



Official Journal of the MG Car Club – Sydney

Opposite Lock



November 2021 In this issue

AGM Notice

My Covid Saviour

1971 MGB Roadster

Story of my TC 602

MGCC Sydney Club Calendar 2021

NOVEMBER

- 1 Board Meeting
- 9 MGCC Annual General Meeting
Strathfield Golf Club
- 14 Club Run, Mt Tomah MGB Registrar, John Clarke
- 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
- 16 Illawarra Register Run, Michael Hough



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President's Report

Charlie Frew



We're pleased to announce a return to in-person meetings for our 2021 MG Car Club Sydney Annual General Meeting (AGM), which will be held as part of our usual monthly Members' Gathering at Strathfield Golf Club on Tuesday the 9th of November, commencing at 7:45 pm.

In addition to the AGM, we will be joined by guest speaker John Irwin.

We would encourage as many members as possible to attend and have your say on the activities of the Club. The venue meets all of the government's requirements regarding density of venues, and will be following NSW public health orders, so remember that in order to attend you will need to provide a double vaccination certificate.

Don't forget we have several vacant club positions for which we are keen for you to volunteer on the night. Please also let us know ahead of time, email to charlie@charriefrew.com, if you have any business that you would like to raise during the meeting.

If you are unable to attend in person but would like to contribute to the vote, you can find the Notice of Meeting, proxy form and nomination form on the 'Documents' page of the site:

<https://www.mgcarclubsydney.com.au/mg-car-club-documents/>

Please reach out to me or one of our Directors with any questions or if you would like to volunteer for one of the vacant positions which are listed in *Opposite Lock*.

In addition to the AGM, our guest speaker will be John Irwin. John is a new member who joined recently with two Mini Cooper Ss, and aspirations to become an MG owner. John's talk will cover the restoration of one of the Coopers. John is in the process of purchasing an MGB and should take delivery next Thursday. Additionally, we will be holding a rocker cover race meeting, so bring along your car.

As the November meeting will be our first physical meeting back from lockdown and our AGM, it would be great to have strong representation from the membership.

The Strathfield Golf Club is now providing an in-house catering service, so let's give them solid support.

Dinner is from 6:00 pm.

The November Club Run is to the Mt Tomah Botanic Gardens on 14 November. Details are in *Opposite Lock* and you can register from the Club's membership site.

For those attending Wings Over The Illawarra on the weekend 27 & 28 November, HARS has advised that they will require registration details for the cars attending by the end of October. I will be meeting with them shortly to confirm details. As always, Micheal Hough is coordinating this fabulous event. Micheal has advised that bookings for accommodation need to be made pronto. He has also made a group booking for dinner on the Friday night. Further details to follow.

Finally, we are again going to hold a Christmas party and Show & Shine at our December Member's Gathering on Tuesday 14 December. This will be open to all members and their guests. The format will be the same as last year. Details will follow in a running board & please see details on Page 7.

We look forward to seeing you at the AGM or at an event in the near future.

Charlie Frew

New Members

Welcome all to the MG Car Club Sydney

Please make yourselves known to one of the members so that we can ensure you meet up with some like minded MG enthusiasts!

Dave & Julie Judd	MGB
Denis Christie	TD
Luke Potter	MGB
Simon Gittins	MGB
Chris Millar	MGB
Grant & Ron Lovett	MGB
Julie Porter-Stephens , Cameron & Sophie Robson	MGB
John Tabar	MGBGT



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 8-9: AGM Notice



Page 18-19: My Covid Saviour



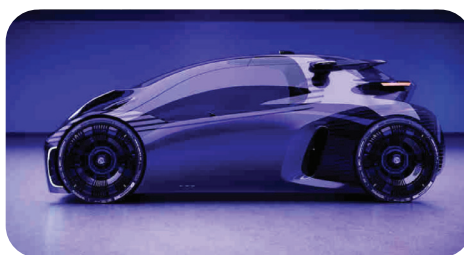
Page 12: Illawarra Register



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Official Journal of the
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ABN 66 000 560 538

Allied with the MG Car Club UK,
CAMS
and the Council of Motor
Clubs Inc (CMC)

web: mgcarclubsydney.com.au

Magazine contributions:
editor@mgcarclubsydney.com.au

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

52, Weeroona Road , Strathfield.



November 2021 Cover:

Peter Moxham's beautifully restored
MGB.
Picture by Kallan Strong Photography

November 2021 *Opposite Lock*

Contributing photographers:

Thanks To:

Kallan Strong Photography,
Robert Smith, Michael Hough,
David Lowen, Tom Aczel,
Ron Taylor

Club Contacts

Directors

President	Charlie Frew	Pam	0488 223 322	charlie@charriefrew.com
Vice President	Greg Fereday		0408 611 427	gregfereday1@gmail.com
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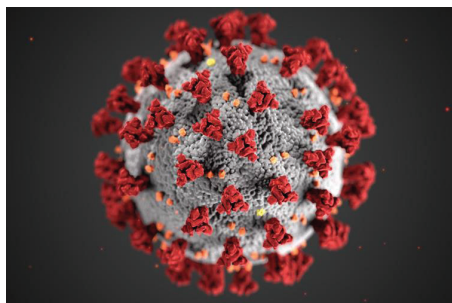
Model registrars

Pre-war	Robert Smith	Jill	0407 600 632	robert_smith@live.com.au
TC	John Carter	Carol	0416 292 929	johnmartincarter@gmail.com
TD	Michael & Jacqui Gerondis		0411 390 285	mgerondis@optusnet.com.au
TF	Vacant			
MGA	Greg Keenan		0430 098 514 4626 3218	gregory.keenan@bigpond.com
MGB	John Clarke	Christine	0412 890 409	parclose@optusnet.com.au
Postwar Saloon	Matt Crawford	Margaret	0457 411 681 9546 6215	matcrawford@bigpond.com
Magnette	Peter Baldry	Lesly	0407 102 279	leslyandpeter@gmail.com
RV8	Alan Heritage	Shirley	0418 459 496	alanheritage@yahoo.com.au
F and TF Modern	Don Young	Sandy	0412 600 415	don.young9636@gmail.com
C and V8	Steve Foldhazy	Chona	9680 4648	mgcgtsf@yahoo.com.au mgbgtv8sf@yahoo.com.au
Midget and FWD	Vacant			
Post 2010	John Lindsay	Lesly	0403 330 441	john@technispec.com

Club officials

Club Secretary	John Bastian	Ros		secretary@mgcarclubsydney.com.au
All British Day & Concours	David Noble	Leta	0414 576 376	david.noble070@gmail.com
Co-Ordinators	Allen Gower	Yvonne	0439 650 401	allenandyvonne@bigpond.com
Breakfast Runs	Vacant			
CAMS Representative	Max Wasson	Paula	0418 431 928	mwasson@gmail.com
Club Plates	Brian Woolmer	Julia	0407 274 655	clubrego@mgcarclubsydney.com.au
CMC	Greg Fereday		0408 611 427	gregfereday1@gmail.com
Illawarra Register Coordinator	Michael Hough	Wendy	0418 424 748	mhough5@gmail.com
Library	Scott Davidson		0413 382 483	sadavidson@optusnet.com.au
Mid Week Muster	Bob Parkinson		9728 9395 0412 968 771	rjparko@bigpond.net.au
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Membership Secretary	Sheila Trotman		0410 504 132	membership@mgcarclubsydney.com.au
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Regalia	Granville Harris		0414 880 374	granville2@bigpond.com
Regularity	Stephen Perry		0434 275 970	windywoofer@gmail.com
Website	Seth Reinhardt			web@mgcarclubsydney.com.au

October Members Gathering



Associate Professor
Anita Heywood
BSc (Biomed), MPH, GCULT,
PhD



For our October gathering via ZOOM we were honoured to welcome as our guest speaker Associate Professor Anita Heywood from The School of Population Health, University NSW Sydney.

Anita's broad research areas have been in Immunisation, Infectious Diseases, Epidemiology, Evidence Based Medicine and Population Health.

She has been specifically interested in the evaluation of immunisation programs, epidemiology of vaccine-preventable diseases and understanding immunisation gaps in at-risk groups, particularly travellers and migrant Australians aimed at informing immunisation policy and practice.

Anita gave us an informed balanced professional overview of Covid -19 vaccine development.

Vaccine development is a complex process generally averaging between 10-15 years to develop.

However, in the case of the pandemic vaccine development it has been the same complex process but with many steps overlapping, it was well resourced and funded. As a result the vaccines we have today were able to be developed rapidly.

Not all vaccines get to market and they are developed differently. For example Vaxzevria (Astra Zeneca/Oxford) is a viral vector vaccine whereas Comirnaty (Pfizer/ BioNTech) is a mRNA vaccine.

All vaccines go through vigorous safety assessment during development and post surveillance once administered.

Vaccine safety surveillance in Australia is monitored by the Australian Government- Department of Health- Therapeutic Goods Administration (TGA) as well as active surveillance via AusVaxSafety.

Australian Technical Advisory Group on Immunisation (ATAGI) assesses safety data regularly to inform recommendations for vaccination.

Vaccine decision aid are used to visualise the outcomes of disease vs vaccination.

Out of every 1000 people who get Covid -19

127 Are not hospitalised but have long Covid

69 Are hospitalised and have long Covid

41 Are in ICU and develop long Covid

13 Are ventilated in ICU and develop long Covid

27 Die from Covid -19

Compared to out of every 1000 people who are vaccinated , serious reactions to the vaccine has been reported at 0.001 out of 1000 people vaccinated.

Anita then discussed herd immunity , which she indicated was not static and that if enough people have immunity the virus is less likely to spread because the few who are not vaccinated are less likely to come in contact with someone who is infected.

Anita's closing comments were :

" Beware of misinformation and disinformation!"
Information on the internet can be "misinformed, misleading, outdated, and irrelevant".

Please get vaccinated as the facts speak for themselves.



UNSW
SYDNEY

The MG Car Club wishes to thank Anita for sharing with us her knowledge in such an excellent and well informed professional presentation.

Doses by age and sex

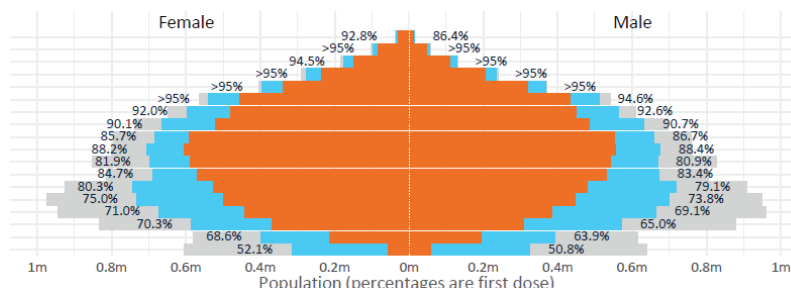
First and second doses by age and sex

Age	Dose 1	Dose 2
95+	48,218 (81.1%)	40,672 (76.9%)
90-94	152,044 (>95%)	129,211 (81.6%)
85-89	303,174 (>95%)	257,499 (81.4%)
80-84	511,105 (>95%)	438,312 (82.9%)
75-79	763,286 (>95%)	657,482 (85.0%)
70-74	1,050,553 (>95%)	889,058 (80.5%)
65-69	1,162,654 (92.4%)	931,077 (74.0%)
60-64	1,300,168 (90.5%)	1,006,479 (70.1%)
55-59	1,342,207 (86.3%)	1,145,806 (73.7%)
50-54	1,382,926 (88.4%)	1,162,127 (74.3%)
45-49	1,366,797 (81.5%)	1,129,470 (67.4%)
40-44	1,363,779 (84.2%)	1,103,585 (68.1%)
35-39	1,466,095 (79.9%)	1,009,349 (55.0%)
30-34	1,439,333 (74.8%)	949,273 (49.3%)
25-29	1,345,757 (70.6%)	832,591 (43.7%)
20-24	1,163,450 (67.9%)	681,331 (39.8%)
16-19	792,051 (66.2%)	407,319 (34.1%)
12-15	640,201 (51.5%)	113,040 (9.1%)

	16+	50+	70+	12-15
Dose 1	82.22% (16,953,597 doses / 20,619,959 people)	91.62% (8,016,335 doses / 8,749,703 people)	>95% (2,828,380 doses / 2,934,706 people)	51.46% (640,201 doses / 1,243,990 people)
Dose 2	61.93% (12,770,641 doses / 20,619,959 people)	76.09% (6,657,723 doses / 8,749,703 people)	82.20% (2,412,234 doses / 2,934,706 people)	9.09% (113,040 doses / 1,243,990 people)

Australia's COVID-19
Vaccine Roadmap

Data as at:
09 Oct 2021



MG Car Club Christmas Party

Strathfield Golf Club

Tuesday 14th December 2021

MG Show & Shine with Awards

Assemble from 4.00pm onwards in place by 5.00pm

Cocktails followed by Christmas Dinner Served
@ 6.30pm

Dinner only \$10 for members & \$ 30 for non members

The MG Car Club is sponsoring the Event

Enjoy a "Car Trivia Quiz" & Awards for "Best In Show"

Booking essential for catering & Covid purposes

Book on line via Wild Apricot

To secure your place & advise car details
For Show & Shine

We will be abiding with the current
Covid Regulations on the Day.

Booking Close on 7th Dec 2021

Notice Of AGM – MG Car Club Limited

Notice is hereby given that, in accordance with the Constitution,
The Annual General Meeting of the MG Car Club Limited
will be held at Strathfield Golf Course,
52 Weeroona Road, Strathfield 2135.
Tuesday 9th November 2021 at 7.45 pm.



Business

- To accept the minutes of the 2020 Annual General Meeting, Posted in Dec 2020 *Opposite Lock*
- To elect Directors for the year 9th November 2021 to 8th November 2022.
- To receive and consider the Balance Sheet, Statement of Profit and Loss and the Reports of the Directors and Auditors in respect of the twelve months ended 30th June 2021.
- To transact any other business which may be brought forward in accordance with the Constitution.

Please Note

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

Nomination Form

I (Name)

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

.....

for the position Director at the Annual General Meeting of the Club to be held on 9 November 2021 and at any adjournment thereof.

Proposer(Name)

Signed Membership Number.....

Seconder(Name)

Signed Membership Number.....

Acceptance

I Membership Number hereby accept nomination as a Director.

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

Email to secretary@mgcarclubsydney.com.au

MG Car Club Limited - Proxy Form

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

.....(Name)

of.....(Address)

As my proxy, to vote for me, on my behalf, at the Annual General Meeting of the MG Car Club Limited to be held on 9th November 2021 and at any adjournment thereof.

Signed thisday of 2021

Members Name..... Member Number

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

MG Car Club Limited – Other Club Positions

In addition to the positions of Director, at the Annual General Meeting of the Club to be held on 9 November 2021 and at any adjournment thereof the following positions are to be filled.

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

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

Email secretary@mgcarclubsydney.com.au

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

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

Pre-war
TC
TD
TF
MGA
MGB

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



MG Car Club Financials 2020-2021.

The Board is pleased to present the 2021 Financial results for consideration by members. These will be posted on the website.

2020-2021 has seen the commencement of some of the initiatives that the Board has developed, such as investing in the refresh of the membership platform via Wild Apricot and the MG Car Club Sydney Website.

After breaking-even in 2020, the Club has achieved a mild surplus in 2021 which has been made possible due to the continued online distribution of *Opposite Lock* and the lack of sponsored Club events due to Covid.

There has been significant investment in the upgrade of online infrastructure which will support the Club's activities into the future, as unfortunately, Covid restrictions have restricted the ability of the Club to invest in further initiatives to reinvigorate participation in Club activities during 2020-2021.

The Board is confident that the Club is now in a far more stable financial position to drive our future, as we start to move forward away from Covid restrictions.

Elizabeth Sutherland. Treasurer



Club Run - Mount Tomah Botanic Gardens

Sunday 14 November 2021

Join us, if you are fully vaccinated on our first end of Lockdown Run from Windsor to the beautiful Mount Tomah Botanic Gardens. There an area will be set aside for us on the BBQ Lawn where you can enjoy your self catered picnic lunch, use the BBQ facilities, or avail yourself of the on-site cafe. After lunch you will be free to wander around and enjoy these spectacular gardens



Meet: 9:30 am on Mosses St. **McQuade Park**, Windsor (opposite St Mathew's Church) for a **10:00 am departure**.

Bring: Bring your MG, picnic or BBQ lunch, chairs and picnic rugs. (Limited tables will be available on the lawn.) Please ensure you have your vaccination certificate.

Cost: No Cost (The hire fee for the BBQ Lawn will be covered by the Club)

Bookings: Bookings are to be made via the MGCC Sydney web-site (mgcarclubsydney.com.au). Go to the Calendar, find the event and click register. Numbers are limited.

Organised by the MGB Register (John Clarke, parclose@optusnet.com.au). All welcome.

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BEFORE



AFTER



BEFORE



AFTER

THE MG CAR CLUB



WE NEED YOU

POSITIONS VACANT

We are a volunteer club and rely on our members to fill positions.
Can you help? Please contact any of the Directors.



The Illawarra register's program is now resuming, as we emerge from NSW Govt COVID lockdown policies, and so I am very pleased to announce a combined social run with the Jaguar Drivers Club Illawarra register, as follows:-

Thursday 11th November.

Social run to Headlands Hotel, Austinmer

The Headlands Hotel is located in an absolutely spectacular beachside location and the whole complex has just been fully refurbished and re-opened. A booking has been made for a table of 20, and we will try to book another group if we get a good response.

Please check it out at:- <https://headlandshotel.com.au/>

We plan to pre order from the menu available on that website, so if you plan to come please contact me on 0418424748.

Wings Over Illawarra Sat 27 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. (Note:- I have again re-checked with the event organisers, and at the time of writing this article, mid Sept 2021 the event is still scheduled to take place.

You must however prebook yourself to get your car registered to attend and get an admission pass.

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 attached to the e-mail.

To gain entry on the day, print your ticket 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

We need to be in place quite early which means an RV of about 0815 near the Albion Park Rail airport (we used Hungry Jack's at Yallah last time so at least you can get breakfast!)

The cars are not released till after the air show finishes, and then there's usually a big traffic jam, so I really don't plan to get home till quite late after WOI!

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. It's a great day with terrific aviation assets both on display and flying and lots of good ground exhibits, food stalls and souvenirs for family and kids.

Booking Accommodation

At the last monthly meeting of the Club, our President raised the prospect of making this a significant club event with a Friday -Sunday commitment of (e.g. attending Wings on the Sat and then a trip e.g. to the Southern Highlands on the Sunday.)

Some locally based advice- the large attendance at WOI every year quickly uses up all the available accommodation for the whole weekend, and most of the booking options will only accept a 2 night booking e.g. Friday and Saturday- simply because they can sell every room many times over that weekend.

So whilst we are deciding what the Club event might be, I recommend the following as excellent options that are less well known, and provide car spaces next to the accommodation:-

- Bulli Beach Caravan Park- the beachfront cabins here are modern and superbly located and of very good standard with two cafes nearby to get breakfast.

See:- <https://www.wollongongtouristparks.com.au/bulli/>

- Corrimal beach Caravan park- similarly located but not quite as nice as Bulli and has its own café.

See:- www.wollongongtouristparks.com.au/corrimal/

- Wollongong Surf Leisure Resort- well-appointed cabins, and also with shop and restaurant on site.

See:- <https://www.wslr.com.au/>

- Windmill Motel Woonona – an older motel comfortable and on the old Princes Highway.

See:- <https://thewindmillmotel.com/>

- Novotel Northbeach- the 'up market' option in Wollongong with a superb beachfront location and underground guest parking.

See:- https://all.accor.com/hotel/1654/index.en.shtml?utm_campaign=seo+maps&utm_medium=seo+maps&utm_source=google+Maps

My advice is if you are not planning on a long 1 day of drive down for an early start, attend WOI and then drive home, then I recommend that you book a 2 night stay for Friday 26 Sat 27 Nov by booking through the above website(s)

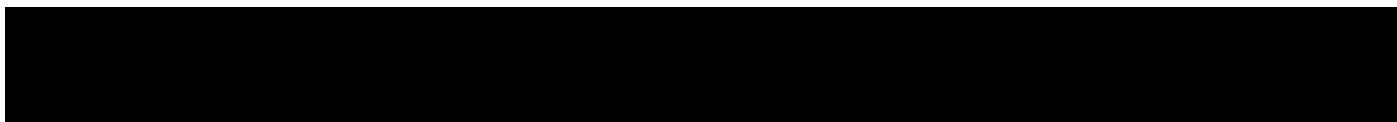
Please support it if you can, and book early and come on the Saturday to show off your MG!

We will meet on the morning of Sat 27th at the Yallah "Hungry Jacks" restaurant and I will email you details once you have advised me of your attendance.

Dinner Friday 26th Nov

I can confirm that President Charlie and myself will organise a dinner at the Corrimal RSL Club on the Friday evening 26th Nov -at which the RSL Club will reserve a covered outdoor area overlooking a reserved car park for MG's that pre book to attend. I am a Director of that Club and can vouch that it has a good restaurant. Please look out for a running Board for the full details.

Michael Hough



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2022 MG National Meeting

“MGs by the Lake”

Bulletin 2_ - September 2021



Planning is progressing well for MGs by the Lake and much has happened since our first Bulletin. We have confirmed arrangements for all of our competition and social venues and detailed planning for all events is underway.

Expressions of Interest

Thank you to everyone who has visited the NatMeet 2022 website and provided your contact details via the “Express Interest” form. All of you should have received this Bulletin directly to the email address you provided.

If you are considering attending and have not yet completed an expression of interest then please go to the website, click on the “Express Interest” button and provide your email contact details.

At the time of writing this Bulletin we have received over 160 EOIs representing more than 300 people, including over 280 who have indicated that they are likely or very likely to attend.

Maximum Numbers of Registered Entrants

The very strong response received so far has prompted the organising committee to carefully consider the maximum numbers of entrants that we can cater for at each event. Assuming that covid-19 restrictions allow a “traditional-style” NatMeet event, then the limiting factor for overall full competition and social entries will be the capacity of Club Macquarie’s auditorium for the evening social events, which will vary depending on the specific covid restrictions in place at the time.

We may need to consider alternative registration options that might enable more people to attend and participate, but perhaps in different ways to those we have been accustomed to.

Given the uncertainty of predicting covid outbreaks, lockdowns and other government restrictions, we intend to make final decisions regarding the meeting towards the end of 2021. We are quite confident that the meeting will be able to proceed in some form, barring a lockdown affecting Lake Macquarie or closure of state borders.

Details of the registration options available and the process to be used, including payment and refund arrangements, will be determined and published at the time when registrations open.





Covid-19 Considerations

“MGs by the Lake” will be run under a Covid-19 Safety Plan registered with the NSW Government.

The National Cabinet has recently announced a 4-stage transition plan for the gradual removal of Covid restrictions in Australia and a return to “normal” life. Each stage of that plan is dependent on increasing levels of vaccination, and at each stage restrictions are likely to be less strict for those who are fully vaccinated. It seems likely that some form of “vaccination passport” will be implemented to enforce these restrictions.

For these reasons the event organisers strongly urge all intending entrants to “roll up your sleeves” for the covid vaccination at the earliest possible opportunity. This will improve the chances of the event proceeding and will also reduce the likelihood that you personally will be prevented from attending due to restrictions, illness or lockdown.

A Reminder about Accommodation

As mentioned in Bulletin 1, MGs by the Lake will coincide with the Australian Deaf Games being held in Newcastle and Lake Macquarie, and this will create additional demand for accommodation in the area.

A list of hotels, motels and apartments that are convenient to most of the event venues is provided on

the NatMeet2022 website, and we strongly encourage clubs or individuals to make reservations as early as possible to secure your preferred accommodation.

We have heard that some clubs have already reserved large blocks of rooms at some of the listed venues.

We look forward to welcoming you to beautiful Lake Macquarie at Easter 2022.

REMEMBER, to ensure you are kept up to date, please go to our NatMeet 2022 website, click on the “Express Interest” button and provide your contact details to be added to our email list to receive further bulletins and updates.

Contacts for more Information:

Website - natmeet2022.mgcarclub.com.au/

Chair - Bruce Fraser – chair.mgnatmeet2022@gmail.com

Secretary - Fran Hodgson - mgnatmeet2022@gmail.com

Pre-War Register Update

Robert Smith



Andrew Fock
(Supercharged PA) &
Malcolm Robertson
(Blue Streak Special)
in the pits at Historic
Winton 2021

2021 Biennial Rally:

As previously advised this year's event had to be cancelled due to "you know what". The good news is that the Canberra MGCC has agreed to host a Pre-56 event at the same time, early October, in 2023. It will incorporate the Register's Biennial Rally plus celebrations of the Centenary of MG. Further updates will be provided as the event details are crystalised.

2021 Pre-War Annual Awards:

Kimber Award – Andrew Fock (NA & PA) for his continued efforts to support the pre-war MG movement in Australia

Spirit of Bathurst Award – Peter Kundy for his competition activities in historic racing & other competitive events in his NA special. This car competed at Bathurst in 1947.

Literary Award – Ed Taylor for his research & article on J3s.

Francis Adam Award – presented to the SVW owner who has given the most over the previous two years to forward the use of SVW cars. The 2021 award is to Tony Volders acknowledging his restoration of his WA Tickford Drophead Coupe once owned by the famous aviator Captain P G Taylor & also the late John Wratten (you will be familiar with the name "Wratten Trophy" that we compete for at our annual Australian National Meetings.



Tony has now commenced restoration on the TA Tickford he acquired from the Ron Taylor collection.



UK / Europe activities:

The Northern Hemisphere summer plus an easing of Covid restrictions has seen much recent activity including display gatherings, club runs, hill limbs & circuit racing culminating with the Goodwood Revival which was broadcast live on YouTube for the three days. Highlights are still available & I can thoroughly recommend you do so as the array & quality of cars & racing is sensational.

Website: <https://www.goodwood.com/motorsport/goodwood-revival/>

Pre-War MG Register of Australia website link: <http://prewar.mgcc.info>

Facebook group: <https://www.facebook.com/groups/1096291360515664>

Let's hope with the easing of lockdown we will all be out & about MGing Safety Fast very soon.




Robert Smith

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My Covid Saviour... My 1971 Mk2 MGB GT

David Lowen

By way of background, I grew up in England in the 70's which was a very tumultuous time for the British car industry. How a nation went from making arguably the finest cars available in the 50's /60's to the probably the worst in the late 70's, remains a challenge for most to comprehend. Fortunately, the MGB GT was conceived in the 1960's when the British were still on top of their game. I knew I wanted an early Mk2 with the various improvements and built before the British unions and the American legislators imposed changes to the B that ultimately killed this iconic car production off in 1980, as we all know all too well!

Most people will agree that most European cars from the 60's are highly desirable in terms of styling and simplicity – unfortunately many cars from that have survived from that era now cost more than my budget allows, so a MGB is a very wise choice, perhaps more so the beautiful lines of an Italian styled MGB GT that for me was an obvious one!

At this point I had only ever owned one other classic – a 1974 Triumph Stag, well documented as brilliantly conceived but with a high purchase cost, rushed development and built in the era of the BL self-destruction and union control. Whilst I owned and enjoyed it for 6 years, I craved a new challenge and the appeal of the MGB GT could not be overlooked. As we all know, the MGB on the other hand took years of production, morphing out of the MGA. Interestingly enough, a new MGB GT in the early 70's was nearly half the cost of a new Stag! With the added benefit of a rear seat for my Labrador to perch and the relative scarcity in Australia, the MGB GT ticked all the boxes.

The story began late 2019 when I first spotted my "GT" for sale in the classifieds, but the only problem was GT was being sold in Cooma. Whilst I frequented Cooma once a year to pass through on the way skiing, the onset of the Pandemic meant I could not get to Cooma, so I began correspondence with the seller to establish some rapport and the history of the car. Discussions continued for the next 6 months and the purchase was delayed as Covid took hold and locked us all down! Fortunately, everyone else interested in car was also locked in, so timing was everything and a friend was persuaded to drive me down to Cooma on the day restrictions ended and GT was finally purchased in May 2020, some 7 months after my initial enquiry!



GT on the day of purchase showing various shades of blue accumulated over the years.

Buying any car unseen is a risk, let alone a car that is 49 years old, but I took certain steps to mitigate this risk, in addition to a lot of exchange of information with the owner, but also a pre-purchase inspection at a friendly local garage that the seller was pleased to assist with arranging. I subsequently found out that the seller was a life-long MG fan but had turned all his time and attention to the restoration of a red MGA, so it turned out that he was a motivated seller.

Seeing GT for the first time was better than expected, as a few photos online really do not tell the whole story. The attractive agreed purchase price allowed for a lot of TLC being required, but that is what I was buying into. Whilst I am no mechanic, I am very hands on with repairing and fixing issues on cars - importantly I know my limitations, but more on that later.

As GT was being sold on historic Club plates, it was at this point that I made my first contact with the Club who offered invaluable and very friendly advice about the process of historic plates etc. As it turned out, the drive from Cooma back to Sydney was quite eventful, as I had no transferable plates on the car, just a sticker on the windscreen allowing the one-way trip and of course the inevitable happened on the Hume Highway – I was pulled over by Highway Patrol with the flashing lights of his intimidating black BMW being enough for my friend in the follow car to speed off and not stop when I did. The only trouble was that my friend had all the car's papers and ownership documents with him! Perhaps the sight of a middle-aged man, in a car equally as old, was enough to persuade the officer to allow the journey home! By the way, a car that required TLC drove the 325kms home like a dream.

Once I arrived home, 2 things happened – an immediate thorough inspection of the box full of paperwork supplied with the car and to my pleasant surprise I was only the 3rd owner. Fortunately, the original owner had been meticulous retaining possibly every invoice including the shipping waybill. As an Australian living in London, he bought the car new in July 1971, drove it to Europe once, then stored it prior to his return to Australia finally shipping it to Sydney late 1973 to coincide with his return. So miraculously GT escaped the ravages of the UK winter salt that has seen the demise of most cars of this vintage. The car was driven around Sydney until he finally parted with it in 2004, sold through an ad in the local paper and paid for via a cheque, copies of both were in my file. The new owner was a gentleman from Cooma who owned it until I bought it in 2020.

My next action was to draft a restoration plan to reinstate to a "very good" condition, rather than concours which was not justified or possible within my budget. This plan was put into action as soon as GT arrived home and assisted with John Clarke's initial viewing of the car with some invaluable suggestions and contact details of MG specialists. Past work on various classic cars had taught me what I could attempt and the work I should leave to the experts... however, the simplicity of the GT and the vast, easy access to virtually every part, inspired me to go further than with any previously owned car – however I had to be mindful that I did not have full garage facilities and I am not a trained mechanic!

The plan basically fell into 2 categories – own work consisting of interior, engine bay and chrome work whilst leaving all major mechanical and bodywork to the experts. Within the first few months I had replaced the interior seats, carpets (with efficient noise insulation) and headlining. Then came the engine bay replacement parts including radiator, fan, coil, alternator plugs and leads and chrome, lots of it! New chromed wire wheels, a flow-through exhaust and tinted glass all round (I had the new windscreen fitted and this probably was the most time consuming of any single job). Front brakes, discs and bearings assisted the stopping, especially as I was soon to have increased engine power fixing the misfiring #1 cylinder. There was also the Heritage Certificate supplied from the UK confirming actual build period etc.

Like many others, I benefited enormously from the availability of advice from MG forums and from both the local part suppliers (special thanks to Bruce of Sportsparts for always candid advice!) and from suppliers in the UK when parts were not available locally.

The major work included a new complete head and transmission overhaul, all of which was outsourced to MG specialists in Sydney. On one occasion, the starter motor failed so off GT went on a tow truck to the garage to benefit from a nice new upgraded version.



Not a pleasant sight to see...

Completion of the major work involved the full body respray (with all parts removed) to a near exact version of the original stylish 1971 colour, Midnight Blue (note: should you also attempt dismantling of so many parts I recommend the use of numerous sealable bags for retaining all the fasteners and ease of labelling). Whilst the prep work and painting took 6 weeks to complete, I am very pleased with the finish and all parts were reassembled just in time for the 50th birthday of GT!

As we come out of lockdown, I believe the car to be around 90% finished with only some minor suspension work to be done in the next few weeks. I have certainly learnt a lot about MGs, loving the simplicity and logical construction, usually(!) resulting in great satisfaction after a few hours work on a Sunday afternoon. Has the cost been worth it – absolutely, a great investment that I keep looking at in admiration and importantly the project kept me sane during Covid when we were all challenged over the last 18 months.

I now look forward to attending some more MG Club drives to show my GT off....



David Lowen



MGA 1600 MK2-Heater /Ventilation & Exhaust Wrap



My MGA MK2 is a little different to the usual with a balanced MGB engine, Aluminium cross-flow head, larger SU's carbys, extractors, a Vitesse Mazda MX5 gearbox and a 3.9 differential. With this arrangement the carburettors are on the opposite side to normal and there is no room for the usual heater/ventilation system. Also, the crossflow head does not have a heater water outlet. With the extractor exhaust system, the footwell and inside of the car gets quite hot at times. Aluminium sandwich insulation panelling is installed under the floor and up the footwell. So, what else to do?

I thought it through and ended up doing the following (see photos below):

1. Install heat shield throughout the interior including the transmission tunnel.
2. Line the interior of the engine fire wall, under the heater tray, along the transmission tunnel and the battery cover with 12mm dense foam sheeting.
3. Seal up all holes between the engine compartment and the interior.

All this resulted in an improvement, but it still got hot inside on days over say 24 degrees external temperature. I had no cool air ventilation in summer and no assisted heating in winter. For the next stage I proceeded:

1. To install 50mm exhaust wrap on each of the exhaust header pipes and along part of the exhaust pipe - 7.62 metres of tape overlapped throughout with stainless steel hose clamps.
2. Turned the traditional MGA heater box around opposite and relocated the air inlet opening and butterfly control. The old internal innards of the ancient heater core and seized motor removed.
3. Purchased a 100mm boat bilge fan and constructed with PVC pipe a system to house the bilge fan in the PVBC pipe. Connected this to the front air inlet via a flexible tube manipulated to avoid the power brake booster. The dashboard heater control is connected, and I wired up a small rocker switch under the heater/ventilation controls.

4. It works beautifully with an excellent flow of cool air collected from behind the front grill.

I constructed an air scoop that fits behind the car radiator, and this directs heated air from the back of the radiator into the ventilation system by relocating the flexible air tube for winter. I could avoid this by inserting a "Y" shape connected with another butterfly valve.

However, I don't really see the need for it.

The finished product is neat and tidy, its operation effective and the work has made a vast improvement including reducing interior noise, which at my stage of ageing is welcome. In fact, the car is so comfortable, the engine so flexible and smooth in its power curve, and the gearbox absolutely wonderful, it drives like a new car. I doubt there would be a more comfortable and drivable MGA.

Purists may be horrified but I am well over the business of originality and full Concours cars, having spent years with Porsche sports cars, many others and directing Concours events over many years. I will be eighty late next year and at my age I want to enjoy my cars as drivable and enjoyable – and relive my youth! I purchased my first MGA MK2 brand new in 1962 (Aintree Green with black upholstery) and it was one of the last two assembled in Australia and in the world.

Wayne Collins



Running Out Of Time

I am making a desperate plea to all Australian-assembled MGB owners. For the past 12 years I have chronicled as much information as possible about these vehicles

See: www.mgbmadeinaustralia.org.

Have you ever wondered what original equipment was on a particular year of MGB? OR

Why it is so difficult to get any definitive answer to such questions OR

What was the process involved in assembling CKD (Completely Knocked Down) kits from the UK? OR

Why are there so many inconsistencies with the numbering system?

I have had great assistance from Thomas Aczel, John Lindsay and Gary Kemms.

However, now in my mid-70s, not only am I slowing down but the flow of information is also. Even though I have managed to assemble information of about 4,000 of these vehicles, I would guess there would be at least another 1,000 out there that could be added to the database.

If I don't have any details of your vehicle, I would really appreciate receiving anything that could be added to the site.

Details from your ID plate/commission plate would be fantastic – and I love photos!

Please help by visiting the site and sending me your details. Much appreciated.

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Jaguars, Bentleys Dominate Bonhams Sale at Goodwood



Forced by Jaguar itself to give up its engine and transmission to another car, this D-Type eventually was restored and competed in vintage events. This past weekend it topped the sales chart at the Goodwood Revival auction | Bonhams photos

Jaguar supercars from two different eras and cars from the Stan West Collection were among the top sellers at Bonhams Goodwood Revival collector car auction this weekend in England.

A 1956/1980s Jaguar D-Type sports racer owned by Goodwood Revival racer Valentine Lindsay topped all sales, going to its next owner for \$1,102,611. Joining it among the top-5 sales was 1993 Jaguar XJ220 driven little more than 400 miles and selling for \$634,794.

While the D-Type topped the sale, a trio of vintage Bentleys claimed places 2, 3 and 4 among the top-5.

Bonhams said the Goodwood Revival auction posted a 73 percent sell-through rate and overall sales of \$15.03 million. The auction house added that the price paid for the XJ200 was a world record auction amount.

The D-Type (XKD 570) began its existence as a mid-1950s example that had yet to be painted when it was dismantled by the Jaguar factory so that its engine and transmission could be sent to the company's competition department and installed in another D-Type (XKD 403) that had been damaged.

In the 1980s, XKD 570 was reassembled and began taking part in such events as the Mille Miglia reunion. The car spent part of the 1990s in the US under the ownership of Jaguar enthusiast Gary Schaevitz, who reportedly reunited the car with its original engine.

Former Formula 2 racer Alistair Walker acquired the car and took it back to the UK. Since 2009, it had been campaigned in vintage events by Valentine Lindsay, son of the late Patrick Lindsay, a director of Christie's auction house and who was considered among the most prominent of British classic car collectors and racers.



1926 Bentley 6.5-liter Le Mans tourer from Stan West Collection.



1993 Jaguar XJ 220



Meanwhile, three of the 24 cars offered from the "Best of British" marques collection of the late Stan West sold for top-10 prices, a 1965 Bentley R-Type Continental going for \$886,228, a 1964 Aston Martin DB5 4.2-liter bringing \$584,011, and a 1926 Bentley 6 1/2-liter Le Mans tourer selling for \$539,757.

Among other highlights of the auction was a one-owner 1971 Iso Grifo 7.4-liter Series II coupe that sold for \$476,096, well above its highest pre-sale estimate. The car had been in storage since 1974.

*By Larry Edsall . The Market.Sept 21
Submitted by Robert Smith*

Also soaring above its pre-sale estimate — and by 10-fold — was the 1970 UK tax disc issued to the original Aston Martin DB5 used by Pinewood Studios in the James Bond movie Goldfinger. The disc sold for \$34,844.



Top-10 sales, Bonhams Goodwood Revival 2021

1954/1980 Jaguar D-Type (XKD 570), \$1,102,611

1955 Bentley R-Type Continental, \$886,228

1931 Bentley 4/8-liter 2-seater, \$832,133

1930 Bentley 6 1/2-liter Le Mans replica, \$691,926

1993 Jaguar XJ220, \$634,794

1964 Aston Martin DB5 4.2, \$584,011

1926 Bentley 6 1/2p-liter Le Mans tourer, \$539,575

1937 Jaguar SS 100 2 1/2-liter roadster, \$507,835

1971 Iso Grifo 7.4-liter Series II coupe, \$476,096

1958 Ferrari 250 GT Berlinetta, \$457,052



1971 Iso Grifo 7.4 -litre Series 11 Coupe. \$ 476,096.



Fully Restored Seat Belts

I bought a beautiful set of fully restored period seat belts (manufacturer's label: 01/66), from the USA for my MGB. They had been restored by Snake Oyl in the US, who do beautiful, though expensive work.

<https://www.snake-oyl.com>

I started fitting them last weekend, only to discover they were only two point belts, so I have posted them back to the seller; they deserve to be used, somewhere.



I'm not sure if you are aware but the early MGB rear seat belt fittings to the rear wheel arches are twin bolts on each side (with beautiful chrome plated acorn nuts).

The MGA Mk II, the first MG roadster with seat belt location points, was also for twin bolt location. The twin bolt fittings were still there in 1966.



Tom Aczel



I don't know when they adopted the now standard larger single bolt location. Finding seat belts with the earlier twin bolt locators is now impossible, but Todd Clark in the USA sells the hardware. Having tried extensively, I can tell you however that it is impossible to find a seat belt manufacturer willing to incorporate the old style fittings into their belts. This is understandable, as any current manufacturer would be obliged to make a product that complies with current regulations.

Todd Clarke incidentally makes in the main, wonderfully accurate recreations of original parts, though his interest is more MGA than MGB. He is not simply a Moss reseller; he makes the parts himself, or sources them himself. The great majority of his parts are only sold through him. His rubber seals are made of soft pliable quality rubber, unlike the hard and stiff Asian sourced Moss equivalents.



But as you will see, even Todd doesn't get it right every time. The acorn nut on the left is an original (off my own MGB). The one on the right is the nearest Todd could manage.

<http://www.clarkespares.com>

Todd Clarke incidentally also sells the oil line stabiliser clamp that was fitted to the first four years or so of MGBs. Like the Australian version of tonneau panel straps on our earlier MGBs, most owners of the earlier MGBs have long since forgotten that they ever existed or even knew they were ever there, with them having been discarded long ago. Most original early owners would have passed on by now, or at the very least have long since disposed of their MGBs.

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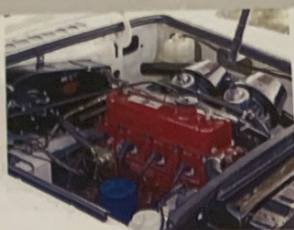
Tom Aczel



CLASSIC CAR
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1971 MGB 'Roadster'

WHEN IT WAS NEW Price: \$3525 | Engine: 1798cc four-cylinder petrol | 0-100km/h: 11.1 seconds | Top speed: 167km/h



FERNANDO ALONSO
IN THE MGB AT
THE DRIVERS'
PARADE BEFORE
THE 2007 GRAND
PRIX IN MELBOURNE
(PHOTOGRAPH
ROBIN PAGE).



PHOTOGRAPHS TONY SHEFFIELD

IT'S HARD TO MISS David Jones's gleaming MGB. Resplendent with original chrome work and Zircon White paint, the Burradoo resident's roadster is immaculate down to the individual spokes on its wire wheels. Few cars from the past decade present so cleanly, let alone from 1971.

But even David admits he unknowingly overlooked the diminutive British roadster during a serendipitous first encounter in 2007.

"I was in Melbourne for the Formula 1 Grand Prix that year, and I remember the drivers' parade before the race. All these F1 stars were being driven around Albert Park in the back of MGs," David recalls.

Riding aboard a particularly clean MGB that day was McLaren's Fernando Alonso, a title favourite. David was so fixated on the procession and the race that followed, in which Alonso finished second, he barely gave a thought to the fleet of curtain-raising roadsters.

As it happened, Alonso's parade vehicle soon found itself in David's possession. "Little did I know I'd be down in Victoria a couple of months later with my son checking it out and driving it back to the Highlands on a trailer," David says. "It wasn't until later on that I saw a photograph of Alonso sitting on the car in that parade. That photograph is now on my wall."

Considered one of the world's most recognisable sports cars,

the Morris Garages MGB amassed more than 500,000 sales globally during its 18-year production run. Launched in 1962, as the world emerged from post-war austerity, the lightweight convertible captured the public's imagination with a modern design and a price well below the comparably equipped Sunbeam Alpine and Triumph TR4.

Unlike the MGA (launched in 1955) that preceded it, the MGB had practical additions including external door handles and wind-up windows. A monocoque chassis brought sharper on-road handling, while its 1.8-litre four-cylinder engine fed by twin SU carburettors produced spritely progress, complemented by a four-speed manual gearbox with overdrive on the third and fourth ratios.

From 1965, a fixed-roof GT version with hatch access to the luggage area was offered in the UK and other markets. A V8 GT version also surfaced.

David's MGB was manufactured in England before being shipped to Australia, where it was assembled as a 'complete knock down' (CKD) kit in April 1971. It has had just three owners. "Every docket and every receipt has been kept since new," David says.

He has avoided fitting an aluminium rocker cover or Weber carburettors, which have found their way into plenty of other second-hand MGBs. Just about everything is original, down to the fully functional Diamond Dot radio. The dashboard bristles with chrome-rimmed instruments and switches, including a trademark passenger reading light.

The engine bay also bears close attention to detail, as does the service regime. "You could get in it today and drive it to Queensland and back – mechanically, that's how I keep it," David says.

A member of the MG Car Club Sydney, David takes the drop-top on weekly drives through the Highlands. Once a year he travels to Wagga Wagga for the MG Car Club's Gathering of the Faithful, where the MGB has picked up six first-place finishes.

The early 1970s are thought to represent a purple patch for the MGB nameplate. UK production continued until 1980, but with unwelcome alterations to comply with US regulations. These included increasing the ride height, fitting rubber bumpers and introducing a single Stromberg carburettor to meet various safety and pollution measures.

Today, the MG name lives on, but in a different capacity. Chinese state-owned SAIC Motor has made EVs and affordable city cars the marque's bread and butter. A roadster currently isn't offered.

This means that, amid the sea of ubiquitous SUVs and modern dual-cab utilities on our roads, the MGB is more unmissable than ever – with or without a Formula One star in the back. **HL**

Article submitted by Club member David Jones of his 1971 MGB "Roadster", which recently appeared in the "HighlifeMagazine" from the Southern Highlands.
Naturally a very proud MGB owner

Story of TC 602

Many a TC owner can often be heard to mumble 'Wonder where my TC has been all its life', not being able to trace its history beyond the previous owner. Few of us today are fortunate enough to be original owners or even second or third owners and to give you an idea how many times TC's changed hands over the years just recall how many people have said to you, 'I owned a TC once'. Sometimes it seems the whole 10,000 TCs came to Australia.

Much of the following article has been gratefully reproduced from a 1958 'Modern Motor' and written by the well-known motoring personality David McKay – you guessed it – he owned TC 602 once.

The story began in 1946 when Cowra (NSW) grazier Tony Fagan bought one of the first shipment of six post-war MGs to arrive in Sydney. Price was around £620 and all the cars were black.

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Tony's older brother was driving a 4.3 Alvis at the time and regularly winning the Cowra – Sydney GP when the graziers came to town. Tony, tired of running second and had Rex Marshall of the now defunct Monza Motors fit a 'blower' to the TC; but apart from a small boost gauge there was no outward sign of the considerably increased horsepower this put beneath the classic bonnet.

From that day the big Alvis had to tail the TC which could turn up a genuine 100mph with a 4.8 final drive and 500 x 19-inch tyres.

Fagan also had the car re-ducoed by Sydney craftsman Henry Stahl in two beautiful shades of green but then he fell in love with a 3-1/2 litre SS 100 Jaguar and the MG passed to David McKay for £600.

In 18 months, Tony had run up about 25,000 hard and fast miles but the car had always been scrupulously maintained and immaculately kept. He later told David that the SS 100 was no substitute for the blown TC.

Between 1948 and 1950 David McKay used the car as fast transport between Exeter and Warrawee – just 100 miles from door to door covering the distance on one occasion in 1 hour 45 mins. However, back in town the blower proved rather fussy so the car was returned to twin carburettors.

He was soon bitten by the racing bug and the car was prepared by Rex Marshall for the Bathurst October 1950 meeting. The car stripped of accessories, compression raised to 9-3 to 1 on 100 octane and achieved 8th place in the under 1500cc class 50-mile scratch race.

From then on, the car was raced, sprinted and hill-climbed at most major NSW meetings. During a visit to Victoria he gained fastest unblown 1500cc sports car time at Rob Roy then ran second to Harry Firth's MG special at Ballarat, disposing of a brace of XK's on the way.

Ron Ward had taken over preparation by 1951 when David McKay won the NSW 1500cc sports hill climb title at Hawkesbury.

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Throughout these years the car also served as his personal transport, topping 45,000 miles on the speedo.

When David started racing another MG known as the 'Red Cigar', the green car became her tender and mobile spare parts, having such items as axles, brake drums, wheels, tyres and final drive units torn from her at a moment's notice to maintain the racer throughout its very successful 1952-1953 season.

But the green TC was not through with racing yet.

In fact, the highlight of her career was the production race at Bathurst following the 1952 Australian Grand Prix. Entries had to be strictly standard except for compression ratio which was automatically limited by the compulsory use of standard petrol about 72 octane in those days. Many special extras such as finned brake drums, enlarged sump, anti-tramp rods, oil temp. gauge and even the K3 type filler cap, had to be removed. Wheels were reverted from 16 inch to 19 inch and final drive ratio from 4.8 to 5.125, in short, exactly the same as sold 6 years before, except for 8.3 to 1 compression and a carefully matched head.

The TC handled the 6 laps of the Mt Panorama circuit in fine style clocking 3.50 mins per lap some 10 seconds better than TCs in similar stock condition, to win the sports car section.

Midway through 1953 David McKay regretfully sold 'old faithful' to Sydney architect Bruce Shaw for around £700. Its condition and reputation were such that it commanded this price when 1946 TCs were selling for as low as £450.

It had now covered some 120,000 miles in seven years and was retired from active competition by the new owner to be used as a 'daily hack' including several trips to Queensland's Gold Coast. Shaw hankered for more speed so again a Marshall supercharger kit was fitted to the car.

After 4 years of ownership and a further 70,000 miles the car passed to a Queensland enthusiast Bob Burnett, who had earmarked the car for himself sometime earlier. As a guide to its general condition, it won the MG Car Club Qld Centre's Concours two years in a row and turned in an 18.2 sec. standing quarter time in full road trim at the old Strathpine circuit.

He also overhauled the motor during his tenancy, but no major components required replacement.

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Bob took the car to Sydney in 1958 and offered it to David McKay for a road test. David was most impressed by its condition and performance as mentioned in his article in 'Modern Motor'.

It was in 1960 when I first visited Bob Burnett to 'drool' over his green TC which from memory also won the 1958 concours. I had bought a very original TC a year earlier but was very 'taken' with the history and condition of Bob's car, which was offered for sale not long after by one of Brisbane's Sports Car Dealers.

The price in 1961 during a depressed market was £450. (I paid £495 for my own TC in 1959 but could only have hoped to recoup half that two years later.) The gap was too much for my meagre finances and I reluctantly watched the vehicle pass to Barney Gill.

By this time the car had travelled in excess of 200,000 miles and fatigue finally won the day as the crankshaft parted neatly in the traditional spot behind the front main journal. A major engine overhaul resulted including fitting of a new camshaft. Capacity remained at 1400cc, bore had been increased many years earlier, as no bore wear was evident. Following the engine rebuild Barney was transferred to Cairns, North Queensland, and the 'blown' TC transported wife and possessions on the 1200-mile trip.

During his one-year transfer Barney made the acquaintance of Clive Oldroyd also on transfer from Brisbane, and an ardent admirer of the TC.

On the return trip to Brisbane in 1962 disaster struck the little green car outside of Ayr. It appears that a hastily repaired fuel line under the petrol tank leaked onto the tail pipe or was somehow sparked into fire as the vehicle was motoring along the highway.

Barney managed to bail out safely but could do nothing to arrest the flames and by the time fire fighters had done their job, the entire rear section of the body had been engulfed, the heat just scorching the dashboard.

Clive Oldroyd heard of the catastrophe and quickly salvaged the remains of the car intending to restore it to its former glory. He scoured North Queensland to obtain sufficient replacement parts for the rebuild but was shortly returned to Brisbane where home functions took priority and little restoration work had been done.

By chance, in 1968 a friend mentioned that he knew of a TC complete with Marshall Supercharger and on tracking it down I met Clive, and subsequently purchased the car and parts.

Fortunately, the car was still very complete and straight, particularly front mudguards, bonnet, grille etc. and the original motor and supercharger completely intact.

On reflection, I have now owned the car longer than any previous owner and have certainly done less to maintain its former glory. Hopefully, this situation has now changed for the better. TC602 has now been stripped to the bare chassis and restoration has begun in earnest. Although I personally favour the absolute original type TC, in this instance I feel obliged to bend and ensure that this car is returned to the condition imposed on her by the first owner within three weeks of delivery. viz, two tone green, Marshall supercharger, 16-inch wheels, 4.8 diff and of course, those other subtle extras that were added to her over the years, racing screens, finned brake drums, Bluemels steering wheel, luggage rack, K3 type radiator cap, oil and water temp. gauges etc.

Certainly not a Concours 'Original' winner but hopefully an interesting addition to Australia's expansive MG History.

*The Vintage Car September 2021 Page 31 Rod Hiley.
Submitted by Robert Smith.*



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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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Number plate holders

Water bottles and much much more !



MG MAZE - "Get Out & Play"



Our lives have become more limited during the past 18 months. We have been restricted, confined and bound. Escapism has been sought through digital means, portals to safer places, scenarios to explore, and to roam free, all from the comfort of our homes.

We are now re-emerging from our lock down lives. Eager to explore and rediscover. Also apprehensive about what we might find.

Play is important. Discovery is important. Adventure is important.

MG MAZE is born from these difficult times and aims to open the concept of mobility experience to a new generation. Taking inspiration from the culture of gaming and reimagining mobile games for the 21st century.

Inspired from a simple concept of capturing the 'at home' gaming scenario and conveying that in the form of a car was our key objective with MAZE. The layout, details, colour material are all driven by this idea to help connect and build a community around a mobility activity.

MAZE is a bold and brave concept that celebrates the real and digital worlds, where drivers are players in a real world treasure hunt of digital art in their cities. MAZE intends to bring back driving fun to electrified cars, and not just simply exploring the A to B journey.

At the heart of MAZE is a familiar layout. A couch/sofa, a controller and a screen. Our objective was to emulate this comfortable situation into a vehicle that was equally exciting to look at as it was to use.

The exterior design is inspired by gaming hardware, high tech computers that show off their components and celebrate their processing power. The full polycarbonate exterior shell acts a window both into the car and also for the players to see their world in full view. The surface is pure and emotional in line with MG design values.

The front opening canopy configuration presents the interior space in a unique way, reducing the footprint of the vehicle in urban spaces. Like jumping onto a sofa in a lounge, the seats present themselves to aid entry and exit via the front of the car. MG MAZE conveys a real

gaming experience through its open cockpit layout which offers a full panoramic view of the environment.

The 2 seat configuration gives players a chance to collaborate and compete in a social and interactive way. The ZERO gravity seat design also features a lightweight aesthetic with a transparent shell and high-tech fabric cushioning, taking inspiration from contemporary streetwear.

The chassis of the car is visible as a carrier for the technical componentry, and houses the motors and interchangeable battery at the rear in a 'plug and play' style configuration. Components such as the GPU, CPU and even cooling are visible and displayed as a key part of the overall aesthetic.

Drivers, or Players, can now ride along using their phones as the access and control points for the car. A sophisticated User Interface covers the whole front of the car, with a 3D map, avatar status, and mission information, which leads to the overlaying of images and digital content from the occupant's perspective. The reductive nature of the physical design and layout allows the UI to be much more immersive than we would usually find on a car interior.

The discovery of 'easter eggs' in the game allows players to build their status, which is displayed on the lighting aspects on the side of the car. The once familiar surroundings are transformed to interactive, dynamic and expressive art pieces that give a visceral experience to urban mobility again. Players can score points, and earn rewards through the game community.

MG has a global following like no other, re-imagining and ensuring the community and legacy continue well into the 21st century is a key element of this concept.

MG MAZE is an attempt to engage and create a positive experience for urban mobility. Playful and agile, the concept seeks to be truly engaging, across all ages, cultures and interests.

MG MAZE - GET OUT & PLAY!

SAIC Press Release 23 Sept 2021

Submitted by Greg Fereday.

HAYSTACK

Metering Needle Finder

Choosing the right metering needle for your SU carby shouldn't be like finding a needle in a haystack. SU Midel has developed Haystack: Metering Needle Finder, a handy tool that can compare or match SU needles from 0.90" fixed through to .125" Check it out at sumidel.com

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ASHFIELD CYCLES

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

0412 239 118



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darryl@theclassicfactory.com.au

www.theclassicfactory.com.au

Stiring Words

The annual Bulwer-Lytton Fiction Contest (www.bulwer-lytton.com) founded in 1982 at San Jose State University in California, challenges entrants to compose opening sentences to the worst of all possible novels and awards. In 2005 the winner of this most inauspicious award was Dan McKay with the following immortal prose that will doubtlessly stir any classic car enthusiast:

As he stared at her ample bosom, he daydreamed of the dual Stromberg carburettors in his vintage Triumph Spitfire, highly functional yet pleasingly formed, perched prominently on top of the intake manifold, aching for experienced hands, the small knurled caps of the oil dampeners begging to be inspected and adjusted as described in chapter seven of the shop manual.

The judges commented that: "His entry, extolling a subject that has engaged poets for millennia, may have been inspired by Roxie Hart of the musical Chicago.

Complaining of her husband's ineptitude in the boudoir, Roxie laments, "Amos was . . . zero. I mean, he made love to me like he was fixing a carburettor or something.

" Clearly Mr McKay and Roxie's husband would both have been of firmer conviction if they had been thinking about attending to the SUs in an MG instead of the Strombergs in a Triumph.



*Submitted by John Clarke
Image from SU Midel*

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Classifieds - Cars



MGB Roadster 1976

Lovingly restored from shell with no stone unturned! Always garaged and well looked after.

I know that those of you who are aware of what this car is, will have some very specific questions- so please get in contact and I can take you through the timeline of receipts to help build the picture of what has been done to our lovely "little red".

We are sad to sell as she is a family heirloom hoping to go to the right owner, I look forward to sharing this history with you.

Due for rego this month- we are planning to get her fully registered before sale but can negotiate.

Price: \$26,000

Contact: Justin 0431 976 379
jgraham1501@gmail.com



MG TD

This MG TD has been very well looked after all its life and is in near original condition. Its original 1250cc engine & 4-speed gearbox are in good working order. Engine runs well and has good compression and oil pressure. In 2013, the car was repainted in its original colour of Autumn Red and the seats re-upholstered also in the original beige colour, so it looks great. It comes with its original soft top, tonneau and side screens while seatbelts and turn indicators have been fitted. Current speedo reading is about 3,900 miles. While not a Concours car, it is very close to an original TD. Great fun to drive and own.

Currently on NSW historic registration **Location:** Bega, NSW.

Price: \$33,000.

Contact : Dave Burns 0419 984 014

david.burns72@hotmail.com



1948 MG Y/T

All three owned and stored for 47 years. All needing full restoration.

Genuine inquiries only please.

Prices negotiable.

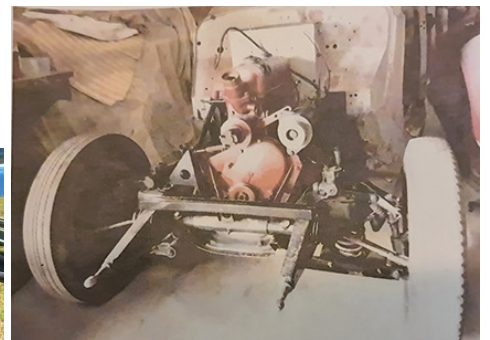
Contact: Brian Langlands
(02) 9679 1729

NEW



1948 MG Y/T Chassis 5133 Engine XPAG TR/14870 Blue – Beige

Price: \$4,000



1948 MG Y/T Chassis Y/T35B2 Engine XPAG TR/13453 Red – Red

Restoration started – motor, gearbox, diff, shocks plus body started. Seats upholstered.

Price: \$5,000



1948 MG Y/T Chassis Y/T5153 Engine XPAG TR/14856 Cream – Green

Price: \$1,000



Classifieds - Parts



Semaphore trafficators- Magnette

Semaphore trafficators for sale
3 sets of 2 units - suit Z series Magnette

Price: \$300.00 for 3 sets (2 new)

Contact: Jim Conolly 02 9412 3941

jconolly@tpg.com.au



MGF Fitted Tool Kit

Fits into the recess in the floor of rear luggage compartment

Price: \$150

Contact: Eric Hayes 02 9654 9040

edhayes1@bigpond.com



NEW

MGA Parts

My father was a MGA and TD owner years ago. During a clean up we've discovered some front discs, steering rack & a differential, likely from his MGA restorations.

If one of your members is interested please don't hesitate to contact me.

Location: Blue Mountains

Contact: Joe

opuls09@gmail.com

MGB 1965 Model

Starter Motor \$40.00

Generator \$40.00

Manual Gearbox with a tail-shaft and Cross member with Mounts \$400.00

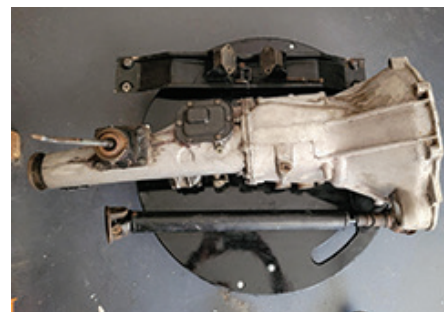
All parts are second hand and prices negotiable.

Location: North Wahroonga Sydney.

Contact: Ken Kirby

0418 225 755

ekkirby@optusnet.com.au



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Wanted

1970 MGB MK11 Parts

To fit Laycock Overdrive Syncro Gear Box.

Bearing Assembly-part #37H1955
Lock plate OD - part # 37H1957
21 Teeth Pinion -part #37H3463
O Ring -part # NKC101A
Seal Bearing -part # NKC105A
Sump -part # not know.

Some of the parts are locally available but the Bearing Assembly is at least 6 weeks on back order from UK.

Lock plate and Sump can't be found in Australia.

Contact: Russell Kelly

(M) 0416 225 765

(H) 9894 5404

(B) 9899 2022

russell@kellylaw.com.au

NEW



Wanted 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 MGA 1955-60

I am a newcomer to investing in vintage cars and was hoping that you or someone else in the club could advise me on any pitfalls to avoid in selecting a vehicle to purchase.

I am seeking to acquire a 1955-60, MGA, preferably 1600 cc, red and in very good running condition, I can tinker but not into complete restoration.

Once acquired will clearly join the club to meet fellow enthusiasts.

Location: South Coogee

Contact: Johann Jacobs

+61 416 125 449

johann@finmin.net

NEW

Wanted MG Midget

I am after an MG Midget 1968.

If you know of one please could you contact me.

Location: Melbourne

Contact: Jim Photopoulos

0408 965 967

[JimPhotopoulos@](mailto:JimPhotopoulos@melbournepolytechnic.edu.au)

melbournepolytechnic.edu.au

Wanted 1957 MG ZB Magnette.

Rear Seat and Seat back with armrest to suit 1957 MG ZB Magnette.

Contact: David Aldridge

0419 993 119

david@railsignal.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

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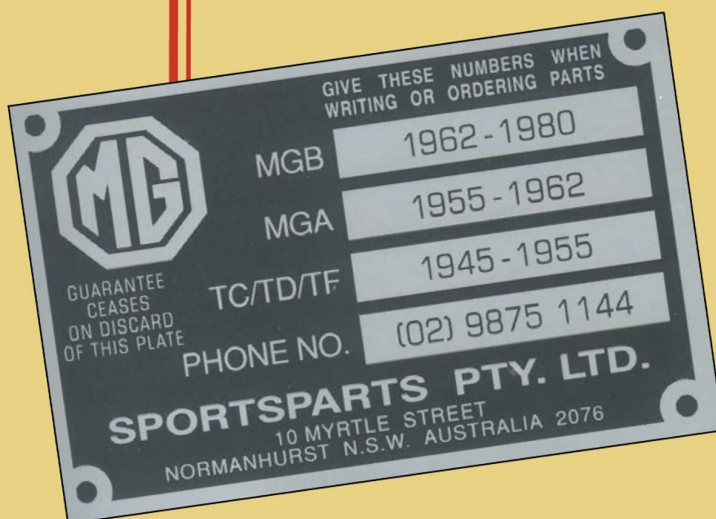
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