police can phone and check.

Scenario 3 Possibly YES – RMS Document 6.0 specifically covers this point. They may be acceptable if the new seats bolt directly to the original mounts, but you would need to approach a Blue Slip issuer to check if certification is required.

Scenario 4 NO – would require an Engineer's report.

Scenario 5 YES – Private and public car parks are considered by the RMS as a "road related area".

Scenario 6 NO – as the accident occurred on private land and you would be personally liable for any injuries caused.

Scenario 7 NO - the scheme is limited to 60 days use for non-club events

Scenario 8 Another grey area -according to ACMC it may depend on the attitude of the officer concerned!

Scenario 9 RMS Technical at Penrith said NO! An engineer's report would be required.

Scenario 10 At a minimum - \$659 for being unregistered and \$659 for being uninsured – RMS website

Scenario 11 If the roll bar has no forward bracings or other fittings likely to cause injury to the head in the event of an accident, like a single hoop bar then this

would be OK. When you go for a Pink/Blue Slip you can self-certify the Roll bar and if the Blue Slip guy approves you are good to go. If they insist on Engineering he may send you off for a check of that specific issue .

Scenario 12 The past rego history of the car is now irrelevant. The owner needs to know the new rules relating to HVS and he would be OK on most things but would need to seek a Blue Slip for the race seats and possibly the tyres. As a general rule similar style seats to the originals are OK if they bolt directly to the original seat runners. If they are bolted directly to the floor then certification would be needed.

Scenario 13 Possibly. If the original locking mechanism is still fitted and operable then NO, if not fitted then Yes

Scenario 14 No – the GT is considered a 4 seat car and no internal fittings are allowed that might interfere with back seat passengers getting out of the vehicle in the event of an incident.

Scenario 15 Have the car checked for originality, submit signed/dated photos of the car obtain a pink slip and complete MGCC and RMS documentation.

Scenario 16 NO – alloy spacers are illegal and Y types with wire wheels were never manufactured by MG. He would need to go on CVS.

Scenario 17 NO – the owner can nominate another person to be the Operator of the vehicle provided the vehicle stays in NSW.

Brian Woolmer



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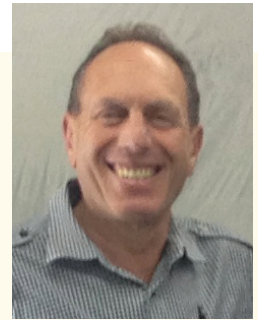
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My Motoring Heritage

Tom Aczel



I probably had the childhood of every boy's childhood dream; an exposure to an endless variety of cars, sometimes quite exotic. My father was a garage proprietor in Sydney. His workshop however happened to be in Bellevue Hill, an area where many of Sydney's more well to do resided. What's more, it would seem that my father was a particularly

capable mechanic. This was not just my opinion, the starry eyed son, but also that of some more reliably knowledgeable folk, including none other than (the) Ferdinand Porsche!

Let me explain the Porsche connection. In the pre-war years, Porsche was involved with designing vehicles for the "Austro-Daimler" company. One of Porsche's racing cars designed for this firm had been sent to Hungary where my father was involved with its maintenance. The engine however developed, if I recall correctly now many decades later, a propensity to snapping its camshafts. After repeated repairs, instructions were sent to

return the car to the Austro-Daimler works. This was duly arranged. My father transported the troublesome car back to the Austro-Daimler works where it was stripped down. Many at the factory pondered over the problem, including Porsche himself who came in several times to assess the state of progress. Ultimately however it was my father who determined the cause of the problem; intermittent camshaft bearing oil starvation leading to bearing seizure and camshaft breakages. From here, designing a solution proved straight forward, and the much-impressed Herr Porsche wrote my father a glowing full-page reference. Sadly in the turmoil of the events of World War Two, this reference, along with many other prized possessions (including the silver laurel wreath for winning a major Hungarian motor cycle race) were lost by my father, who quite frankly, was very lucky to simply survive the war-time. I often made the detour on my way home from school to view the range of cars on display. Frequently I was able to move cars (and light trucks)

in and out of the workshop, and as the years passed, was eventually often able to road test the cars after the work was completed, all long before I was old enough to hold a driver's license! The array of vehicles was such that perhaps I'd best list the cars I'd not seen in the workshop or driven, rather than the ones I had. I unfortunately never drove or even saw a Lotus, Ferrari, Maserati or Lamborghini grace the premises. There were of course the predictable stream of GM, Ford, Chrysler, BMC and Rootes and Triumph varieties and later the Japanese Toyotas, Datsuns etc. Far more interesting to me however were the multiple Alfa Romeos and Lancias, endless Jaguars, (often through the back door from other local workshops), a smattering of Mercedes and Rovers even the odd Rolls Royce or Bentley. Of course there were many of the common sports cars of their day, the MGs, Triumph TRs and just a couple of Sunbeam Alpines and I certainly made sure I tried as many of these as I could. Which cars were the most memorable?

The Aston Martin DBS, in metallic green with chrome wire wheels, (wonderful to drive, with cornering so flat that seemed impossible in such a large car, and oh so beautifully finished and simply stunningly beautiful to look at).

What a contrast to the Facel Vega HK500 (what an abomination; rolly poly handling, a painted faux timber dash and doors that seemed to weigh half a ton each).

Amongst the Lancias, the 1300 Fulvias were moderately often seen, but particularly distinctive was the Fulvia

Zagato Coupe. It looked somehow stumpy and unconventional, but all the more appealing for its originality.

A neat trick was the electric lift that cracked open the hatchback. Of supreme elegance and sheer class was the beautiful dark blue Lancia Flaminia Coupe driven by the equally elegant Mr Sved, who if I recall correctly dealt in textiles.

Of the many Alfa Romeos, I thought the 105 series Alfa Romeo GTV coupes were amongst the prettiest cars I'd ever seen. I particularly recall a lovely silver GTV 1600 owned by the Kiss family that was a long time regular visitor for service and maintenance. A chopped tail blue Spider owned by an Obstetrician and Gynaecologist, Gabby Zipser was a joy to drive, but just not, to my eye at least, as pretty as those coupes. My father, who could be quite critical of many otherwise respected cars (especially Jaguars) was a great admirer of the fine engineering of the Lancias and Alfas. Another nice one was the 356 Porsche that despite its considerable mileage still drove as tight and rattle free as if it were new. (Back then a knowing eye could determine if parts were common to Porsche and VW. Those labelled as the latter were invariably considerably cheaper).

Of the many Jaguars, one still stands out in my mind, an immaculate but innocuous looking ivory 3.8S manual with overdrive that belonged to a local pharmacist. I had to take it up to Bondi Junction one day. Wow, what a rocket ship, and a delight to drive, still with that lovely "oh so British" ambiance provided by the abundance of leather and walnut and that long row of toggle switches.

There was too the lovely cream coloured Mercedes Benz 190 SL, beautifully finished internally in red leather, contrasting body coloured metal and chrome. It provided a very interestingly different character to the MGBs that I was so familiar with. The performance was not dissimilar, but with the Merc's greater weight and more sophisticated suspension, it felt significantly "better planted" on the road than the MGB. Puzzling for some time was how to make the turn indicators work, till I suddenly realised that they were actuated by moving the horn ring in one or other direction!

Then there was the Rolls Royce Silver Shadow that I used one day to deliver brake and clutch spare parts to other local garages on behalf of my father! Incidentally, that Roller was entrusted to my father to be serviced from new by a family already well known to us. When it was less than a year old, it began to display a whine from the rear end. My father determined that the offending noise was arising from the differential and advised the family to return the car to the selling agents, York Motors in William Street, to replace the faulty component. The agents kept the car for some time before notifying the owners that the car was ready to collect.

Upon enquiring what the problem had been, they were informed that the rear wheel nuts had not been done up tight! The family were understandably irate, and called by my father's workshop on their way home, to complain. The car was quickly raised on a hoist, where the obviously shiny new differential gleamed amidst the otherwise dusty under-surface!

The truth was obvious to see even to the non mechanically inclined owners! (They ran a jewellery business in the Sydney CBD). The family I'm pleased to relate, remained satisfied customers!

Of the commoner sports cars, the MGs were by far the most numerous. To list a few amongst many, there were the multiple MG TFs owned by Les O'Neil in Bondi. Each was red, though most were in several shades of red!

Les drove one, his wife one, and both his son and daughter had one each. I think there were a few more in his backyard. Les loved tinkering with them, but left the more complex work to my father and his staff. Another TF, a beautiful example in pale blue belonged to a university lecturer, Peter Slezak. Speaking of lecturers, there was the white MGA 1600 Mk II obsessed over by George Molnar, a lovable eccentric Sydney University Philosophy Professor.

When the engine became just a little tired he insisted that a new engine be installed in his car rather than having the original engine rebuilt. (The superfluous extracted 1622 engine was duly installed in my mate's MGA 1500 yielding him a cheap performance upgrade). There was Dr Coy with his Nurburg White MGB that seemed forever adorned with its J & S hardtop.

Despite my father's past association with motorcycles and that a motorcycle was often the chosen mode of transport for holiday travel when my parents still lived in Hungary, (he'd owned a Henderson Four, Zundapp, Puch, and several BMWs amongst many others), he developed an aversion to motorcycling in Australia when he was almost killed by a presumably drunk car driver while riding home from work on a BSA one evening, soon after arriving in Sydney.

Only one motorcycle was regularly serviced and worked on at my father's garage, a beautiful BMW R60, complete with Earles forks that belonged to a Hungarian baker, long known to my father. I myself lusted after an A65 BSA after seeing them at the Sydney Motor Show one year. Finally (after missing out on a genuine Costello MGB V8) I bought one. I reassembled the bike and proudly rode it over to my father's garage. Being almost pathologically

protective of me, he was greatly annoyed to see what I'd done, and refused to even have a close look at my new pride and joy! After a failed half-hour of fruitless imploring my father to assess and comment on the bike, I finally made ready to leave. I kicked the bike over and started it, just as my father was walking past. He grunted: "it's running too rich", reached over and in an instant leaned off the Amal Monobloc carburettor.

He was right; it now ran MUCH better!

He took a softer line on my motorcycling thereafter, though he was never at ease about it. Come the first oil change on the Beeza, I was in trouble. Three of the four studs in the crankcase were missing, presumably having vibrated out, and the sump plate was retained with one nut and GLUED on! Somehow I rescued it and rode over to my father's workshop again. What could we do?

In a flash my one remaining stud was extracted, measured up and on the spot four new exact replicas were made, coarse threads on the halves into the alloy sump, and fine threads for the securing nuts! It was all so effortless and quick. I was on my way, problem solved, in half an hour or so!

With so much motor engineering knowledge, to this day I very much regret that my father made a particular effort to discourage me from pursuing a career as a mechanic. Whenever I'd ask for a job to do, he'd hand me a tray of dirty greasy parts, a tin of petrol and a paintbrush, with instructions to clean them up. His stated attitude was: "I really don't mind what you do, just so long as it involves a university degree". While I certainly obliged, (ultimately graduating in Medicine), as I sometimes struggle with little mechanical jobs on my own MGs, I sincerely regret that I couldn't have been involved in even a casual part time apprenticeship so that just a little more of that vast engineering experience could have been shared with me.

Tom Aczel



ENGINEERING MANUFACTURING

NEVCO

Ezy Approach Trailer

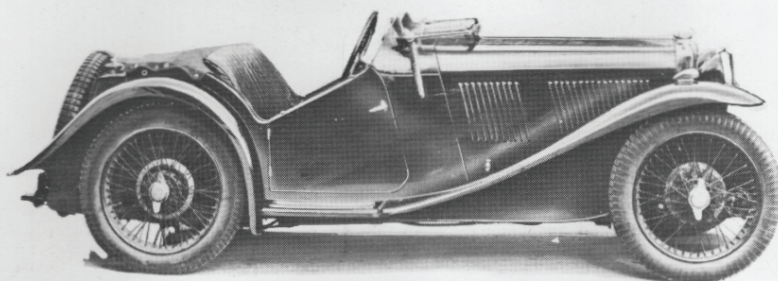


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www.nevco.com.au**

M.G. CARS FOR 1934

Slightly Modified J.2 Midget, Continental Coupé Added to Magna Range, Magnette With Greater Engine Capacity, and Pre-selector Gear Box Combined With Plate Clutch



M.G. Midget J2. Two-seater, £199 10s.

VERY little change is being made in the M.G. series of cars for the coming season, for they have been brought to a state of development where extensive modifications are not considered necessary. Prices also are practically unaltered, save for slight variations in the Magnette. The complete range of cars and their prices are as follows:—

M.G. Midget: chassis £160, two-seater £199 10s.

M.G. Magna: chassis £245, open two-seater £285, open four-seater £299, saloonette £345, Continental coupé £350.

M.G. Magnette: chassis £340, open two-seater £390, open four-seater £399, pillarless four-door saloon £445.

It will be noticed that there is a departure in the Midget range, inasmuch as the car is now offered as a two-seater only, other bodies being discontinued. The lines are similar to the previous model, but the appearance has been distinctly improved by fitting a modern type of flared wing, and also the addition of running boards makes sure that the car and its occupants are kept clean in bad weather. In order to preserve and improve the snappy and sparkling performance which these exceedingly attractive little cars possess on the road—the four-cylinder engine is capable of turning over at pretty well 6,000 r.p.m.—one or two modifications have been introduced, for example, the connecting rods now have fully floating gudgeon pins, and pistons with controlled expansion skirts included, and the compression ratio also has been slightly raised.

Midget Specification

It is interesting to review the specification of the Midget. It has a four-cylinder overhead-valve and camshaft engine, 57 × 83 mm. (847 c.c.), tax £8. Twin S.U. semi-down draught carburettors are fitted, and the fuel from the 12-gallon rear tank is fed through an S.U. petrol pump. The engine is cooled on the thermo-syphon system, and in order to avoid waste of power a Burgess straight-through silencer is used. The gear box is a four-speed twin-top type

| M.G. PRICES FOR 1934. | | | |
|---------------------------|-----|----|--|
| M.G. MIDGET. | | | |
| | £ | s. | |
| Chassis | 160 | 0 | |
| Two-Seater | 199 | 10 | |
| M.G. MAGNA. | | | |
| Chassis | 245 | 0 | |
| Open Two-Seater | 285 | 0 | |
| Open Four-Seater | 299 | 0 | |
| Salonette | 345 | 0 | |
| Continental Coupé | 350 | 0 | |
| M.G. MAGNETTE. | | | |
| Chassis | 340 | 0 | |
| Open Two-Seater | 390 | 0 | |
| Open Four-Seater | 399 | 0 | |
| Pillarless Saloon | 445 | 0 | |

provided with a particularly neat remote control which brings the gear lever close up to the driver's left hand. The clutch is a single plate, and the open propeller shaft has Hardy Spicer joints at both ends. Final drive is by spiral bevel, and the road wheels are of the Rudge racing type, fitted with Dunlop tyres. A feature of the car is, of course, the underslung frame, which is responsible for the low centre of gravity, and hence the road-holding qualities. The Midget has a wheelbase of 7ft. 2in. and a track of

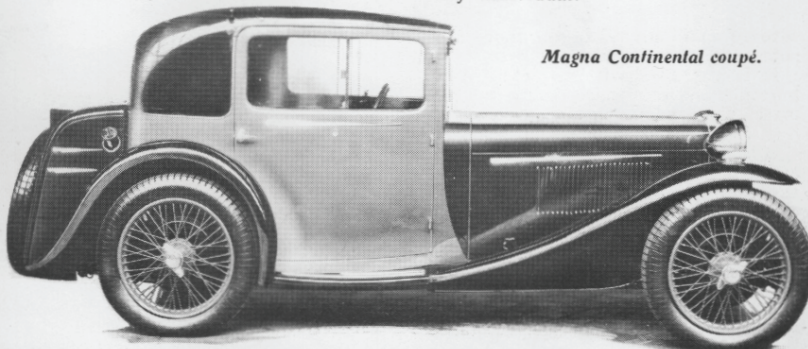
3ft. 6in., and the semi-elliptic springs are damped by Hartford shock absorbers.

Marles-Weller steering with a transverse drag link is fitted, and the four wheel brake set is operated through a system of fully enclosed cables provided with proper means of regular lubrication. To handle a Midget on the road is always a pleasure, for the car is fascinating in every way and is not only fast, but has quite a different feel about it from most vehicles. The engine is particularly willing, and also notably smooth for a four-cylinder, and it has a very exhilarating way of going about its work, especially if proper use is made of the gear box.

If a gathering of motor enthusiasts was asked to make a choice out of the M.G. range, the majority would undoubtedly go for the Magna two-seater, for it is a car with just exactly the right balance of bonnet length to body, it sits down to the ground so compactly, and has a distinctly thoroughbred air. That the Magna is capable of doing a great deal more than look well is obvious from the success which it has scored during the recent season—for example, winning the L.C.C. Relay Race, and also the Manufacturers' Team Prize in its group in the International Alpine Trial. Elsewhere in this issue will be found an account of road impressions of one of the current "L" type Magnas.

Magna Revisions

Practically the only alteration to record for 1934 is that larger and more effective head lamps have been fitted. A new type of body, however, is now in production—the Continental coupé. This is a very striking-looking design of two-door four-seater with a large luggage trunk at the back. The interior of the body is most attractively furnished, and there are numerous special points, including elbow rests to the front seats, a sliding roof with windowlets in it, and recessed elbow room. This new body can be finished in black and yellow, in all-black, or various other colours, and is likely to become popular because it is very individual.



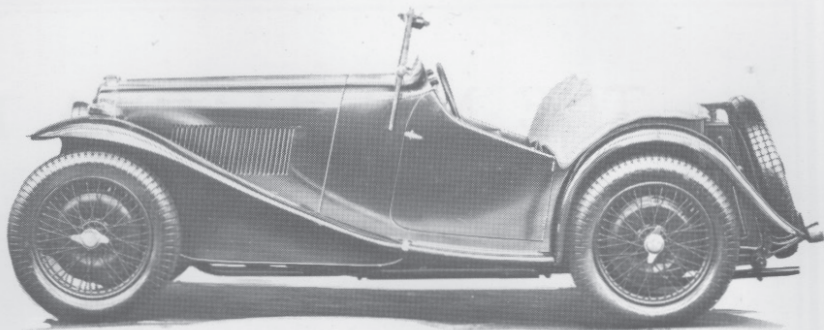
Magna Continental coupé.

It will be remembered that the Magna specification includes a six-cylinder engine, 57 X 71 mm. (1,087 c.c.), tax £12, with o.h.v. and camshaft, twin S.U. carburettors, external oil filter, separate dynamo and starter, an Elektron sump holding 1½ gallons of oil, floating connecting rods, and special pistons with controlled expansion skirts, a gear-type oil pump, and pump water circulation.

Magna Details

Transmission is through the two-plate clutch and four-speed gear box, of the twin-top type, with a remote control gear lever. An open Hardy Spicer propeller-shaft with metal universal joints conveys the drive to a spiral bevel gear, contained in a three-quarter floating design of rear axle. Rudge racing-type wire wheels are fitted and are shod with Dunlop tyres 4.5 X 19in. Jaeger instruments are standardised and include a 5in. diameter speedometer and revolution counter. De luxe equipment is available on all Magna models at an inclusive cost of £11 extra. On the closed cars a No. 5 Philco radio set may also be had at an additional charge of £21, and, incidentally, the salonettes and Continental coupés have, as a part of the standard equipment, an invisible aerial, in case the owner at any time wishes to instal a radio set.

It is in the M.G. Magnette that the most notable changes are to be observed. Following the process of development to which the Magnette has been subjected in the course of racing and other experience, a new type of engine has been evolved for the normal models. The design of this follows very closely on the racing engine, with modifications to make it suitable for the needs of the sporting motorist. The new engine has the same horse-power rating and pays the same tax as the old ones, but its dimensions are 57 X 84 mm. (1,286 c.c.). It has, of course, the usual M.G. type of overhead valves and camshaft, but is fitted



M.G. Magnette K2. Two-seater, £390.

the gear box and the engine a single-plate Don-Flex clutch has been added. This clutch is so arranged that the first movement of the pedal operates the single-plate clutch, and the further movement is then applied to the busbar of the pre-selector gear striking mechanism. Between the pedal and the two systems is an ingenious balancing arm which ensures that the plate clutch shall always work first.

A Smooth Take-up

On the opposite side of the clutch pit to the pedal is a clever tripping cam which again makes certain that when the gear is in neutral position the plate clutch is held out of engagement, but is automatically released ready for use when a gear is being engaged. The object of fitting a plate clutch is to give a perfectly smooth and even take-up when starting from rest or when engaging the lower gears. Also, when the engine is running and the gear is in neutral, the gear box is entirely idle and therefore cannot make a noise. The clutch also makes sure that, should too low a gear be engaged inadvertently whilst travelling at a high speed, the plate clutch is able to slip, and this relieves the rest

of the transmission from what might be excessive stress and strain.

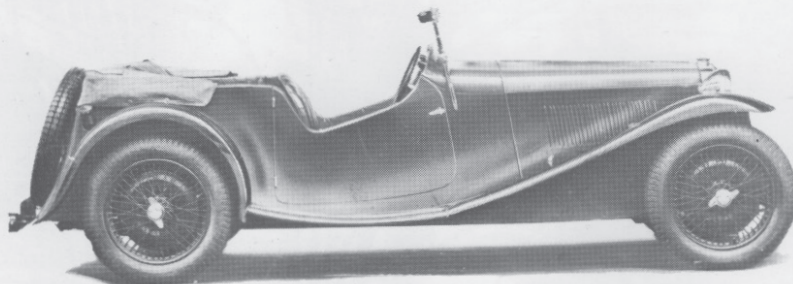
A short run on one of the Magnettes fitted with this device showed that a much more smooth and pleasant take-up is the result when starting from rest and gear changing. The Magnette is made in two lengths of wheelbase, the short being 7ft. 10in., and the long 9ft. The frames of both cars are underslung, and the half-elliptic springs have special slides at their rear ends in place of shackles. To ensure rigidity on the long wheelbase models, a cruciform type of cross bracing is fitted in the centre between the side members, in addition to the usual tubular cross-members. The wheel track of the Magnette models is, by the way, 4ft. For the steering a Marles-Weller gear is used, but the car has a special M.G. patented divided track rod, and this is very effective in practice.

Another minor modification to the Magnette is the provision of a felt-lined tool box in the top of the scuttle, underneath the back of the bonnet.

An Attractive Saloon

Particular interest attaches to the four-door saloon mounted on the Magnette chassis. This body is particularly attractively proportioned, and not only looks well, but allows extreme ease of entry, as it is of the pillarless construction, so that if both doors are open on one side there is nothing in the way of getting in or out. The rear panel of this body can be folded outwards to form a useful luggage carrier, whilst at the same time the spare wheel may be retained in position behind the petrol tank instead of adding to the weight of overhang, as would be the case if the spare wheel were attached to the lid.

Triplex glass is standardised all round on all M.G. models.

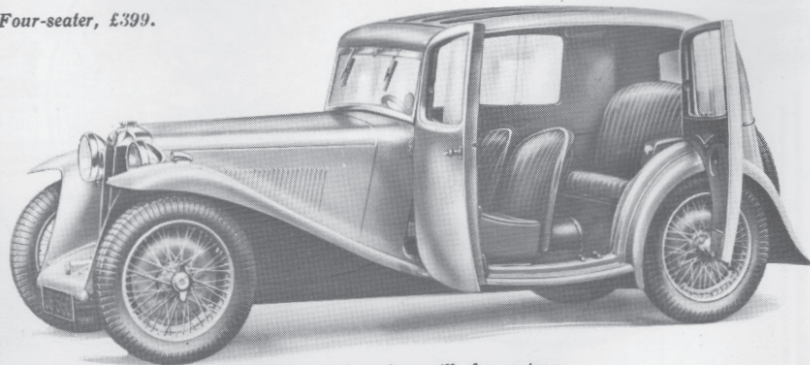


The Magnette K1. Four-seater, £399.

with 14 mm. instead of the more usual pattern 18 mm. sparking plugs.

It is equipped with triple S.U. carburettors and has a special coil and automatic distributor designed to meet the high engine speeds which are obtainable. "H" section floating connecting rods are used, the pistons are of the controlled expansion type, and the same features of Elektron sump, pump water circulation, and external oil filter are employed. The water temperature is controlled by an R.P. Thermostat.

There is a particularly interesting change in the transmission of this car. The four-speed pre-selective self-changing gear box is standardised, but between



Magnette four-door pillarless saloon.

E-Valence Car Wash Process

The vehicle below was one of our London test vehicles. Polished and waxed in July 2019, this photo was taken on the 15th December 2019 the day it was sold.

All we did was give it a wash.

E-Valence Leather Cleaner with Antimicrobial

Why should you regularly clean leather and other forms of upholstery?

Even over short periods of time perspiration, environmental contaminants and the sun's harmful UV rays will combine to dry leather and other upholstery materials causing them to harden and tear over time. Additionally, the bacterial build up will cause unsightly black spot in the leather and assist in making the interior of the car a breeding ground for germs. This product contains an antimicrobial which will kill 99.9% of bacteria in the leather and eliminate blackspot.

- Vacuum the interior of the car before commencing the interior clean.
- Spray Leather Cleaner with Antimicrobial onto the leather surface and leave for about 30 seconds.
- Agitate with a medium coarse sponge, soft nail brush or simply wipe over with a moist microfibre cloth.
- Wipe off with a clean 270-330 GSM microfibre cloth.
- Repeat as and when necessary.

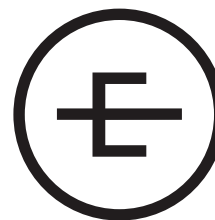
This product may be used on Leather, Leatherette, MB Text, BMW Sensatec, Vinyl and Cloth surfaces in the vehicle.

It may also be used to clean Suede. Repeat every 3-4 months.

E-Valence Leather Crème

Why should a leather dressing be applied?

Once cleaned leather must be enriched with natural leather oils.



E-VALENCE™

This is the only way to bring leather back to its natural state.

- Clean the leather with Leather Cleaner with Antimicrobial first.
- Wipe the Leather creme (cream) over the surface using either a soft sponge or a clean 270 – 330 GSM microfibre cloth.
- Ensure you wipe down the stitching as this is the most likely place where long-term damage can and will occur.
- Repeat every 3-4 months for long lasting protection.

May be used on Leather, Leatherette, MB Text, BMW Sensatec and Vinyl. Do not apply to suede or other materials.

What is the best car wash process?

First lightly rinse the car with clean water.

Pressure rinsing is not recommended.

pH Neutral Alloy & Wire Wheel Cleaner

Why clean the wheels first?

As they will contain the most amount of road grim, they should be washed first. Thus, eliminating spraying contaminated water over a clean car.

Most of the wheel cleaners on the market today are made up of aggressive acids and alkali. The E-Valence wheel cleaner is formulated using a combination of soft non-aggressive chemicals that will clean and protect alloy, painted, stainless steel and chrome wire wheels.



- Rinse the wheels during the vehicle rinse process.
- Spray pH Neutral Alloy & Wire Wheel Cleaner onto a cold wheel and leave for 3 minutes.
- Use a soft or woollen brush to agitate the sprayed surface.
- Jet-wash off to finish.

This product performs brilliantly on modern alloy wheels that are prone to heavy carbon build-up. The protective coating left on the surface will protect the wheel for up to 6-8 weeks. This means you only have to jet wash the wheel the next 6-8 times you clean the vehicle.

This is real protection!

E-Valence Wash'n Seal with Carnauba Wax

What is the best car wash on the market today? A carwash that combines a balance of soft surfactants and carnauba wax that will solubilize into the water lifting and dispersing the contaminant from the surface. Leaving a natural carnauba wax enhancement that will protect your paint from the sun's harmful rays.

- Add 50-75 ml of the Wash'n Seal with Carnauba Wax into a bucket of hot water. The hot water really gets the chemistry working.
- Wash using a clean Microfibre Wash Mitt a section at a time from the top of the vehicle down. (Do not wash from the bottom up).
- Dry off using a E-Valence Luxury Drying Towel after the final rinse to reveal a showroom shine.
- We recommend the 2-bucket system, one bucket with car wash mix and a second bucket with clean warm rinse water.
- Always rinse the Wash Mitt in the rinse water before re-dipping into the wash mix.

NB Wash'n Seal with Carnauba Wax may be used in a Snow Lance System; however, all of the above processes need to be followed.

E-Valence Dry Wash with Carnauba Wax

Why Dry Wash a car? This process is best followed when water is not available.

- Simply spray over the surface a section at a time.
- Wipe off in one direction using a 270-330 GSM microfibre cloth to avoid pushing the captured contaminant back into the paint.
- Wipe to a shine using a second 270-330 GSM microfibre cloth. (Because this is a water-based product and our triggers are "fine mist" professional sprays, it is best to wipe wide in the drying process to avoid overspray).
- Repeat as and when necessary.

For final preparation before a Concour d'Elegance we would recommend E-Valence Instant Detailer with Carnauba Wax.

E-Valence Glass Cleaner with Anti-Fog & Antimicrobial

What is the best glass cleaning process?

Often left out in the car wash process, cleaning the internal glass is just as important as cleaning the external glass. In fact just like our Leather Cleaner with Antimicrobial, the internal glass surface can be a breeding ground for bacteria.

More than just a glass cleaner, this product will kill 99.9% of microbial growth on any glass surface.

Also included is an anti-fogging agent to assist those of us driving older cars.

- Spray onto the glass surface.
- Wipe off to a shine using a 220 GSM microfibre glass cloth.
- Repeat as and when necessary.
- May be added to the window washer reservoir of your vehicle.

This is a solvent free application. It may be necessary to wipe over several times during the drying process. Drying with two cloths is better than one.

E-Valence Silicone Free Tyre Dressing.

Why apply a tyre dressing? Simply finishes the job and as the name implies, this product does not contain silicone.

- Simply apply to a rag or application sponge and wipe around the tyre surface.
- Upon completion ensure that the tyre is dry and free of any build-up of the dressing so as not to cause "fling".
- Because the product is water-based, it may be applied directly to a wet tyre.

For a diagrammatical explanation go to www.e-valence.com.au high-light & click on application.

E-Valence is an all-encompassing range of cleaning and detailing products. The entire range is 100% water-based, 100% biodegradable and 99.9-100% silicone, solvent and VOC (Volatile Organic Compounds) free, and suitable for the transformation of any automobile, motorcycle, boat or plane.

The E-Valence process will clean any surface that the products are applied to without penetrating and thus harming that surface its substrate or any of the surrounding seals whether they be rubber or silicone.

I may be contacted by email or direct by mobile should you require further explanation on the products or application processes.

Charlie

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charlie@e-valence.com

A paid advertorial submitted by Charlie Frew.



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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

much



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.

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Thought a little humour in *Opposite Lock* during our lockdown might bring a smile to members.

"Dad, I'm cold" "Go stand in a corner, it's 90 degrees"

Did you hear about the man who misspelled a name on the headstone?
He made a grave mistake

What do you get when you cross Bambi with a ghost?
Bamboo

What does a thesaurus eat for breakfast?
A synonym roll

I stepped on some cornflakes this morning.
I guess I'm a cereal killer

How was Rome split in two?
With a pair of Caesars

Why can't dogs get MRI's?
Because only CAT scan!

What lands as often on its tail as it does on its head?
A penny

How do trees access the internet?
They log on

Don't trust acupuncturists.
They're backstabbers

Have you heard of the band 999MB?
They haven't got a gig yet

What do you call a depressed traffic jam?
Bummer to bummer traffic

Hope you had a laugh or two.

Robert Smith



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

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Covid Innovation -Gear Knobs for MGs



The original gear knobs for my MGR V8's leather were slowly breaking down and they are no longer available. So during this current lock down period, I had some spare time, so I started looking for alternatives.

When no alternatives were available, I have commenced turning Australian timber gear knobs. They have 3 coats of flooring, 2 pack clear gloss enamel, then polished.

There are many types of beautiful timbers available, so people can ask for various colouring, ie Red Gum, Box Gum, spotted pine, Tassie Oak and London Plain etc.

Prices start at \$110 each depending on the insert and the timber requested, plus freight.

A few people have seen them and ordered, in Sydney and Perth and I have had several inquiries from the UK.

I found a supplier also for all of the gear pattern inserts or I can put the MG logo on them, depending on the customers requirements.



Contact: **Ross Freeman.**

freemanross@hotmail.com

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Classifieds - Cars



MGB 1970

NEW

This car exudes excitement, with the wind in your hair and the hood down. Completely rebuilt, in excellent condition and very reliable.

Total bare metal rebuild with photo file and receipts.

Owned & maintained by MG Car Club member since.

Place winner in Concours - 2017

Finished in Red Hot (Holden paint colour) which really suits the car. Toyota 5 speed gearbox.

Mild road car.

Polished and ported head.

Hardened valves, runs on unleaded

New Radiator, never runs hot. Oil pressure maintains @ 60. Polished Stainless-Steel wheels with perfect Spinners. Stainless Steel sports exhaust New windscreen @ rebuild Wooden Sports MG Steering Wheel

Excellent Hood with zip-out back window, Tonneau cover Rebuilt seats with headrests Electronic Ignition & Bosch fuel pump

12 Volt battery system with security New loom fitted as part of rebuild H4 Headlights, Sebring front valance with inbuilt fog lights

Good brakes and tyres

"MGB" plates included

Paintwork recently showing signs of deterioration and could need a respray.

Price: \$25,000. If not for the paint work the asking price would be in the mid to high \$30's as this is a good example for a MGB.

Everything, except paint, is 100%.

Contact: Andy 0456 093 294

1968 MG MIDGET

This is a very original (unrestored) vehicle and is 100% complete. Car is in excellent condition, is mechanically sound, has chrome wire wheels and comes with the brand-new soft top and original tonneau cover which is in very good condition. The vehicle has the original paint work (white) which for its age is in excellent condition. There are some stone chips and scuffs to the lower body, but no rust or damage.

Price: \$17,500 ono

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0419 443 179

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Fits into the recess in the floor of rear luggage compartment
MG motif molded on the lid

Price: \$150

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NEW



NEW

Steering Wheel MGB

Moto Lita 15" (38cm) leather and polished chrome dished steering wheel.
The dished shape assists for drivers who are not too tall as it assists with wheel reach, especially in MGBs where this was fitted.

In overall good condition and great value at less than half the price of new.

Location: Lane Cove

Price: \$220 Ono. Can post at cost

Contact: David Lowen 0406 963 761



MGB fast road stage 3 rebuilt/reconditioned engine

Flat top forged pistons, Argo billet rods, new fast road camshaft & followers, reground crank, lightened flywheel, port & polished head, HD oil pump, baffled sump, vernier cam sprocket & lws chain & tensioner, Engine ideal for fast road or super sprints. Cam is mild with smooth idle & power to 7000RPM, Built by Peninsula Sports Car services to the same quality as our race engines.

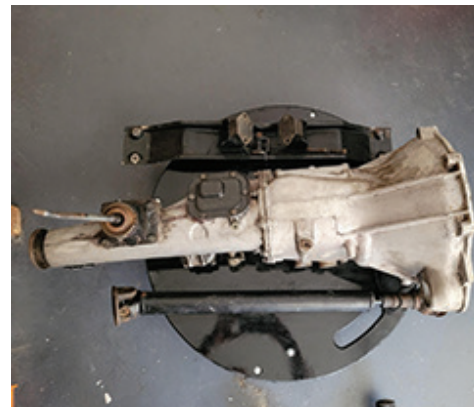
Price: \$7500 on exchange basis, available with a 45DCOE carby & manifold for an extra \$1k

Pick up or we can install at extra cost.

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9907 2699

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NEW



MGB 1965 Model

Starter Motor \$40.00

Generator \$40.00

Manual Gearbox with a tail-shaft and Cross member with Mounts \$400.00
All parts are second hand and prices negotiable.

Location: North Wahroonga Sydney.

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ekkirby@optusnet.com.au



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

Price: \$195, less than replacement cost.

Contact: Syd Reinhardt
0418 180 418
syd@reinhardts.net



Wanted



NEW

SKY Blue MG

Wanting to buy a MGB Mark 2 roadster preferably blue but any colour would be good provided it is reliable and in good condition. I am willing to negotiate a fair and reasonable price.

Location: Kellyville North

Contact: Trevor Anderson

0418 221 605

tandos1@bigpond.com

Wanted.. MG Magnette

I'm looking for an MG magnette not farina shape to buy. With turquoise interior preferably

Contact: Helen Farquhar

0481 791 220

helenfar6@gmail.com

NEW



Steering wheel emblem

It is part of the horn section of 1969 MBG. The red colour around the emblem has completely faded.

Location: Berry, South Coast

Contact: Richard Wiseman

0448 712 131

richardcwiseman@hotmail.com

NEW

Free

Recently used in a MGB GT car renovation, this car frame on casters is free to a good home.

Raises the car by about 300mm with the use of a ramp and jacks, makes spray painting the lower panels of the car easy work.

Comes disassembled, easy to transport.

Location: Smiths Lake, mid North Coast, near Forster.

Contact: John Figgis 6550 9012

0430 222 264



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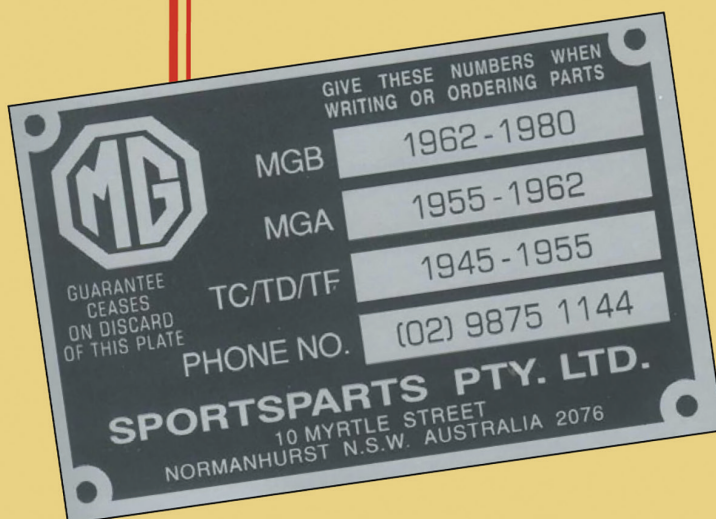
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