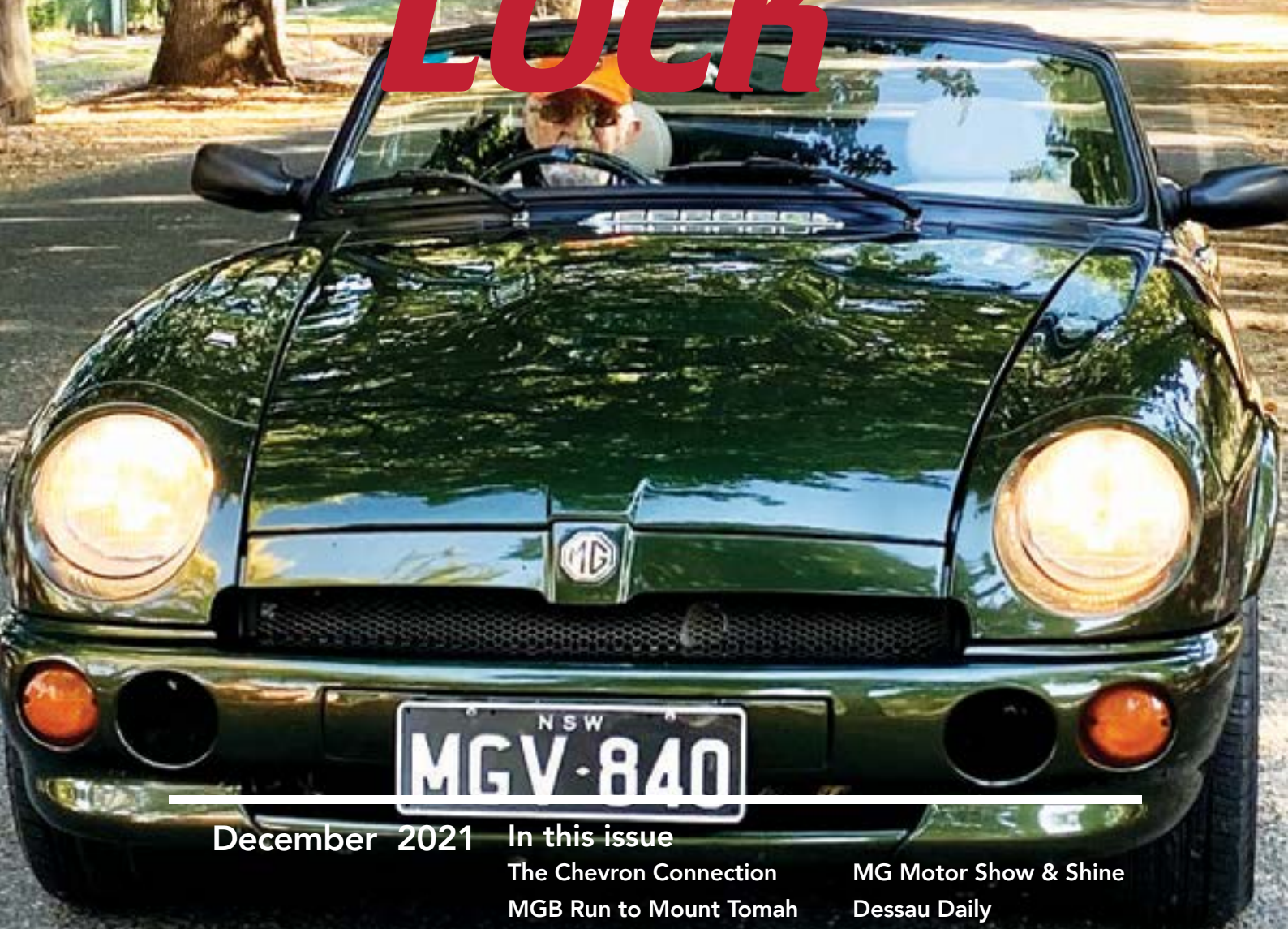




Official Journal of the MG Car Club – Sydney

Opposite Lock



December 2021

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The Chevron Connection

MGB Run to Mount Tomah

MG Motor Show & Shine

Dessau Daily

MGCC Sydney Club Calendar 2022

JANUARY

- 15 Alf Luckman Memorial Fish and Chip Run,
Berowra Waters Post War Saloon Registrar,
Matt Crawford
27 Illawarra Register Run, Michael Hough

FEBRUARY

- 6 Breakfast Run, Julie Porter - Stephens
7 Board Meeting, Chatswood RSL
8 Members Gathering, Strathfield Golf Club
16 Mid-Week Muster, Bob Parkinson
20 President's Run, 4 Pines Brewery, Charlie Frew
24 Touring Run, Don Young

MARCH

- 6 Club Run (MGB Registrar, John Clarke)
7 Board Meeting, Chatswood RSL
8 Members Gathering, Strathfield Golf Club
16 Mid Week Muster, Bob Parkinson
20 Motoring Heritage Day, Berry, Illawarra Registrar,
Michael Hough
24 Illawarra Register Run, Michael Hough

APRIL

- 3 Motorkhana Practice TBC, Alan Heritage
4 Board Meeting, Chatswood RSL
10 Australian F1 Grand Prix*, Melbourne,
Daniel Riccardo
12 Members Gathering, Strathfield Golf Club
15-17 MG National Meeting, Newcastle, Dom David
20 Mid Week Muster, Bob Parkinson
23 CSCA, Sydney Motorsport Park South Circuit,
hosted by Sprite Car Club,
Max Wasson & Steve Perry
28 Touring Run, Don Young

MAY

- 1 Breakfast Run, Julie Porter - Stephens
2 Board Meeting, Chatswood RSL
8 CSCA, Wakefield Park, Goulburn,
hosted by Triumph SOC,
Max Wasson & Steve Perry
10 Members Gathering, Strathfield Golf Club
15 Old Speckled Hen Run, Post 2010 Registrar,
John Lindsay
18 Mid Week Muster, Bob Parkinson
26 Illawarra Register Run, Michael Hough

JUNE

- 6 Board Meeting, Chatswood RSL
11-13 Tour De , Robert Smith & Matt Sexton
14 Members Gathering, Strathfield Golf Club
15 Mid Week Muster, Bob Parkinson
23 Touring Run, Don Young
25 CSCA, Pheasant Wood, Marulan, hosted by
MGCC Newcastle, Max Wasson & Steve Perry
26 Club Run Magnette Registrar, Peter Baldry

JULY

- 4 Board Meeting, Chatswood RSL
12 Members Gathering, Strathfield Golf Club
17 Club Run, MGF/TF Registrar, Mark Robson
20 Mid Week Muster, Bob Parkinson
24 Christmas in July Mt. Keira Scout Camp, Illawarra
Register Run, Michael Hough
31 Breakfast Run, Julie Porter - Stephens

AUGUST

- 1 Board Meeting, Chatswood RSL
9 Members Gathering, Strathfield Golf Club
13 CSCA, Sydney Motorsport Park Gardner Circuit,
hosted by Morgan Car Club,
Max Wasson & Steve Perry
14 Shannons Sydney Classic Display, Sydney
Motorsport Park, Greg Fereday
17 Mid Week Muster, Bob Parkinson
25 Touring Run, Don Young
27 CSCA, Pheasant Wood, Marulan, hosted by
MGCC Sydney, Max Wasson & Steve Perry

SEPTEMBER

- 4 Club Run (TC Registrar, John Carter)
5 Board Meeting, Chatswood RSL
9-11 Gathering of the Faithful hosted by MGCC of
Wagga Wagga, Peter Baldry
11 All British Day , King's School TBC, David Noble
13 Members Gathering, Strathfield Golf Club
14 Mid Week Muster, Bob Parkinson
25 Club Run, RV8 Registrar, Alan Heritage

OCTOBER

- 4 Board Meeting, Chatswood RSL
7-9 Motorclassica, Royal Exhibition Building,
Melbourne*
TBA Bathurst 1000, Mount Panorama*
11 Members Gathering, Strathfield Golf Club
13 Touring Run, Don Young
19 Mid Week Muster, Bob Parkinson
23 MGCC Concours and Display Day,
Silverwater Park, Allen Gower
23 CSCA, Sydney Motorsport Park North Circuit,
hosted by Jaguar Car Club,
Max Wasson & Steve Perry
27 Perth to Sydney Marathon* until 6 Nov,
Robert Smith
30 Jamberoo Motor Show, Illawarra Registrar,
Michael Hough

NOVEMBER

- 6 Breakfast Run, Julie Porter - Stephens
7 Board Meeting, Chatswood RSL
8 MGCC Annual General Meeting and Members
Gathering, Strathfield Golf Club
13 MGA/MGB Workshop Day, MGA Registrar,
Greg Keenan
16 Mid Week Muster, Bob Parkinson
26-27 Wings Over Illawarra, Illawarra Registrar,
Michael Hough

DECEMBER

- 4 Club Run, TD Registrar,
Michael & Jacqui Gerondis
5 Board Meeting, Chatswood RSL
8 Touring Run, Don Young
13 Members Gathering, Strathfield Golf Club
14 Mid Week Muster, Bob Parkinson
25 Santa comes - Get some MGCC regalia*

* Events for information only.

These are not considered Club events for conditional
registration.

December President's Report

As I reflect on this past calendar year, I can't help but feel that we have been driving through a mobile chicane, yet again in 2021.

We held our Annual General meeting at the beginning of November 2021, where my full report for the financial year 2020-2021 is included on page 7 of this year's final edition of *Opposite Lock*.

Whilst we started the year with club activities, these came to a grinding halt by the middle of the year and the first club driving event was only three weeks ago. Here many club members enjoyed a beautiful, if not chilly and windy drive to Mt Tomah Gardens in the Blue Mountains.

This last weekend several club members enjoyed a very pleasant weekend in the Illawarra, with the HARS event of Wings Over Illawarra, our thanks to Michael Hough who will give a full report in February *Opposite Lock*.

Now the hard word!

We are a voluntary club and we have only a handful of members going the hard yards!

Thank you to our recent members coming up to the plate. We have however, several key vacancies which I encourage members to apply for.

Club Secretary : Legal or Accounting background welcomed.

Membership Secretary : Administration background.

Model Registrars:

TF C & V8 Midget & FWD.

I encourage any member that may wish to contribute to this great club of ours, to come forward to discuss with me or any of the Board these great opportunities to become involved.

Contact: Charlie on 0488 223 322. charlie@charlifrew.com

It now comes for me to invite you all to our Christmas Party Show & Shine on 14th December at Strathfield Golf Club. Unfortunately yet another year has passed when we were not able to hold our Annual Concours, however we have again made this part of our Christmas Function for you all to enjoy. Please see page 11, for details with bookings closing on 7th December.

I wish you all a happy & family filled Christmas with a safe and healthy New Year for 2022.

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!

Darren Freeman	MGB
Mark Watson	MGB
William Cooper	TA,Midget
John Michell	-
Steve McDonald & Rey Abarquez	MGB
Johann & Ann Jacobs	MGA
Wilfred Sze-Wai Pan & Atina Po Tin Liang	FWD 1100/1300
Tony Pham	MGB
Lisa Shabtay	MGB
Jim Sotiropoulos	MGA
Scott Pritchard	MGB
Tim Herbert	MGB

So, you have bought a 'new' MG, or you have unearthed one long lost in the garage or you have finally finished that 'long, long, longer than you expected' restoration and decided to now join the club.

We want to hear your story!

Please send a short story about your car by email and do not forget some pictures!
to: editor@mgclubsydney.com.au





Page 8-9: The Chevron Connection



Page 18-19: Pre War Register



Page 12: Illawarra Register



Page 22-23 : MG Motor Show & Shine



Page 16: MGB Run to Mount Tomah



Page 24 : Spit & Polish



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CAMS
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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.



December 2021 Cover:

Picture taken by Claudia Lovette during
the Easter weekend on the Observation
Run in Yackandandah VIC.

December 2021 *Opposite Lock*

Contributing photographers:

Thanks To:

Claudia Lovette,

Robert Smith, Michael Hough,

Tom Aczel, Allen Gower,

Mark Robson, Scott Bailey,

Richard Exton,

Dom Davids, Ross Freeman

Club Contacts

Directors

President	Charlie Frew	Pam	0488 223 322	charlie@charriefrew.com
Vice President	Greg Fereday		0408 611 427	gregfereday1@gmail.com
Registrar Representative	John Clarke	Christine	0412 890 409	parclose@optusnet.com.au
Sporting Captain	Max Wasson	Paula	0418 431 928	mwasson126@gmail.com
Sporting Liason	Alan Heritage	Shirley	0418 459 496	alanheritage@yahoo.com.au
Treasurer	Elizabeth Sutherland	Adam		treasurer@mgcarclubsydney.com.au
Assistant Treasurer	Allen Gower	Yvonne	0439 650 401	allenandyvonne@bigpond.com
Editor	Hilary Wren		0407 263 758	editor@mgcarclubsydney.com.au
Website Co-ordinator	Granville Harris		0414 880 374	granville2@bigpond.com

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	Mark Robson		0402 435 541	RobboMC1960@outlook.com
C and V8	Vacant			
Midget and FWD	Vacant			
Post 2010	John Lindsay	Lesly	0403 330 441	john@technispec.com
Touring	Don Young		0412 600415	don.young9636@gmail.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	Julie Porter Stephens		0408 167 249	jpstephens@smartchat.net.au
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
Member Liaison	Jan McKenzie	Brian	9724 1969 0408 473 037	jbmck1@bigpond.com
Membership Secretary	Sheila Trotman		0410 504 132	membership@mgcarclubsydney.com.au
Points Scorer	Adrian Whiffen		0404 011 564	adrianw@mailboxesr-us.com.au
National Meeting Coordinator	Dominic David		0414 407 400	dom.d.david@gmail.com
Rally	Jim Richardson	Bev	9639 0638	jimandbev@bigpond.com
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

Minutes of 70th AGM of MG Car Club Ltd

9th November 2021

Location Strathfield Golf Club 52 Weeroona Road
Strathfield NSW

Meeting commenced at 7.45pm

Welcome

The President opened the meeting and welcomed all members attending.

The President introduced Jim Hull as the Chairman of the Annual General Meeting (AGM) of The MG Car Club Limited.

Business

The Chairman declared the AGM open.

In accordance with the Constitution, the Chairman informed those present that only financial members of The MG Car Club Limited are permitted to speak or vote on any matter during the proceedings of the AGM.

The Chairman asked for any apologies and the Secretary advised the following:

Bruce Wheeler, Bob Parkinson, Brian & Jan McKenzie

The Chairman advised that the Minutes of the 2020 AGM that were previously sent out and request acceptance of the Minutes as a true and correct record.

Moved: Charlie Frew

Seconded: Alan Heritage

Accepted by general acclamation.

President's Report

The Chairman invited the President to present a report pertaining to the activities of the The MG Car Club Limited for the preceding 12 months. Please see Page 7.

Moved: Charlie Frew

Seconded: Greg Fereday

Accepted by general acclamation

Treasurer's Report

The Treasurer presented her report

The Chairman asked if there are any questions from the floor. There were none.

The Chairman asked for acceptance of the report.

Moved: Elizabeth Sutherland

Seconded: John Bastian

Accepted by general acclamation

Committee Positions

The Chairman read out the Nominations received the position of directors of The MG Car Club Limited as follows:

Director	John Clarke
Director	Charlie Frew
Director	Hilary Wren
Director	Elizabeth Sutherland
Director	Allen Gower
Director	Max Wasson
Director	Greg Fereday
Director	Granville Harris
Director	Alan Heritage

The Chairman confirmed that all the above were nominated in terms of the The MG Car Club Limited Constitution and that all are financial members of The MG Car Club Limited.

The Chairman declared that as only one nomination had been received for each of the positions and with no distensions, the above were declared as elected.

The Chairman thanked the Directors

Auditors

The Chairman called for the appointment of the current Auditors McBurney & Partners for the 2021/2022 accounting period.

Moved: Elizabeth Sutherland

Seconded: John Bastian

Accepted by general acclamation

General Business

The Chairman declared that no General Business had been notified and declared the AGM of The MG Car Club Limited closed at 8:15pm and handed over the meeting to the President.

At our November Members Meeting we welcomed Darren Freeman and his business partner George Appleby, who have recently purchased Peninsula Sports Car Services.

These gentlemen are sports car fanatics with a wealth of race car experience under their belts. They are very excited with their new purchase and work shop in Brookvale and are looking to expanding the business proudly built up by Geoff Morse and his team over many decades.

They are currently recruiting for mechanically minded folk.

Please see page 21



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MG Car Club Sydney Presidents Annual Report

Last year I described the year as one I spent forever trying to pass through a mobile chicane. We had, droughts, fires, and floods and then Covid 19.

Nobody could have foreseen the impact this virus it would have on our club let alone the country over the next 12 months.

Whilst Zoom meetings, introduced in 2020, do not have that personal feel of a physical meeting, they are a satisfactory alternative. I would like to thank the membership for their support and participation in these meetings during this challenging time.

Certainly, the concept has encouraged the board to look at broader concepts when seeking guest speakers. The link up with the Canadian MG Car Club of Toronto and the UK Club later in the year are excellent examples.

Though the government strategy for early 2021 freedom looked strong this was not to happen and the last half of the year has suffered with restricted activity.

Yet, given the current government strategy we look certain to be back to normal for the rest of this operating year (June 22). We shall wait and see.

For the first time since its inception the All-British Day at the Kings School Parramatta, the Shannons Show'n Shine and our yearly Concours d'Elegance were all cancelled. Whilst disappointing we did make up for it in a small way concluding 2020 with a wow of a Christmas party here at the Strathfield Golf Club.

Things looked set for a solid start in 2021 with the year commencing with our Fish & Chips run to Berowra. The Government had other ideas and whilst the enthusiasm was challenged, the tenacity of the club was not defeated. We were still able to hold several events throughout March April and May.

The cancellation of this year's Easter National Meeting (for the second year in a row) was once again disappointing. Nevertheless, the Victorian Club and a fifty (50) strong contingent from Sydney gathered on the boarder during a short break in the Melbourne lock down scene to hold a "Friendly Meeting" in Albury – Wodonga, The Claytons National Meeting.

Whilst not a national meeting in the formal sense, activities such as the Kimber Run, the Observation run, a Show'n Shine in place of the usual concourse and of course Rocker Cover Races made the time memorable.

Something I would like to do again with the Victorians when time permits.

At the conclusion of the carnival the Victorians presented us with the clayton's winners' trophy. In reply I tried to reclaim Victoria for NSW, though given the state of the place currently, you would have to wonder why.

Throughout the year the board has been concentrating on several initiatives commenced in early 2020, some have been finalized.

The Hart Project whilst postponed again for 2021 is still very much in the forefront of the board's intentions and will continue as and when timing permits. At this stage, it looks like this will be sometime near February to March 2022. Effectively a repeat of what I said at last year's AGM.

The transfer of membership information from our old back-office system to the new Wild Apricot system was completed in early 2021. The roll-out was delayed due to a linking problem with PayPal. Consequently, the board opted to go with Strip. Although there is still work to be done I am sure members will already be experiencing the benefits of this new system.

An exceptional amount of work has gone into the facilitation of this new system for this reason, I would like to award the Presidents Trophy for 2020/21 to Shelia Trotman.

Regalia Sales have continued throughout the year despite the interruptions and once again I would like to thank Granville Harris and Ashleigh Clarke for the work they have put into this range.

The new electronic version of Opposite Lock continues to gain acceptance with monthly click rates up around 82%. On behalf of the membership, I would like to thank all who have contributed to the magazine over this tough time where the emphasis has been more on "interest stories" rather than the coverage of monthly events.

Financially, the club made a profit of \$8,000 (approx) for the 12 months. This is more than acceptable given that we effectively had no activity and accordingly no expenses. The treasurer will report on the financials shortly.

The financial report was tabled on the website late last week and there are printed copies available for members who would like a copy this evening.

We simply cannot complete a year without thanking our editor Hilary Wren. Hilary's efforts in keeping the magazine up and running have been tireless. This really is the "BIG JOB" of the club, and I am sure you will join with me in congratulating her on a job well done.

No club can run efficiently and effectively without support of its board and those members that dedicate their time to the various respective registers and special positions in the club. The board appreciates all efforts by members, and I am sure once the final tweaking is done on Wild Apricot, renewing membership, booking events and special occasions will be much simplified. In fact, I expect to be overwhelmed with commitments from numerous members at the conclusion of this meeting to fulfill the many vacancies that we have in the club now. Whilst I will cover this in more detail in the General Meeting it continues to be an area that plagues the smooth running of the club. Put another way, it puts way too much pressure on those contributing.

As the years roll on it must be accepted that some of us will depart the club in one way or another. Whilst we lost a few members this year I have chosen to mention Ron Taylor once again. We should be grateful of Ron's contribution to the club, not just as a Vice President and for service that warranted life membership. Ron's final donation to the club was the T series templates he had made over the years These are of invaluable significance to the club. And, far greater is the number of MGs on the road today that Ron had restored. It is pleasing to hear that Denis Christie has purchased Ron's TD.

In reviewing this report, I became mindful of the level of doom and gloom it delivers. I am however confident that if nothing else this forced break has been well spent fine tuning initiatives like Wild Apricot and stimulating a new direction in communication for the future.

I consider it an honour to have been the President of the club for the past 12 months and along with the board look forward to a prosperous 2021/22 for all members.

I would like to thank the board once again for their support and the members for their encouragement throughout the year. I wish you all a very Merry Christmas and Happy New Year and look forward to continuing the traditions of this great club throughout 2022.

Charlie Frew 9th November 2021



The Chevron Connection

Allen Gower



As a wide-eyed teenager in the 60's, I often went with my father to the races near Cape Town to watch the eclectic mix of machines and brave drivers who tried their hand at "peddling" as hard as they could. Many cars were homemade "specials" concocted from what could be assembled cheaply and entered into an all-comers handicap race. As we drove to the track, Dad would talk about racing and his wartime visits to Hill Climbs such as Shelsley Walsh in England. He had seen John Bolster in his "Bloody Mary" and Brain Cooper and Colin Chapman in their formative years. I have fond memories of those trips to the race track and the dawn of a passion for cars.

It was at the end of sixties and early seventies that I became aware of Chevron cars. I first saw a Chevron BMW (Model B8) entered in a 3 hour endurance race for Sports and GT cars. They were the most beautiful, nimble and aerodynamic sports cars, which also performed like true racing cars. New models came out each year and some were fitted with 4 cylinder BMW, Ford FVA and BDA engines. What a beautiful sight and sound to hear them pass during those sports car races. It begs the question, how would an MGA perform with a Ford BDA engine.



1968 Chevron B8

It was clear to me that a nimble, light, four cylinder, and reliable car was what I should aspire to own. Over many years, I hoped that one day I would be in the position to buy an affordable small beautiful sports car. It was not long before it was obvious which car and model met the criteria – the MGA.

And so it was, when I joined the MGCC in 2007, Michael Spryt advised me where I could find an MGA for restoration. The restoration took 10 years, however fearing the restoration would outlast me, I sought out a drivable MGA. Greg Keenan put me in touch with Ian Littlejohn and after inspection a deal was done on an imported 1961 Coupe – see photo.



1961 Imported MGA Coupe

Folder had this Andreason Racing Letter.



The car came with an extensive folder with documents and receipts covering all work done over many years. One paper caught my attention – it was a letter giving a description of the engine modifications which had been done by "Andreason Racing & Tuning" in Winchester in England.

One day, I decided to Google "Chevron Racing Cars" and to my surprise I found they still existed and were making replica cars to order. They had recently made a Chevron B16 for the famous Bobby Rahal to race in Florida. Reading further, I found that Chevron Cars was owned by none other than Roger Andreason, the same person who had put the extra pep into my Coupe. So fate had created a connection between me and my Coupe with Chevron Cars. I watched the Goodwood festival of Speed of 2012 and enjoyed seeing a Chevron win outright the "Shotgun Race" against a number of Ferraris and Porches Having established that link, I thought no more about it and a few years rolled over.

In 2016, destiny played a further card, when my son decided to play Rugby in Italy for a season and I had an excuse to make a trip to Europe, to see him play. I contrived a detour to visit Chevron Cars in Bolton near Manchester enroute to Roma.

I met Roger at his small garage units in Atherton, and he immediately remembered working on my MGA back in 1991. However I was most interested to see what he was doing in his workshop. He had a number of the original Chevron craftsmen putting together a new model B8 as shown in the following photos.



2016 New Chevron B8 Chassis & Cockpit

with new Glass Fibre Bonnet & Boot sections.

The new 4 cylinder BMW engine was waiting to go in- also photographed – so a Chevron BMW, as I had first seen in about 1969. The steel space frame had Aluminium sheet-metal panels pop-riveted into strategic positions to stiffen the chassis and then an aerodynamic glass-fibre body skin fixed over it.



Four Cylinder BMW Engine ready for the B8.

He said the cars had always cost about the same as a 3 bedroomed house and that was still the case to-day. A new B8 would cost about £150,000 in 2016. Roger had started racing in an MGA 1500 and then upgraded to a Twin Cam, which still owned. When asked how many other MGs he had apart from the Twin Cam, – a MGB GT V8 and a Magnette ZA. I fully understood where he was coming from, as the growing number of MGB GT owners will attest.

As the saying goes, it is a small world and you never know what history lies within the deep recesses of your car.

Recently while in lockdown and exchanging MGA emails – Tony Pengilly sent me an advert for a Twin Cam which was for sale – it was Roger's racing Twin Cam that he had raced and owned for over 50 years. The car was being sold as he had died in 2019.

Roger Andreason & I (with *Opposite Lock* in hand) at the Chevron Bolton works - 2016.

Allen Gower





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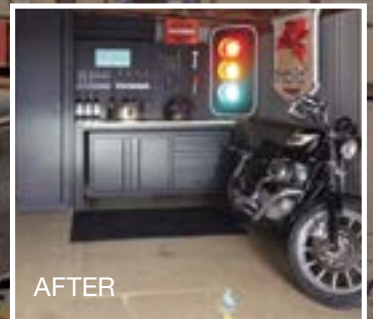
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Bookings Open For 2021 Christmas Party & Show 'n Shine



Bookings are now being taken for our 2021 Christmas Party and Show & Shine to be held at the Strathfield Golf Club on 14 December.

Bookings are to be made through our Wild Apricot membership system at the following link:

<https://mgccs.wildapricot.org/event-4563229>

You can also find the event by going to the MG Car Club Sydney website (mgcarclubsydney.com.au), clicking on 'Calendar' in the menu bar at the top and scrolling down the event. Click the 'Register' button and follow the instructions.

All members and guests must be registered and their contact details entered to attend the event. Bookings Close on 7 December.

This event is being sponsored by the club and the cost is only \$10 for members and \$30 for guests. All members, including any family members must register separately to get the member's price. This means if your spouse, partner or child is a family member they must register themselves using their own membership details.

It has been noted that some family members do not have an email address in their profile and are therefore not able to log in to the system to register. To check this, the primary member will need to go to their membership profile and click the name of the family member under 'Bundle Summary' to bring up their profile.

If the family member does not have an email address, click 'edit profile', update the information with an email address and save. The email address cannot be the same as the primary member's. When the family member logs into Wild Apricot (<https://mgccs.wildapricot.org>) for the first time, they will be prompted to get a password by following the links.

If either you or your guests have any special dietary requirements these should be noted when registering. Please also contact Allen Gower to ensure your special dietary requirements are fully understood.

If you are intending to participate in the show & shine please indicate the category of your car. This will help the organisers prepare for the event.

Cars for the show and shine are to assemble in the basement car park from 4:00pm, with judging to commence at 4:45 pm. Medallions for first, second and third place will be awarded in each category. Categories will be a little different from our normal concours, and will depend upon the number of cars of each type that enter. So, give your pride and joy a bit of a 'spit and polish' and bring it along for the night.

After the show & shine we will go upstairs to the main club at 5:30pm for a 'cocktail hour' of pre-dinner drinks (at own cost) and hors d'oeuvres before being seated at 6:30 pm for a traditional Christmas dinner of turkey, ham and roast vegetables followed by Christmas pudding. Don't forget to brush up on your general knowledge for the famous cryptic trivia quiz hosted by Robert Smith!

Please remember that, in accordance with NSW Health guidance, you must be fully vaccinated to attend this event, and have with you your vaccination certificate. COVID safe check-in will be required and masks must be worn when not eating and drinking indoors, including in the undercover basement car park during the show & shine.

Volunteers will be needed to help set-up and run the show & shine. If you can help please arrive from 3:30 pm.

If you have any queries, please contact me.

Allen Gower
0439 650 401
allenandyvonne@bigpond.com

Illawarra Register

Michael Hough



Wings Over Illawarra Sun 28 Nov 2021

By the time you read this report the event will have occurred, and we will provide a full report for the next edition of *Opposite Lock*.

Next Years Illawarra Register Programme.

Once again, we plan to have joint events with members of The Jaguar Drivers Club of Australia (Illawarra Register) and the MG Car Club of Sydney (Illawarra Register) being invited to attend

2022 Program Dates

Please enter the following dates into your diary:-
(See Initial List of Activities Below)

Jan	Thu	27	
Mar	Sun	20	Motoring Heritage Day Berry
March	Thu	24	
May	Thu	26	
July	Sun	24	Christmas in July Mt. Keira Scout Camp
Sep	Thu	22	
Oct	Sun	30	Jamberoo Motor Show
Nov	Thu	24	
Nov	Sat- Sun	26-27	Wings Over Illawarra. YTBC

Suggested activities for 2022

- Revisit HARS (new displays)
 - Lunch at Fisherman's Club Gerroa
 - Robertson Pie Shop
 - Battery Park Wollongong with morning tea at the Novotel.
- Please send us any other possible venue suggestions as soon as possible .

Michael Hough

The Illawarra register's program has now resumed with a very successful combined social run with the MG Car Club Illawarra register, as follows:-

Thursday 11th November Social Run to the Headlands Hotel Austinmer.

We had a very relaxed and pleasant morning over lunch at the Headlands Hotel- which is located in an absolutely spectacular beachside location, and the whole complex has just been fully refurbished and re-opened.

We had made an initial booking for 20 but with Covid restrictions eased, we actually ended up with about 26 attending from both Clubs- a very good response.

The food was from a classical Pub menu but was nicely prepared, and we had a very good separate area for our group to dine, chat and relax together.

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



Photos from Nov 21 Headlands

Hotel Social Function

Will your Spare Get you Home?

This article is from the website of a well-known tyre brand. Whilst it applies to all cars, I believe it should be of special interest to Modern F/TF owners where the spare is not rotated as it is a different section to the road tyres. The spare in my car is now 20 years old if you count the time on the ship from UK. (plus any time in the factory before that) Figure 1 is a photo of an actual tyre I found in the wheel well of an MGF.

"Aged Tyres - Beware Your Spare

There is some evidence to suggest that aged tyres have an increased likelihood of failure due to exposure to the environment. Ideally tyres should be kept in a cool, dry environment out of direct sunlight and away from electric motors or other sources of ozone. If these conditions are not met a tyre may have an increased chance of failure. It is for this reason that Bridgestone recommend including full size spare tyres in the rotation schedule.

How do I tell the age of a tyre?

All tyres are produced with a serial Tyre Identification Number (or serial TIN) that shows the date of manufacture of a tyre (See Figure 1&2 below). The last three digits (for tyres made pre 2000) or four digits (for post 2000 tyres) of the serial TIN indicate the week and year that the tyre was made. For example, Figure 1 below shows a tyre made in the 16th week of 1998 (photos of an actual MGF original equipment tyre) and Figure 2 shows a tyre made in the 12th week of 2004. Also a tyre made in the 1990's may be distinguished from a tyre made in the 1980's due to a triangular indentation after the last number which is not present on 1980's tyres. Also note that the age may only be stamped on one side of the tyre, you may need to crawl underneath or remove the wheel.



Figure 1: Serial code for 16th week of 1998 (168)



Figure 2: Serial code for 12th week of 2004 (1204)

How old is too old?

This is a subject of much debate within the tyre industry and no tyre expert can tell exactly how long a tyre will last. However, on the results of experience many tyre companies, including Bridgestone, warrant their tyres against manufacturing and material defects for five years from the date of manufacture. Based on their

understanding a number of vehicle manufacturers are now advising against the use of tyres that are more than six years old due to the effects of ageing.

Tyre Ageing Mechanism

There are three main mechanisms of tyre ageing. The first involves rubber becoming more brittle. Sulphur is used to link rubber molecules together during vulcanisation with the application of heat and pressure, giving the rubber its useful elastic properties and strength. As the tyre absorbs energy in the form of light, heat or movement the tyre continues to vulcanise. This ongoing vulcanisation causes the rubber to become stiffer and more brittle. The second mechanism of tyre ageing is oxidation involving oxygen and ozone from the air compromising the strength and elasticity of the rubber and the integrity of the rubber to steel bond. Basically heat and oxygen cause cross linking between polymer chains (causing the rubber to harden) and scission of polymer chains (leading to reduced elasticity). Thirdly, breakdown of the rubber to steel-belt bond will occur due to water permeating through a tyre and bonding with the brass plate coating on steel belts. This causes the steel to rubber bond to weaken leading to reduced tyre strength and reduced heat resistance. If compressed air used for inflation is not completely dry, tyre strength will be affected over time. Even unused tyres will become more brittle, weaker and less elastic with exposure to water, air, heat and sunlight.

Warning signs

Regardless of their age tyres should be replaced if they show significant crazing or cracking in the tread grooves or sidewall and or bulging of the tread face or sidewall. All tyres, especially unused spare tyres, should be inspected periodically to determine their suitability for service."

So after reading this article I pose the opening question again, if you plan to drive long distances in our wonderfully large country you may only think you need your spare to get you to the next major town. However having 'more than just a puncture' is quite possible. It's some time ago now, but once I had a catastrophic failure of a tyre on the Hume after a rock sliced the sidewall open. I have also lost a brand new Michelin after catching a sharp kerb in Victoria in the middle of the night. And once I experienced the 'worst case scenario'. I hit what I think was an animal bone somewhere West of Mildura. We limped 50 km into town for the night on a cheap narrow spare similar to the F. The nearest replacement tyre of the correct speed rating was in Sydney and it was Xmas holidays, so we bought a can of Finileak and drove it 1000 km home on the space saver.

This doesn't just apply to your MG. We recently got new tyres on our Land cruiser and were shocked to find an OEM tyre with a year 2000 date stamp and it did show signs of degradation as described above. It seems the 1st owner liked to keep things 'looking new' so kept the original spare tyre unrotated on the back door. I quickly

rotated it in but it kept getting put back as the spare as the 'best of the rest'. There is a good argument that you should keep the youngest of the remaining tyres as the spare, not the one with the least wear.

So if you do have a tyre failure and a replacement tyre is not locally available, will your spare get you home?

Reference <http://www.bridgestone.com.au/tyres/passenger/care/age.aspx>.

Mark Robson

2022 MG National Meeting

“MGs by the Lake”

Bulletin 3 - November 2021



GOOD NEWS!!! Covid restrictions are easing across Australia, and everything is looking very promising for the MG community across Australia to be able to gather together in beautiful Lake Macquarie at Easter 2022 for the first Nat Meet in 3 years.

Expressions of Interest

A steady stream of people continue to visit the Nat Meet 2022 website to register their contact details and we thank you all for doing so.

Numbers are very encouraging, and currently indicate that well over 300 people are likely or very likely to attend.

If you have not yet completed an expression of interest, it's not too late. Simply go to the website, click on the “Express Interest” button and provide your email contact details.

Maximum Numbers of Registered Entrants

Since Bulletin 2 was issued, the organising committee has negotiated the use of a second function room at Club Macquarie if numbers exceed the capacity of the main auditorium. The 2 rooms link together and will enable us to cater for around 350 at the social events.

The motorkhana venue at Catalina Park, Rathmines and our hillclimb at Ringwood Park both have capacity for around 100 competitors, which should cater for the expected numbers.

Timetable for Entries

Registrations are planned to open mid-January 2022 and close in mid-March. Bulletin 4 will be released during January with full details of the registration process, costs and cut-off dates for early-bird and late registrations.

In the meantime, please “roll up your sleeves” for the covid vaccination at the earliest possible opportunity, and we look forward to seeing you all at Nat Meet 2022.

Contacts for more Information:

Website - natmeet2022.mgcarclub.com.au

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

Secretary - Fran Hodgson - mgnatmeet2022@gmail.com



The Alf Luckman Memorial Fish & Chips Run 2022

Saturday January 15th 2022

Berowra Waters Picnic Area

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

Time: 4.00 pm for a 4.30pm departure, estimated time of arrival 5.00pm at Berowra Waters.

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

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

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

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

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

Traditionally this is the opening event for the MGCC Sydney

This is one of the more popular gatherings on the calendar, and all members are welcome.

The vehicle you arrive in is your choice. All the better if it is an MG, but that is not essential.

This is a social event, designed to meet other MGCC members, discuss cars, politics or whatever is your interest.

Hope to see you there, should Covid restrictions allow.

Contact: Matt Crawford

Post War Saloon Registrar

0457 411 681 matcrawford@bigpond.com



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MGB Run to Mount Tomah



Oh! how wonderful it was to get back out on the open road after so long cooped up at home!

We had a great turn out for the first Club run in over five months, when we all met up in Windsor for the run to the botanical gardens at Mount Tomah.

John Clarke had plotted out a good run through the low lands of Richmond and in true MG style we got lost due to un-foreseen road closures, something to do with rising water levels!

We then skirted back through Richmond and into the beautiful Grose Valley. The valley is gradually recovering from the devastating bush fires of 2 years ago, from there we met up with the Bells Line Road at Kurrajong and proceeded onto Mt Tomah. The weather was cool and crisp but lovely in the sunshine and out of the wind. A chilly picnic lunch and then a very pleasant walk around the beautiful garden's originally planted by Lady Fairfax.

Thanks John for organising a great day.

As my fellow club members who know me, I am totallly incoragable when it comes to plants, 2019 Nat meeting in Queensland where my car was more plant than mechanics! Is a good example.

So I now have some very special and rare seedlings /plants from Mt Tomah which I will charish and nuchure in Bayview.

Thank you these need to be preserved for our children.

Hilary






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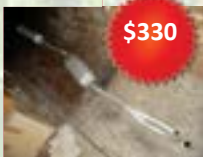


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Pre-War Register



1934 MG K3 SPORTS RACING TWO-SEATER – EX WORKS. FOR SALE 575,000 POUNDS

1934 MG K3 Sports Racing Two-Seater

K3015, one of the 1934 Mille Miglia Team Cars

Fully documented history, 2nd in class 1934 MM

Chassis raced by 'Goldie' Gardner and Count Lurani in period

Mille Miglia-spec supercharged engine

THIS MOTOR CAR

The guarantee plate for K3015 was issued on 2 November 1933 and it was first registered in February of the following year. It featured the standard 'slab tank' body but the later Marshall supercharger, and was retained as a works car throughout the 1934 season. Its maiden outing was the Mille Miglia on 8 April, Count Lurani and Clifton Penn-Hughes finishing in 11th place overall and second in the 1100cc class.

After returning to Abingdon following its Italian adventure, K3015 was given the latest 'pointed tail' body and the brakes were upgraded to 1934 specification. It was then raced on three occasions by Major Alfred Thomas 'Goldie' Gardner – a significant figure in MG history who would go on to establish a number of speed records for the marque either side of World War Two in the K3-based EX-135.

On 21 May, Gardner drove K3015 at Brooklands as part of his return to motor racing following a serious accident in the 1932 Ulster TT. He was back at the famous banked circuit for the August Bank Holiday meeting and finished third in the Esher Senior Short Handicap race on the Outer Circuit, before teaming up with former 'Bentley Boy' and Le Mans winner Dudley Benjafield for the BRDC 500 Miles on 22 September. The duo managed third place overall and first in class at this prestigious race, which turned out to be the final outing for K3015 as a works car.

At the end of 1934, the K3 was sold to John Henry Tomson Smith after being test-driven for him by the

famed 'Wilkie' Wilkinson of Bellevue Garage. Wilkinson looked after Smith's Midget and gave his seal of approval to the K3, which would be raced by its new owner during the 1935 season at both Brooklands and Donington Park. Smith had the bodywork, radiator and cowl lowered for 1936, and a new alloy fuel tank made. He again raced it extensively, scoring a third place in the March BARC meeting at Brooklands. 'Wilkie' Wilkinson then took the wheel at the June Whitsun meeting and won the Fifth Mountain Handicap at more than 70mph.

Ahead of the 1937 season, Smith looked at taking the next step in terms of performance and decided to convert his K3 into single-seater form. To do so, he acquired a new chassis from the factory, plus a new engine block, cylinder head and crankshaft. He sold the existing body, then set about building the single-seater – in the process transferring some of the mechanical components from K3015.

The single-seater was subsequently raced by Smith until the outbreak of war and lived on in that form until 2000, when its chassis was used as the basis for a 1934 Mille Miglia-style two-seater. That chassis is now designated K3015-2 by the MG Car Club in order to differentiate it from the original 1934 Mille Miglia chassis, the history of which has been painstakingly established and documented by marque experts...

Having been stripped by Smith while he was building his single-seater, it was sold during 1937 to AP MacArthur, who was based in Ireland and who also owned K3006. Various spare parts were supplied, too. These – along with the chassis – ended up with renowned MG specialist Syd Beer in 1961 and stored by friend Dickie Lovell-Butt. It was Beer who put them all back together into the car that you see here, a long process that lasted from the 1960s until 2002!



As well as being built on the chassis that took part in the 1934 Mille Miglia, it features the unique gear selector that was original to K3015, and the front axle and steering box are also believed to be original to K3015. The rear axle, brakes,

supercharger and gearbox are all original K3 items, while the engine is a period unit rebuilt to the correct Mille Miglia specification.

The result is a K3 that is recognised by the MG Car Club as being K3015, one of the 1934 works-entered Mille Miglia team cars. Offered with a FIVA identity card and an extensive file documenting its history, this rare British sports car is eligible for blue-riband international events such as the Mille Miglia, on which it would be easy to evoke the intrepid efforts of Lurani and Penn-Hughes as they battled the rival Maseratis during the 1930s.

MODEL HISTORY

The K3 is one of MG's most iconic competition models and was campaigned by some of the most famous names of the 1930s. Designed to take on the likes of Maserati in the 1100cc class of international racing, it was a highly developed version of the K-series Magnette, which had been introduced at the 1932 Olympia Motor Show.

Available in either long- or short-wheelbase form, the K-series was powered by a 1087cc, overhead-camshaft, six-cylinder engine with a crossflow cylinder head. While the four-seater K1 and the two-seater K2 were very much road cars, the K3 was designed with motorsport and record-breaking in mind. A Powerplus supercharger was added to the exquisite little 'six', helping to boost output to almost 120bhp at 6000rpm.

Two prototype K3s were built during the winter of 1932-'33. One was entered in the 1933 Rallye Monte-Carlo, a few days after which it set Best Time of the Day at the Mont des Mules hillclimb. The other was sent to do a reconnaissance for the Mille Miglia, and the lessons learned were applied to the three cars that were subsequently shipped to Italy for the great road race. Earl Howe and Hugh Hamilton would drive K3001, 'Tim' Birkin and Bernard Rubin were in K3002, and George Eyston and Count 'Johnny' Lurani were in K3003.

Birkin set the early pace before being forced to retire with a broken valve near Siena. Eyston and Lurani were both tiring as the gruelling event wound its way through the Italian countryside, but they kept pressing on. After just over 18 hours, they crossed the line in Brescia to win their class and defeat the Maseratis. Howe and Hamilton made it a British one-two, and MG claimed the team prize.

There was more success for the K3 later that year, when the great Tazio Nuvolari took victory in the Tourist Trophy. The Flying Mantuan soon got to grips with the MG and its pre-selector gearbox around the fast Ards circuit in Northern Ireland, and in the race itself he overcame the challenge of Hugh Hamilton in a J4 Midget. Matters were settled only when Hamilton had to make a last-minute stop for fuel.

For the 1934 season, the K3's original 'slab tank' body was refined into the 'pointed tail' shape and a Marshall blower replaced the Powerplus unit. Along with modifications to the cylinder head, the new Roots-type supercharger helped to smooth out the power band. The K3 continued to bolster MG's sporting reputation that year, Charles Martin and Roy Eccles finishing a superb fourth overall in the Le Mans 24 Hours – and once again claiming top honours in the 1100cc class.

Between late 1932 and August 1934, only 33 K3s – including the prototypes – left the factory, and they were still turning up in one form or another at motorsport events until well into the 1950s. That enduring appeal had one inevitable consequence: in the 1975 Triple-M Register Yearbook, it was written of the surviving K3s that 'engines, bodies and accessories of these cars have been swapped about considerably. VERY few of them can claim to be [a] TRULY ORIGINAL combination of chassis, body and engine.

<http://classicmotorhub.com/showroom/1934-mg-k3-sports-racing-two-seater-ex-works/>

Submitted by Robert Smith

Daily Mercury (Mackay, Qld. : 1906 - 1954), Thursday 29 December 1938, page 2

THE M.G. RACING CAR.

Details are now to hand of the amazing achievement of the 12 h.p. "M.G." special racing machine, built at the expense of Lord Nuffield, with the object of ascertaining how fast such a small powered British sports car could travel. The cables told a few weeks ago that Major Gardiner had officially attained in this small car a mean speed of 187.61 m.p.h., over a timed mile, on a motor road near Frankfort. The feat is such a remarkable one for a power plant of only 1087 c.c. capacity that motor experts in all parts of the world are amazed at the performance of the small machine, which is basically a production car, embodying quite a number of standard parts of the "M.G." Actually, Major Gardiner recorded a speed of 194.52 m.p.h. on one of his runs, his speed in the opposite direction being 179.4 m.p.h., giving a mean of 187.61 m.p.h. During the faster run, the 6-cylinder supercharged engine turned over at 7800 r.p.m. During bench tests the engine gave off 171 b.h.p. at 6750 r.p.m.—an output exceeded when the power unit reached its excessively high "revs." during the 194.5 m.p.h. dash. The merit of this remarkable achievement was appreciated fully by officials of the famous German Mercedes and Auto-Union establishments who witnessed the record runs, as the fastest speeds recorded by their five to six times larger engined machines, stand respectively at 268.9 and 219.5 m.p.h. The M.G.'s speed is actually higher than ever established by a car up to 3000 c.c. capacity. The complete weight of this little record breaker is 16cwt., the beautifully streamlined duralumin frame only scaling 228lb. The Dunlop wheels and tyres were wholly enclosed within the body, following the practice adopted by both Capt. G. Eyston and J. Cobb in their superspeed machines built for attacks on the world's land speed record.

Mrs. M. L. M. Quirk, widow of Mr. J. Quirk, who represented Balmain in the N.S. Wales Legislative Assembly for many years, has been endorsed by the Lang Labor party as its candidate for the vacant seat. Mr. J. O'Carroll, of Balmain, will stand as an Independent.

National Library of Australia <http://nla.gov.au/nla.news-article169401566>

Submitted by Robert Smith

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Vacancies

Motor Mechanic/car nut

If you're looking for a run of the mill workshop, doing endless oil changes and brake pads on every day cars, then stop reading now.

If however, you're excited at the prospect of caring for classic sports cars, unusual collectible cars, performance vehicles and race cars then this may be of interest.

Peninsula Sports Car Services has been around for 27 years, servicing, maintaining, rebuilding and restoring all sorts of cool cars from all over Sydney and NSW. Over that time the business has built a great reputation for looking after our customers' pride and joy, and giving straight honest advice on the best upgrade, repair and maintenance programs. But of course that has to be aligned with what the customer wants from their car. And to be honest, we're car nuts ourselves, so we love what we do.

We're casting the net wide to find the right new team member. You might be young and ambitious, just out of your apprenticeship and looking to establish a career in a specialised direction. Or, you could just as easily have years and years of experience and bring all your classic car learnings to the team. What we definitely need is professionalism, a passion for looking after the customer, and of course, great mechanical skills and work ethic.

The workshop is open Mon - Fri right now, but as we expand, Saturdays may be an option, and we're happy to be flexible on the hours that suit the right person. Then there's always the chance of joining us for race meetings on weekends as a crucial support for our cars or customer cars. Shoot us a message and let us know why you would be the best fit, and what you're looking for to satisfy your mechanical passion.

Data entry/Receptionist Project role

Peninsula Sports Car Services has been around for 27 years, servicing, maintaining, rebuilding and restoring all sorts of cool cars from all over Sydney and NSW and we need help.

We have a whole mountain of inventory that needs to be photographed and entered into our brand new workshop software system. We also have a phone and front desk to keep attended while the team are in the workshop focusing on our customers cars.

We need someone with data entry skills, basic Excel and Word experience, general I.T. savvy, a customer first mindset and preferably a bit of a car nut (but you don't have to be a car nut, that will just help the conversation flow with the team)

This is a project role for a couple of months, although if you do a great job, you never know where it could lead. Get in touch if you're keen and would like to know more.

Contact: Darren Freeman
Peninsula Sports Car Services
www.peninsulasportscars.com
darren@pscars.com.au
m:+61414857777



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MG Show & Shine 2021

I grew up with a real fondness of British sports cars. I believe this was influenced by my Dad who loved most things British, such as movies, cars and especially the RAF with the Spitfire being Dad's all time favourite piece of British engineering. Dad was born in Malta during the Second World War but he had a long English heritage, which was evident in both his visual appearance and his hobbies.

It was during my teenage years, back in the 1980s, that I fell in love with the MGB after seeing them occasionally being driven on Sydney roads. I clearly remember thinking back then, that one day after I obtained my drivers license and earned some money, that I will buy an MG. I was also very particular about the type of car it had to be, which was a British Racing Green convertible roadster built in 1969 - because that was the year I was born.

However, other more important commitments became a priority not long after I had obtained my drivers license. University, then marriage, a house, and children meant that buying an MG was pushed in the back of the priority queue. However, my love of the MG never faded. I would look in the printed Trading Post for MGBs in the car advert section purely out of curiosity.

I eventually accepted that idea that I would unlikely ever own an MG and stopped casually looking for one.

Then one day in 2004, my brother-in-law who operates his own mechanical workshop, informed me that one of his customers was looking to sell his MGB and asked if he knew anyone that would be interested. My brother-in-law called me right away and when I was told it was a British Racing Green convertible roadster, a spark in me had re-ignited. That same day, my wife Tanya and I drove to inspect the car. Apart from being built in 1972 and not my preferred 1969, it was perfect. I made an offer that day for \$12,000 and it was accepted.

For the past seventeen years that I have owned my car, I have cherished it and continue to look after it meticulously. Interested to learn of its history, I obtained a certified copy of a factory record from the British Motor Industry Heritage Trust which states that my MGB was built in Abingdon, Oxfordshire, England between 12th - 13th January 1972. It had then been dispatched on 19 January 1972 to Lex Motors car dealer in Swindon, England and was imported by its initial owner to Australia. Several years after I purchased the car, I had the full interior restored to original factory specs with the exception of the digital retro radio and the Moto Lita steering wheel. I also had imported from the USA the beautifully made Dayton wire wheels to replace the tired looking wheels that were once on the car.

I drive the vehicle as often as I can. A day trip to Wisemans Ferry, the Blue Mountains or the Southern Highlands is when I appreciate the MGB the most, which is out on long open roads. Since owning the car, every year my wife and I celebrate our wedding anniversary with an overnight weekend away in a countryside B&B



travelling in the MG. The car just adds that extra bit of nostalgia and fun.

In October, I was informed that my MGB had been awarded category winner for the Best Classic MG in the 2021 Show & Shine awards sponsored by MG Motor Australia. I am very grateful to the judges for picking my entry. Entrants were required to provide their favourite MG memory with their car submissions. The favourite memory I had submitted was "...spending the day with my Dad, not long before he passed away, in my MGB driving up from Sydney to Brooklyn for a pub lunch and back again with my Dad smiling the entire time".

The award comes with a \$500 Red Balloon Voucher. Tanya and I plan to use the voucher with a sunrise hot air balloon ride over the Hunter Valley as part of our 30th Wedding Anniversary that we celebrated in October this year. Oh and the MGB will be accompanying us yet again.

Richard Exton



My Dad with an MG taken in Sydney during the 1950s in his teenage years.



I entered the MG Motor Show and Shine, 2021.

I submitted the required three photos and MG Motor chose a Ron Taylor photo from the very memorable 2017 MG Classic through The Hunter Valley.

Good action shot on one of the few unsealed road sections. My wonderful navigator Louise had time to acknowledge Ron's camera during a demanding navigational section! ☺

I was happy to receive from MG Motor advice that we'd won the MGB 1962-1967 Mk1 Show and Shine section.

With Louise, I said I'd toss a coin for the prize which is a MG Motor Hamper.

Louise opted for heads as that's what was showing most in our photo!

Thank you MG Motor

Dom David



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Spit & Polish

My friend Steve Peek is a retired panel shop proprietor. He obsesses over paint finishes and notices things you and I would never see. He has rendered his skills on my cars over the years.

Steve and I polished my MGA a few days ago. The editor of the North American MGA Register magazine ('MGA!') saw a couple of photos and asked what we used to get the result achieved. So I asked Steve to give me a run down of what he does which I include for you too. Possibly the more fastidious among the Sydney MG Car Club members might find it interesting.

I should add that Steve feels that conventional rotating polishing and buffing tools always leave swirl marks in the paint and he is a huge proponent of the Rupes "Bigfoot" devices that have an orbital action.

When we did my car recently Steve used one of the larger polishers to do the larger areas and I used a smaller one to get into more restricted areas.

And one more thing. After washing a car, Steve uses a plastic (or perhaps it's silicon) blade to sweep off the bulk of the water left on the car. He only uses a chamois in the tighter areas for access, saying that dirt particles get trapped in the chamois, to then be dragged over the paint surface leaving fine scratches.

Here's what Steve sent me:

Hi Tom, I would start by using a good car wash, eg Autoglym Ultra High Definition shampoo.

Then, check if the car needs claying or not. The best way I've found to do this is on a dry vehicle. Put your hand inside a soft plastic bag. If the vehicle feels rough it probably needs claying. The roughness is known as fall-out.

I use Autoglym Super Resin Polish which I put on with a Rupes Bigfoot buff. The model LHR21ES is an excellent tool when used with a Rupes white buff pad.

The polish is then removed with a soft microfibre cloth.

Finally using a good quality wax like Autoglym Extra Gloss Protection apply, leave to dry and take off with a soft microfibre cloth.



Hope this is helpful.

Tom Aczel



DESSAU DIARY

A Week in the Life of a 200 m.p.h. Motorist

By JOHN DUGDALE

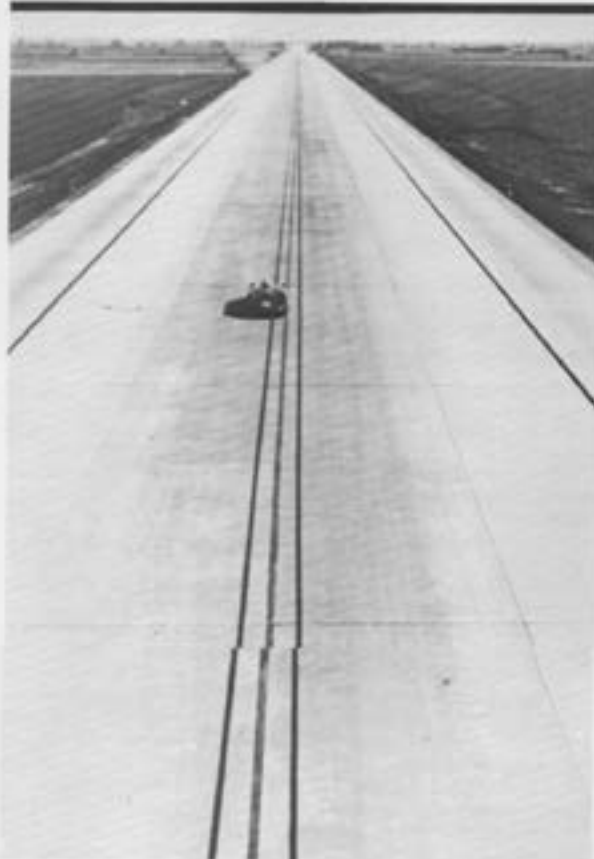
The writer went with Major A. G. T. Gardner to Germany, where the latter broke records with his M.G. last week

IT was astonishing enough last November when Major "Goldie" Gardner averaged 186 m.p.h. with the 1,100 c.c. M.G. So outstanding was his achievement that some thought it must be a fluke or a freak of record-breaking, and when in later statements "Goldie" said he was confident that the car was actually capable of 200 m.p.h., there were those who thought him frankly over-confident.

But now everyone is united in admiration for both man and machine, for—as recorded briefly last week—the tiny 1,100 c.c. M.G., on Wednesday, May 31st, 1939, duly passed the 200 m.p.h. mark just as "Goldie" had said it would. Furthermore, the engine was dismantled, rebored, and reassembled on the day following the record so that it was possible to take three more records last Friday, all at over 200 m.p.h. in the 1½-litre class. The six-cylinder engine which had been bored out from 1,086 c.c. to 1,106 c.c. came technically into the next International Class (F) for cars with engines between 1,100 and 1,500 c.c.

Major Gardner and the M.G. car thus have the signal honour of being the first to exceed 200 m.p.h. in both the 1,100 and in the 1,500 c.c. class.

These records were established on that last word in motor courses, the new double-width *autobahn* at Dessau, and when Major Gardner invited me to accompany him on the trip to Germany I was doubly pleased. Not only did I know that I would thus be right in the thick of things, on what might almost be termed an historic occasion, but, also, I would have an opportunity of seeing the Dessau straight which has been specially designed by the Germans for high speeds. Finally, in view of current strained international feeling I was interested to note the German reaction to an outstanding sports record being established by an Englishman in the heart of the Third Reich. I am glad to say that the reception given to Major Gardner was cordial and sporting in the extreme.



A photograph which shows the generous, over 90ft. width of the Dessau *autobahn*. The mile is timed in the dip seen in the distance.

Y M G FAST.

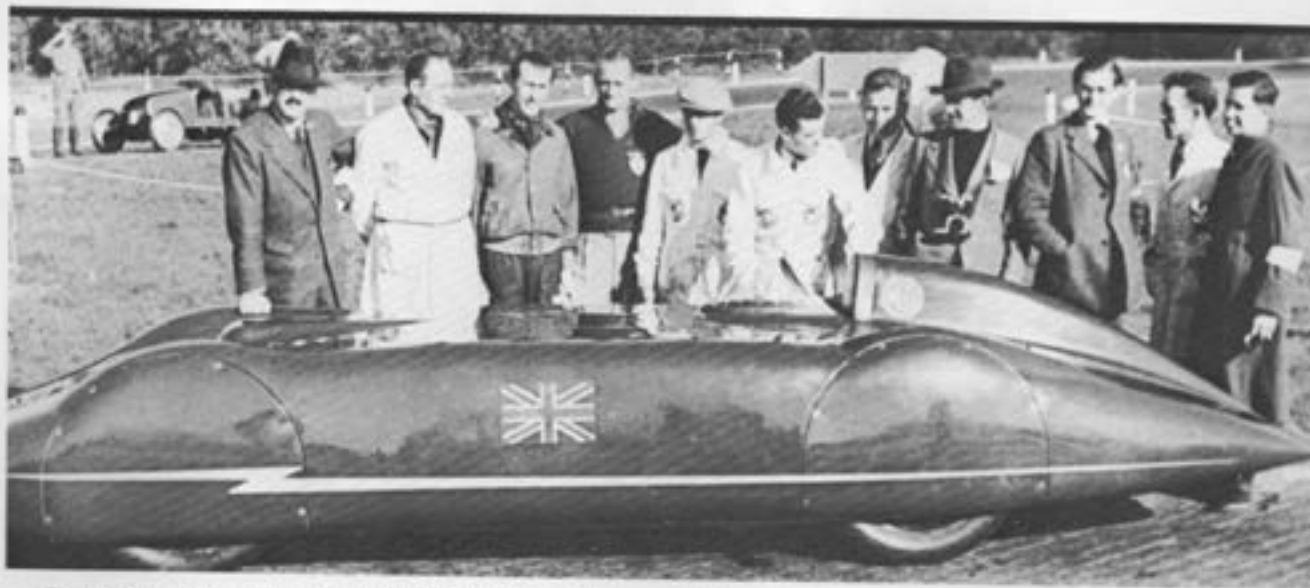


Major "Goldie" Gardner, who now joins the distinguished ranks of 200 m.p.h. motorists, pictured before an appropriate background.

We crossed the Belgian-German frontiers at Aachen, speeding past the sinister camouflaged fortresses of the Belgian "Maginot" and of the German "Siegfried" line, and stopping the night in Braunschweig, called Brunswick. The next day we went through to Dessau via Hanover, where the road passes the house of the ancestors of our own Royal family. The journey proved fast and comfortable, skimming over the long flat, sunlit straights in an ultra-smooth-running twelve-cylinder Lagonda. Although there was an *autobahn* available almost all the way, we reserved that for the return journey and kept to the old roads.

When we drove into Dessau, the record-holding M.G., packed and sealed in its lorry, had already arrived, together with the four men chiefly responsible for the technical side of the attempt. They were ginger-haired R. C. "Jacko" Jackson and "Sid" Enever, both with long experience of racing with the M.G. Company; Leslie Kesterton, of the experimental department of S.U.'s, a man who has been playing with machines all his life and in the war was responsible for bringing down one of Richtofen's circus; and Chris. Shorrock, the designer of the big Centric Super-charger fitted to the car.

Major Gardner settled down in the hall of the Dessau Hotel, which was picturesquely called The Golden Bottle.



The English party and friends pose with the car after the successful run. From left to right they are: A. Bicknell, L. Kesterton, of S.U. Carburettors, Count Lurani, Major Gardner, R. "Jacko" Jackson and S. Enever, of M.G.'s, a German Dunlop representative, Commendatore Ottolini, John Dugdale, of "The Autocar," C. Shorrock and George Tuck, of M.G.'s.

and forthwith called a conference on the plan of action.

The new *autobahn* was not available until the Wednesday, which left one day for preparation, but it was decided then and there not to unpack the car at all until the morning of the record. That showed the thorough preparation the M.G. had received, and the general air of confidence among the *équipe*.

A trip up to the record section of the *autobahn* was made in the evening, and there was much studying of maps and contours to agree on the lengths of the records to be attacked, and where "Goldie" should decelerate and brake. In high-speed record attempts the pulling-up distance available is the governing factor. It was decided to take the kilometre, mile and five kilometres, all on the same runs, but only to keep the car flat out for the flying mile, which was timed in the middle of the five-kilometre section. This would mean that the speed for the five kilometres would be lower than that of the mile, but that did not matter, as it stood at a very much lower speed, anyway. In the 1,100 c.c. class Major Gardner already held all the records he was attacking at speeds between 143 and 186 m.p.h.

Preparations

On the next day, Tuesday, the mechanics fitted the almost smooth-treaded track tyres and balanced the racing wheels, for Dunlops were insisting on changing all four wheels between each run as a precautionary measure. More visits were paid to the *autobahn* that Tuesday. The distinguishing signs were placed in position to mark the start and finish of the timed sections. A painting machine touched up the triple black line down the centre of the road. Another huge machine swept the concrete dust from the surface. Officials of the O.N.S., the German organisation in control of motor sport, began to arrive, and the atmosphere heightened for that dramatic dash in the early hours of Wednesday morning.

But "Goldie" remained absolutely calm.

I know most racing men, but I have seldom seen one so singularly unmoved as Major Gardner, to all outward appearances, at any rate. I was with him every day for a week, and so could easily mark his changes of mood if there had been any. Even at the uncomfortably early hour of 6 a.m., at which we were constrained to have breakfast on that memorable morning, he was the same as ever, speaking a little and only to the point in his deep,

gruff voice. There were few of those pre-racing signs of tense nerves which reveal themselves in some men, a complete preoccupation on the drive to come so that to talk to them before a race is so much waste of time.

The actual record breaking was conducted with the utmost despatch, though not fast enough for "Goldie."

The crew had the car on the *autobahn* by 6 a.m., and it was standing ready on the road with balanced wheels fitted and track tyres blown up to 60 lb. by the time Gardner and the rest of us arrived at 7 a.m. At that time the atmosphere was almost still and the sun was already bright. But it was another hour before Herr Dienemann, of the O.N.S., was satisfied that the road was properly policed and that the timekeepers were ready. By that time the breeze had increased to a serious extent. "Goldie" sat lounging in the lie-back seat of the record car feeling—but, as usual, not looking—impatient.

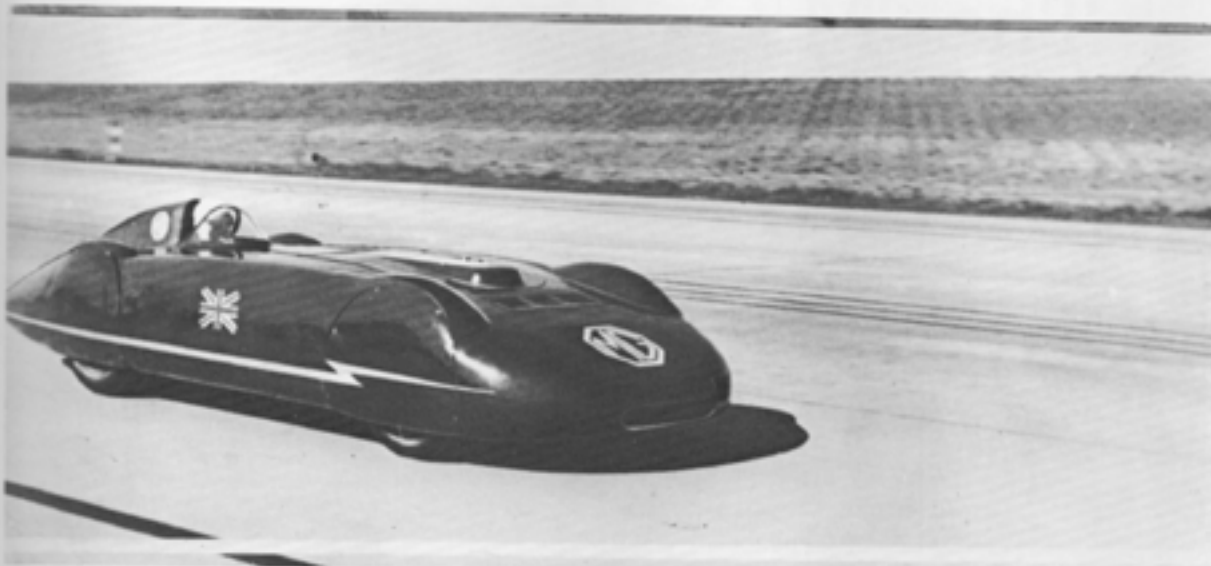
At 8 a.m. the car was allowed to be pushed off, and in ten yards that remarkable super-tuned engine broke into life, at first spluttering and coughing after its week-long silence, and then crackling clearly up to 4,000 r.p.m., the limit kept to on the soft plugs. We followed down in the 100 m.p.h. saloon de ville, but the little M.G., even on its limited engine revs, naturally left us well behind. Just before the beginning of the timed section Gardner turned round, paused to tell "Jacko" that all was well and returned to the starting point.

Everything was now ready, and the only comment that "Goldie" had so far volunteered was:—

"I say, 'Jacko,' it's going to take some pulling up! Why, I was only doing 4,000, and she ran the devil of a way."

"Well, Major, you know you're shifting some even at 4,000," was "Jacko's" reply, for 4,000 r.p.m. on the M.G.'s top gear means about 140 m.p.h.—but what is such a speed to a 200 m.p.h. man?

I watched the run from a bridge situated about a kilometre after the end of the timed section. The glare of the sun reflected up from the white concrete necessitated dark glasses even at 8 a.m. Commendatore Ottolini, who had come over with Count Lurani, a German photographer, and an English-speaking Nazi, waited with me. It was a glorious morning, and the countryside looked very fair, a fact which the Nazi (absolutely delighted at the opportunity of discussing his ideology first-hand with an Englishman) rubbed in with relish. His enthusiasm was mercifully silenced by a thrilling distant humming.



The six-cylinder M.G. sets forth on the *autobahn*. In spite of sunny weather a cross-wind made driving tricky.

"Still!" I said. "Der Herr Major Kommt."

Although the car was ten kilometres away you could hear its clean, crisp acceleration rising in a crescendo and then staying level at a high-pitched whine. The small black dot became a little larger, then one distinguished its green colour, noted that it held absolutely steadily to the centre line, and suddenly, with a great blast from the exhaust stumps, which pointed straight at us, the M.G. was under and beyond.

Marvellous!

It was not long before we heard the car coming again from the South, where "Jacko" and other mechanics had taken up a position four kilometres down the *bahn* ready to help turn the M.G. round—steering lock is limited—and to change the wheels.

Round the gradual curve came the small black dot again, and again, with that shattering blast of sound as he passed beneath, he went into the timed section beyond, flat-out. This time, however, the cross and partly adverse wind slowed him slightly and caused the car to swerve. At 200 m.p.h. one does not have much time to correct skids, however, and it is mostly a question of hanging on hard and hoping for the best.

"Goldie" hung on, kept his foot down, and 200 m.p.h. was his!

His comment afterwards, when the Nazis had finished congratulating him and demanding autographs, was:

"You know there's not much difference between 150 m.p.h. and 200 m.p.h. You notice the increase from 100 to 150 m.p.h. all right, but after that it does not grow in the same proportion."

The actual speeds of the runs were a *folle* matter duty—show the loss of some 8 m.p.h. on the return run.

1,500 c.c. Class.		
1 Kilometre—		m.p.h.
Out, 10.84 sec.	.....	206.56
Return, 11.14	.....	200.78
Mean, 10.99	.....	203.54
1 Mile—		
Out, 17.46 sec.	.....	207.18
Return, 17.85	.....	201.68
Mean, 17.72	.....	205.16
5 Kilometres—		
Out, 55.44 sec.	.....	201.74
Return, 57.79	.....	193.54
Mean, 56.62	.....	197.54

* Fastest recorded run.

That was on the Wednesday, and that evening the Major drove the sixty miles down the *autobahn* to Berlin, where the B.B.C. reserved a land line and gave him four minutes' talk on the 9.15 news bulletin. Thursday was given over to boring-out the engine slightly so that it just came within the 1½-litre class, to the fitting of the pistons and to a general check over for some more 7,000 r.p.m. running on

the morrow. All this work, by the way, was carried out in the workshop of the local traffic police, just one example of the enthusiastic reception given to the English visit.

Major Gardner, who reckoned the wind had lost him five miles an hour on the mean speed on Wednesday, made a special request for an early start, and on Thursday we breakfasted at the almost impossible hour of 4 a.m. Even now this was not early enough for "Goldie," who would like to have been attacking records in the dawn itself, and, indeed, on Friday, the wind came up earlier than ever and conditions, as far as the wind was concerned, became almost as bad. Once again the engine ran faultlessly and this time, at the end of the mile, instead of easing from his over 7,000 r.p.m. in top to 6,000 r.p.m. or so, he kept his foot hard down in order to study the instruments. As a result of this short look he now averaged over 200 for the five kilometres and his times on the kilometre and mile made him the first man to exceed 200 m.p.h. in the 1½-litre class, thus officially beating Frank Lockhart's Miller record of 164 m.p.h., which has stood since 1927.

1,500 c.c. Class.		
1 Kilometre—		m.p.h.
Out, 10.84 sec.	.....	206.56*
Return, 11.05	.....	202.94
Mean, 10.95	.....	204.28
1 Mile—		
Out, 17.46 sec.	.....	206.18
Return, 17.85	.....	201.68
Mean, 17.66	.....	203.95
5 Kilometres—		
Out, 55.10 sec.	.....	201.99
Return, 56.59	.....	198.24
Mean, 55.75	.....	200.62

* Fastest recorded run.

There was some delay between the outward and return runs. In maintaining 200 m.p.h. for five kilometres, "Goldie" had overshot his braking mark. He therefore applied the brakes—rear only—extremely hard and they became very, very hot, as "Jacko" soon found when he came to change the wheels! The return run was made without brakes, but in spite of this the car coasted exactly into the final depot. Nice judgment indeed!

M.G. RECORD CAR EQUIPMENT.

Axles (Wolsley, E.N.V., Laystall and M.G.); ball and roller bearings (Ransome and Marles); bearings material (Glacier metal); body frame (M.G.); body panels (E. G. Brown); brake linings (Durox); carburettors (S.U.); cellulose, alcohol-resisting polychromatic (Nobel Chemical Finishes); chassis frame (M.G.); clutch (Borg and Beck); clutch lining (Durox); electrical equipment (Lucas); terminals (E. E. Jackson); engine (M.G.); timing fasteners (Thos. P. Headland); fuel (Shell); fuel pipes (Superflex); Gears (E.N.V.); instruments (S. Smith); oil and Alcolac (Durkham); oil seals (Perfect Oil Seals); Aerolite pistons (Light Production); propeller-shaft (Handy Spicer); radiator and tanks (Morris); shock absorbers (Ampel); sparking plugs (Bosch); steering (Cam Gears); steering wheel (Blunell); supercharger (Centric); suspension springs (H. Berry); tyres (Dunlop); valves—exhaust (British Aero Components), inlet (Huddfield); wheels (Dunlop); windscreen (Triplex Perspex).

For 1,500 c.c. records, Lodge plugs were used, thus making the car all-British in equipment.

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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



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No dealing with clients, suppliers, etc. Just me and Nick ☺

You need to know your way around Facebook, MS Outlook, Word and Excel. We also use BookingBoss for our online bookings, Wordpress for our websites and Mailchimp for our emails, but we can train you on those.

If you are interested, please forward your details to keith@vcch.com.au. No phone calls please ☺ I will respond to everyone who applies.



Keith McIlroy. The Vintage & Classic Car Hub

PS. I was going to put a cartoon of an admin assistant in here to grab your attention, but everyone that came up on Google images was of young, skinny, women!!! I don't care about your weight, gender, age, disability or anything else for that matter! ☺

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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

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Good on you Grandad.

Well what a year 2021 has been for everyone, and some more than others.

At least we are hopefully getting to the other side.

For many men this hasn't happened due to Prostate Cancer.

If detected early it can be treated & managed, look for the signs

Detecting Prostate Cancer

Not everyone experiences symptoms of prostate cancer.

Many times, signs of prostate cancer are first detected by a doctor during a routine check-up.

Some men, however, will experience changes in urinary or sexual function that might indicate the presence of prostate cancer.

Signs & symptoms

A need to urinate frequently, especially at night

Difficulty starting urination or holding back urine

Weak or interrupted flow of urine

Painful or burning urination

Difficulty in having an erection

Painful ejaculation

Blood in urine or semen

Frequent pain or stiffness in the lower back, hips, or upper thighs

If you can afford a small donation to Movember, it does make a big difference .

But just go and get checked out.

It may give some Grand father a beautiful walk one day.

My Member <https://au.movember.com/mospace/10924517>

Kindest regards

Ross Freeman



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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



Classifieds - Parts

Quick fill Fuel and Radiator caps – Racing type

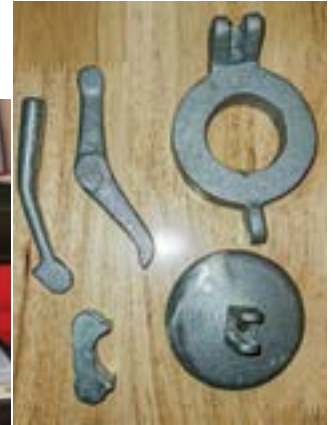
NEW

Add additional class and extra glamour to your vehicle.

I'm uncertain why I bought more of these rare castings than I needed. They have inexplicably been on my shelf for more than 20 years and are probably unobtainable now. As shown in the photographs, they're in their raw cast state and will need machining to suit your own application before polishing for the final finish. The photographs show the 6 piece set of raw castings and those images on the red fuel tank reflect a finished result.

Price: per set as is \$145.00 plus postage.

Contact: Syd Reinhardt on 0418 18 0418
syd@reinhardts.net



T-Type Aircleaner Manifold:

As shown in the photographs, 3 part MG TC air cleaner manifold, which I understand is very difficult to come by, especially the complete set with clamp, all polished. I've seen some pretty skanky ones advertised for up to \$600 US.

What do you think they're worth?

If you are interested in acquiring, let's arrive at a fair value.

Contact: Syd Reinhardt 0418 18 0418
syd@reinhardts.net

NEW



Classifieds - Parts



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



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

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Starter Motor Value: \$40.00

Generator Value: \$40.00

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

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Contact: Trevor Anderson

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tandos1@bigpond.com

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Location: Melbourne

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