



Official Journal of the MG Car Club – Sydney

Opposite Lock

March 2022

In this issue

HSRCA @ Wakefield Park
Motorkhana

1935 Bugatti Aerolithe
What Might Have Been .

NEW SOUTH WALES

MGCC Sydney Club Calendar 2022

MARCH

- 6 Club Run MGB Registrar, **Postponed**
- 7 Board Meeting
- 8 Members Gathering, Strathfield Golf Club
- 24 Illawarra Register Run, Michael Hough
- 27 CSCA, Wakefield Park ,hosted by Lotus CC
Max Wasson & Steve Perry

APRIL

- 3 Motorkhana Practice, Alan Heritage
- 4 Board Meeting
- 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
- 28-29 Touring Run, Don Young

MAY

- 1 Breakfast Run, Julie Porter - Stephens
- 2 Board Meeting
- 8 CSCA, Wakefield Park, Goulburn, (TBC)
hosted by Triumph & MRA
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

- 5 North Shore Sporting Car Club St Ives
- 6 Board Meeting
- 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

- 2 North Shore Sporting Car Club St Ives
- 4 Board Meeting
- 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

- 7 North Shore Sporting Car Club St Ives
- 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
- 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

- 2 North Shore Sporting Car Club St Ives
- 4 Board Meeting
- 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,
- 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,
- 8 Touring Run, Don Young
- 13 Members Gathering, Strathfield Golf Club



December President's Report

Ladies and Gentlemen welcome to March.

As I write this report, the external plumbing system of our home (the gutters) are coping a workout the likes of which they have not seen in decades. One wonders when it will end. Like most MG owners, I'm comforted by the thought that the Lucas windscreen wipers on our MG's are so reliable.

Due to circumstances beyond our control our February run to The Barlow Museum has had to be postponed, to be rescheduled soon. Notification will come out via a running board, detailed on the website and *Opposite Lock*.

Notwithstanding this postponement, there are numerous events listed on the club calendar throughout the month of March.

- Midweek Muster: - It is expected that these events will commence again in April. Though this may be impacted by the Easter National Meeting. As always check the calendar and expect a running board with an update during March.
- National Motoring Heritage Day: - Held in Berry and to be hosted by the Illawarra register. Traditionally this is a fabulous event and I encourage as many members as possible to join us on a run to enjoy the occasion.
- Round one of the CSCA 2022 club events: - will be held at Wakefield Park hosted by the Lotus club of Australia. I appreciate that this is somewhat out of town however members should be mindful that we will be hosting round 6 on 27th August at Pheasant Wood circuit. So, if you are planning to assist on that weekend and we will need volunteers, so experience at any time between now and then is encouraged.
- Motorkhana Come and Try practice day at Nirimba TAFE will be held on 3rd April. This should be regarded as a practice day for the National Meeting Motorkhana. Those of you that have not attended National Meetings in the past, there is a competition between the states to decide the winner of the National Meeting. Points are awarded to state clubs for events such as these.

In the past few years, as a club, we have struggled to do better than 4th position. So, as we lead up to the National Meeting in 2024 it would be gratifying to see us climb at least one position this year and one position next year as we endeavour to "top podium" in 2024.

Re the National Meeting in 2024. The Board has been active in researching an appropriate venue in NSW for this event and we will be able to brief the membership at the April members meeting just prior to the National Meeting in Lake Macquarie.

At the last members meeting I raised the matter of volunteers for this event. We will need volunteers for the overall organising of the meeting and the running of the events during the meeting. If you have some time and would like to contribute to this milestone event, your help will be very much appreciated. To date, we only have 4 members that have advised me they are willing to give some time, not including the Board and this is way short of where we need to be. So, if you would like to discuss how you may contribute, please give me a call and we can meet up for a coffee and discuss.

I look forward to seeing you all at the next members meeting at the Strathfield Golf Club on Tuesday 8th March.

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!

Andrew Skinner	MGB
Richie Collins	MGB
Patrick, Bec, Sky, Kyla, Cooper Bourke	MGB
Andrew Wentzel	MGB
Richard Meade	MGB
Phil Newman	MGB
Chris Fleetwood	TF

March Members Gathering- Strathfield Golf Club. Tuesday 8th March from 6.30 pm

Our guest speaker for the evening will be Jon Thomson.

Jon is a journalist and broadcaster, having covered many Bathurst 1000 and Australian Formula One GP's for both radio and television.

He is Director of Thomson PR. Chairperson of Australian Rallies Commission (ARCOM) at the Confederation of Australian Motor Sport.



Selected and appointed by the board of CAMS to chair the Australian Rallies Commission (ARCOM) a body tasked with overseeing rally rules, structure and its future strategy. Working with a range of commissioners from around the country as well as CAMS personnel and senior executives including the CEO and the President.

Jon has chaired the CAMS State Council since 2012, running meetings and liaising directly with senior CAMS staff and management in facilitating better club and state level motor sport across NSW.

Please come along and welcome Jon to our Club.

Greg Fereday



Page 8-9 Motorkhana



Page 20-21: Illawarra Register



Page 14-15: HSRCA New Year meeting at Wakefield Park



Page 24 : What might Have Been



Page 18-20: 1935 Bugatti Aerolithe



Page 29 : MGs Out & About



March 2022 *Opposite Lock*

Contributing photographers:

Thanks To:

Michael Hough,

John Clarke, Hilary Wren

Greg Fereday,

Seth Reinhardt

Julie Porter -Stephens



March 2022 Cover:
Picture taken by Greg Fereday on the Fish & Chips Run to Berowra Waters.

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Monthly Club Gatherings are held
the second Tuesday of the month at
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C and V8	Vacant			
Midget and FWD	Vacant			
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2022 MG National Meeting

"MGs by the Lake" Bulletin 4 - January 2022



Well, the Omicron strain has caused much concern since Bulletin 3 in November. However, be assured that Nat Meet 2022 will be proceeding, with registrations opening next week. The only thing that would stop the event now is a major tightening of Government regulations.

Registrations open Monday 24th January

Registrations will open on Monday 24th January and close on Wednesday 16th March.

"Early Bird" rates are available up until Wednesday 23rd February, with savings of \$50 per head for adults. Careful planning has kept the registration fees low, making this the most affordable National Meeting in recent years.

Entry forms will be available on the [Nat Meet website](#) from 24th January and will be sent directly to Club Secretaries and those who have completed an EOI.

Maximum Numbers of Registered Entrants

As mentioned in Bulletin 3, our social venues will enable us to cater for around 350 entrants, although that would reduce to around 300 if current covid restrictions continue. The motorkhana and hillclimb venues can accommodate around 100 competitors each.

Expressions of interest have been received from more than 360 people who say they are likely to attend, so it is possible that numbers may have to be capped. If so, entries will be accepted on a strictly "first come, first served" basis.

Some Reminders and Event Updates

Photographic Competition:

Remember to bring along your best photos featuring an MG theme or car/s to enter in the photo competition. Entries are to be submitted at Registration and must not have not been entered at a previous National Meeting. Full details are in the Supp Regs. Please remember that the size of photographs is restricted to a maximum 250mm x 200 mm (10 inch x 8 inch). Categories are:

- Best Action photograph
- Best Novelty photograph
- Best Still photograph
- Best Digitally manipulated photograph

Theme Night:

Our Theme Night on Saturday evening will celebrate the 60th anniversary of the launch of the MGB, so we will be going "Back to the Sixties". We look forward to seeing plenty of mini-skirts, knee-high boots, flared trousers and paisley shirts as we have a fun time celebrating the "good old days".

Scenic Tour Options on Lake Macquarie:

For anyone looking for something else to do on the day of the Concours, other than inspecting all the beautiful MGs, a ferry service has recently commenced around the northern half of Lake Macquarie. Lake Mac Ferry departs from the Speers Point jetty (right at the Concours venue) and cruises to 5 different stops. There are multiple departures throughout the day, and routes and travel times vary between 1½ and 2 hours. See Lake Mac Ferry for more details.

Covid-19 Uncertainty

We are proceeding on the basis that Nat Meet will go ahead, but we are aware that many of you will be feeling uncertain about committing in the current environment. With that in mind, the committee has undertaken to refund all registration fees in full if the event has to be cancelled due to a major tightening of Government restrictions concerning Covid-19 management for events.

Note that entries may be withdrawn for other reasons up to 16th March with a full refund. After 16th March a cancellation fee of \$50 will apply and after 1st April no refund will be granted unless Nat Meet is cancelled.

In the meantime, please "roll up your sleeves" for your covid booster 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

Registration enquiries: Raechel Fraser 0401 624 819 registrar.mgnatmeet2022@gmail.com

Chair: Bruce Fraser 0417 481 480 chair.mgnatmeet2022@gmail.com

Secretary: Fran Hodgson 0414 449 252 mgnatmeet2022@gmail.com



Sydney MG Car Club Update

This March magazine is, in reality, the last to impart National Meeting information as the April edition is close to when we drive to Lake Macquarie. Other relevant information will still be sent to you by email.

All entrants must show proof of Current Financial Membership while registering at Nat Meet. There are a couple of ways to record this proof. Click onto Members in our club site and your Profile will come up. Top centre of the page is the icon of your financial status.

Print this and cut the icon off the sheet and keep it in your wallet from last year.

Conversely, photograph the icon with your mobile and use the resultant photo in your gallery to create an MG Membership Album to show at registration. Showing this is compulsory.

Licence Requirements: There has been, behind the scenes, some toing and froing regarding Speed Licences. The instruction in the Supplementary Registration Still Stands.

You must have a full "MSA Competition Licence Type (S) Speed" to compete in Motorkhana and Hillclimb.

To enter the National Meeting Touring Assembly (Observation Run) you may purchase a Single Event Speed Licence at registration for \$35.00.

Of course you require a State Drivers Licence.

You do not need a Competition Licence for the Kimber Run, just your State Drivers Licence.

Motorkhana Practice, on Sunday 3rd April, is covered by Alan Heritage in this magazine on page 8-9.

I encourage all those participating in the event at The National Meeting to come and get some practise in.

Motels: If you are booked into one of our two motels please now contact your motel and supply your names, date of arrival/ departure and credit card details.

I would appreciate you doing this soon so any discrepancies may be sorted out a.s.a.p.

The Esplanade Motel. 568 The Esplanade, Warners Bay. 02 4948 9666

Catalina Motel. 211 Awaba Road, Toronto.

02 4959 4833 Please speak with Eleanor or Peter.

In both cases mention Sydney MGCC.

If you haven't entered Nat Meet 2022 and still wish to do so, limited rooms are available at Catalina Motel.

Contact:

Dominic David 0414 407 400 prior 7.56 pm.

dom.d.david@gmail.com

MG CAR CLUB SYDNEY

MOTORKHANA COME & TRY FUN DAY

On Sunday the 3rd of April, 2022, join us for some motorkhana practice at Nirimba Tafe Campus ahead of the MG National Meeting.

Motorkhana is a safe and approachable way to enjoy your car, especially after having the chance to practice!

No timing will be performed, we're simply practicing driving smoothly around witches hats set up in the three set patterns set for this year's National Meeting.

The patterns are spiro slalom, atom and bandit.



We also plan to organise a couple of other events, such as egg & spoon, relay, or other fun driving activities depending on the help available on the day.

On that note, please let Dom or myself know if you can assist with placing marker cones.

The cost is \$35 per person with the day starting at 9:00am and finishing at 3:00pm.

Please RSVP and pay by 25th March 2022.

Direct debit into Club bank account: St George Bank Limited: BSB:112-879 Account No. 0438 116 80

Please use Your Name-Motorkhana as your reference in the transaction details.

Bring a picnic lunch, water, chair, hat, sun cream and sensible shoes. And, of course, your MG - or just come to watch and enjoy a social day.

The event will be supported under a CAMS social permit for MGCC Sydney and only your standard road license will be required for participation. L-platers are most welcome as long as a licenced navigator is available to accompany them.

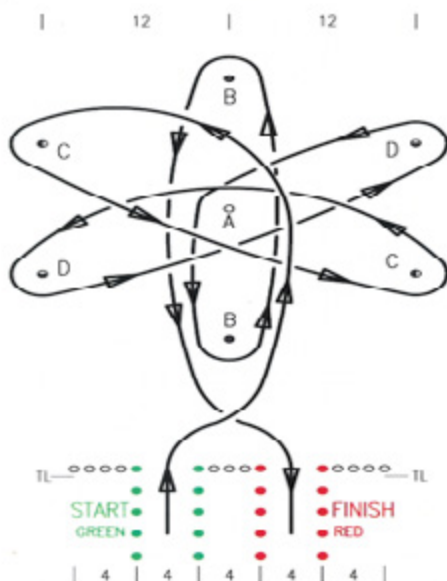
If you're considering doing Motorkhana at the 2022 National Meeting, mark this date in your diary now as it may be useful in deciding what events to enter when filling in your National Meeting registration papers.

Even if you're not planning to go to the National Meeting this year, this MGCC social event is for everyone in the club to come and try. And if you find you're having fun, you may be tempted to give Motorkhana a go at the next National Meeting.

Contact : Alan Heritage on 0418 459 496 or alanheritage@yahoo.com.au, or Dominic David on 0414 407 400.

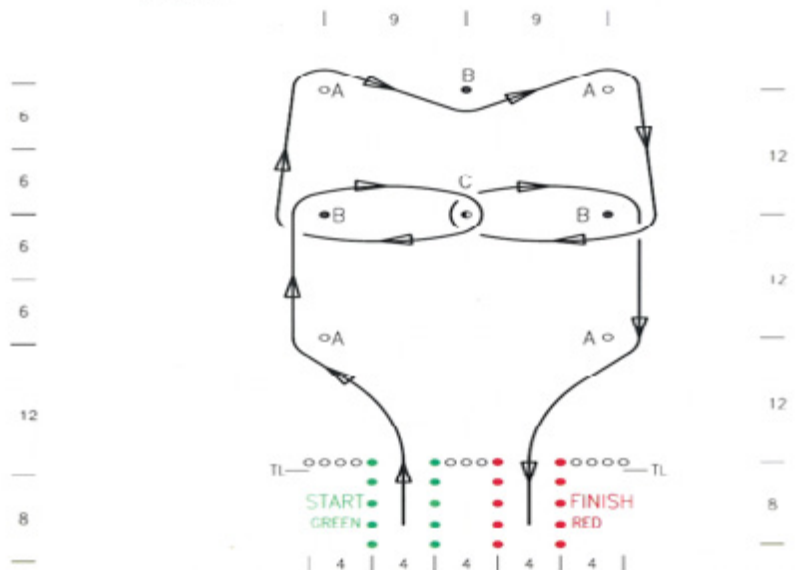
ATOM

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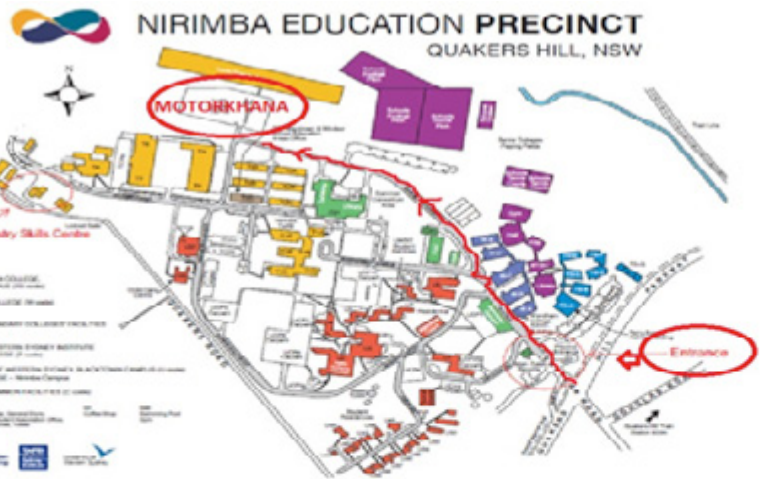
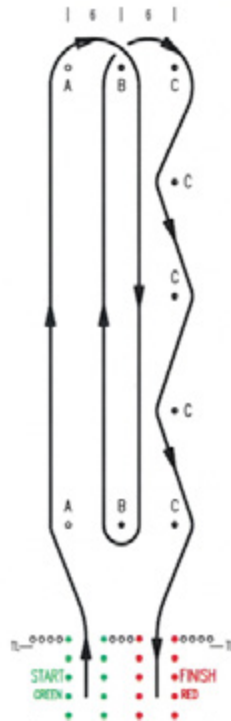
BANDIT

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SPIRO SLALOM

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 Width: 20m



POSTPONED DUE TO WEATHER

MARCH CLUB RUN - BARLOW MUSEUM

Sunday 6 March 2022

Organised by the MGB Registrar – All Welcome

Join us for a tour of the fascinating Barlow Museum. The Barlow Museum is a private museum which houses one of the finest collections of stationary engines in the world, including a very rare 1857 Otto Atmospheric (hydrogen) Engine and a faithful reproduction of an 1883 Benz 3 wheel motor carriage – the world's first car, amongst many other interesting exhibits. We are hoping that a number of these will be able to be run on the day.



Meeting in Richmond, we will take a drive to the lower Blue Mountains before making our way to the museum, where after morning tea we will be given a tour of the museum by Dr Allen Barlow.

The Barlow Museum is located at 55 Frogmore Rd, Orchard Hills and parking is available on site.

Due to the current COVID situation, numbers will be limited to 40 and all participants must be fully vaccinated.

Meet: 8:45 am at McDonalds, Corner of March & East Market St, Richmond for a 9:00 am departure.

Cost: \$8 for morning tea - tea, coffee and cakes.

Bookings: **By Sunday 27 February.** Bookings are to be made through our Wild Apricot membership system. Go to the MG Car Club Sydney website (mgcarclubsydney.com.au), click the calendar from the menu bar at the top, and scroll down to the event. Click the 'Register' button and follow the instructions. Alternatively, you can go straight to the Wild Apricot system (mgccwildapricot.org).

Payment: Payment at the time of booking, through the membership system using your credit card is preferred, or by deposit to the MG Car Club's account.

Details are:

Bank: St George Bank Limited

BSB: 112-879 Account No. 043811680

You must include your surname and "March run" in the transaction description: e.g. Clarke - Mar Run



Contact: John Clarke at parclose@optusnet.com.au



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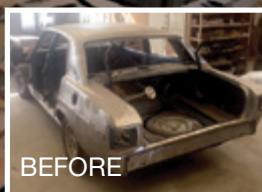
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BEFORE



AFTER



BEFORE



AFTER

Touring the Back Roads to Muswellbrook

Thursday 28th- Friday 29 th April



Meet: Thursday 28th April @ 9am Macdonalds Richmond Rd. Marsden Park (Next to Bunnings)
Morning Tea at Mount Tomah Botanical Gardens, Lunch in Rylstone via Bylong Valley,
Arrive in Muswellbrook for dinner at RSL at 6.30 pm.

Accommodation: Please book your own accommodation at
Centrebroke Motel: 6543 3444, or Noah's Motel : 6543 2833 or another Motel of your choice.

Meet: Friday 29th April @ 8.30 am Centrebroke Motel, Deadman Road, Muswellbrook.
Morning tea in Broke and continue home via Wollombi & Great Northern Road.

Bring: Own chair, morning tea & lunch for both days.




Contact: Don Young for confirmation of attendance & information. 0412 600 415.

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MG Musings

If you feel that there is a bit too much travel when you put your foot on the brakes in your MGB, then you probably need to adjust your rear drum brakes. Placed very inconveniently at the top of the backing plate you will see a shaft with a square profile protruding through the backing plate. This is the adjuster. When the shaft is turned and wound in, it pushes out two cams, which then push out the brake shoes towards the drum.



Ideally this shaft should be turned with a brake adjusting spanner that has a square head, but many people just use an adjustable shifting spanner. Over time the edges go round, particularly if a shifter has been used repeatedly. This is what had happened to one of my adjusters, so my brake spanner couldn't get a good grip. The only solution is to replace the whole adjuster.

To replace the adjuster you have to remove the brake drum and disassemble the brakes. To remove the drum is pretty easy as it only involves removing the wheel and undoing 4 nuts. You may have to loosen off the shoes with the adjuster, and slip a couple of screw drivers between the backing plate and drum to gently lever off the drum. When I got mine off I was greeted by a small amount of brake fluid at the bottom of the drum and on the front shoe. Bugger, the brake cylinder was leaking and would have to be replaced as well. But first things first, so I attacked replacement of the adjuster.



Remove the anti-rattle springs first by gripping the head with a pair of pliers, pushing in and turning. Then

John Clarke



remove the other springs and then the shoes, taking care to note how it all fits together by laying the bits out on floor exactly as it was when assembled. Replacing the adjuster is just a matter of undoing the 2 nuts at the backing plate, taking the old one out, putting the new one in and tightening the nuts. Now for the wheel cylinders.



Before disconnecting the hydraulic line to the wheel cylinders you either have to drain the brake fluid from the entire system or you can clamp the flexible hose above the diff, disconnect the hydraulic fitting from the cylinder and catch any fluid. Since I hadn't changed the fluid for a while I decided to drain the system. However, since the brakes had been disassembled, if you just undo the bleed nipple on the cylinder and then press the brake pedal to expel the fluid it is likely that the pistons inside the cylinder will pop out and shower the surrounding area with fluid. Not good, as not only would it make a big mess, but brake fluid is highly corrosive to paint.

So, I secured the pistons by wrapping wire around the cylinder before draining the system.

After disconnecting the hydraulic fitting from the back of the cylinder, undo the securing nut, take out the old cylinder, put in the new one, tighten the nut and reconnect the hydraulic line. When working on brakes, you should always do things in pairs. And while there was no need to also replace the adjuster on the other side, you should replace both wheel cylinders even if the other one looks fine. When I got to the one on the other side it was also showing signs of slight seepage so it really needed replacing in any case. When getting replacement brake cylinders note that the BGT has a different cylinder with a slightly larger bore than the roadster due to the additional weight at the back.

As they say in the manual, putting it back together is just the reverse of taking it apart. However, take care to make sure that you have the brake shoes in the right way and that all of the springs are in their correct positions. Fill up the master cylinder reservoir with new fluid and bleed the brakes.

Now finally I could adjust the rear brakes. This is simply a matter of turning the adjuster in until the you can't spin the wheel. Then back it off just enough so that the wheel spins without binding. You will find though that if your drums are not perfectly round then you may get a small amount of scrape as the wheel turns. This is fine, but if it binds in one spot but otherwise spins freely you probably need to get new drums or have the old ones machined, if you can find someone to do it now days. *John Clarke*

HSRCA New Year Historics 2022 at Wakefield Park





With thanks to Seth Reinhardt for some great photography

Conditional Registration

Brian Woolmer



Using the Wild Apricot System

A big thank you to those members who have started entering the details of their conditionally registered car/s into the Wild Apricot System.

So far not too many issues have surfaced and we have already processed quite a few trial registrations in readiness for a March start.

The process in Wild Apricot offers you savings in postage, improved communications and ensures a faster turnaround time.

When uploading your documents to Wild Apricot the system will only upload from a folder/desktop on the same computer. The preferred way to upload documents is to scan and save them as PDF files to your computer.

Before you attempt an upload remember to select the EDIT PROFILE button at the top of the page or the functionality will not work.

Also select the SAVE button at the bottom of the screen when you have finished.

Alternatively you can take close up photos of minor documents such as pink slips, club declarations and registration renewals.

Email them from your phone to yourself and save them to a folder/desktop on your computer ready to upload.

However the critical Historic Vehicle Declaration should be downloaded from the club website, completed by hand and scanned into your folder for uploading.

Photos do not work well with the Historic Declaration as it is unlikely to print to the satisfaction of the RMS.

I need a really sharp copy to certify and mail back to you.

When I have reviewed the documents in Wild Apricot and prepared the certified HVDec, I will ready it for posting and then I will create the invoice in Wild Apricot and email it to you.

To pay the invoice simply go into your member profile and in the top right hand corner you will see an Open Invoice.

Click on the invoice number and follow the prompts to pay by credit card. I will post your Declaration when the invoice is paid.

Wild Apricot users should not pay by any other means.

After most members have migrated onto Wild Apricot the emailing and posting of documents will be gradually phased out.

In the meantime, those not using the system yet can continue the practice of paying their \$20 club fee into the general club account and sending a copy of the transaction receipt along with your other documents by email or post.

The club a/c is BSB 112-879 a/c 043811680

When Wild Apricot users have finalised their Conditional Registration they should open their Member Profile and change the date of the next renewal and add a new number plate if appropriate.

Many thanks for your co-operation.

Brian Woolmer - Plate Registrar

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1st May 2022 Breakfast Run to Bamboo Buddha, Holgate

Join us for an enjoyable drive along the Old Pacific Highway followed by a cafe-style breakfast at Bamboo Buddha, Holgate.

This event will comply with NSW Health and State Government COVID-19 guidelines, including a requirement to be double-vaxxed for entry, and social-distancing.

Individuals will be asked to check in and show proof of vaccination.

We respectfully suggest that all physical greetings and contact be avoided, and masks be worn when indoors or in the company of others apart from when eating or drinking.

Meet: 7:45 am at McDonalds (218-226 Pennant Hills Rd, Thornleigh NSW 2120) for an 8:00 am departure.

Navigation: Easy directions (this is not a navigation run). Plenty of off-street parking at the cafe.

Breakfast: Eggs your way with a choice of 2 sides (Spinach/ Tomatoes/ Mushrooms/ Roast Pumpkin/ Avocado) & Sourdough Toast. Plus Tea/ Coffee.

Cost: \$30 per person/ \$20 for children under 15 years of age.

Bookings: By Thursday 14 April 2022 via Wild Apricot.

Limit: 40 places.

Enquiries: Julie Porter-Stephens breakfastruns@mgcarclubsydney.com.au

Payment: At time of booking through Wild Apricot preferred.

Alternatively by EFT to the Club's Account:

Bank: St George Bank Limited

BSB:112-879

Account No. 0438 116 80

Please use Your Full Name-Holgate as your reference in the transaction details.

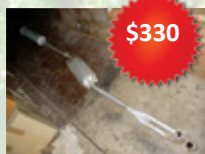


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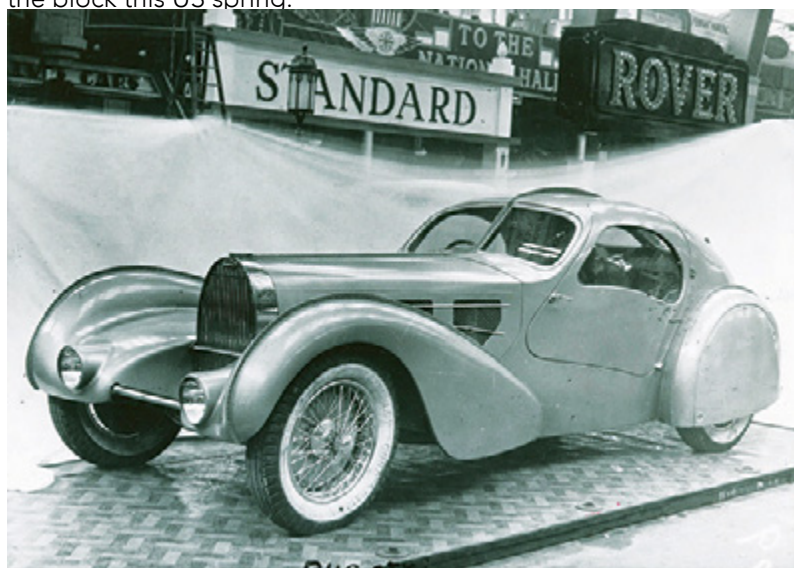
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1935 Bugatti Aerolithe



More Than Just a Replica, Multi-Million-Dollar Recreation of the Long-Lost 1935 Bugatti Aerolithe Amounts to "Experimental Archaeology"

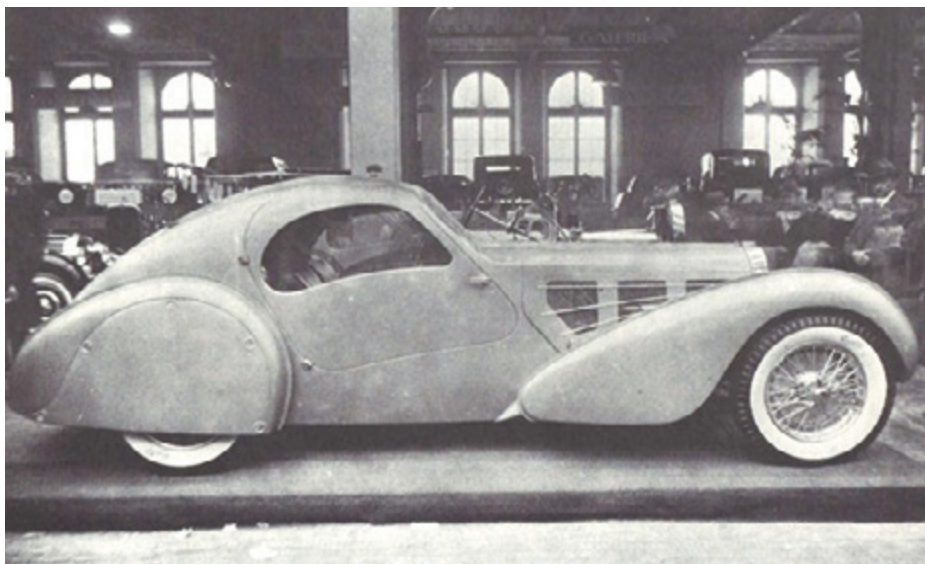
Pretty much all that anybody can agree on regarding the original Bugatti Type 57 Coupe Special "Aerolithe," the precursor to the famed Atlantics, is that it hasn't been seen in public since before World War II and even then was only shown twice before it disappeared. Yet even that short history was plenty enough to warrant a years-long, spare-little-expense, award-winning, bar-setting re-creation that's now expected to fetch in excess of \$3 million when it crosses the block this US spring.



Officially designated the Coupe Special or Coupe Aerodynamic, the Jean Bugatti-designed one-off that debuted at the October 1935 Paris Auto Salon carried the company's fortunes on its ridged back. As automotive historian Ken Gross noted, Bugatti and other French manufacturers had been spared the brunt of the global Depression's earliest years, but as the Thirties wore on, Bugatti in particular needed something spectacular to reverse its fortunes. The Type 57 already in Bugatti's catalog offered a stout, race-bred chassis powered by a dual overhead-camshaft straight-eight perfect for coachbuilt masterpieces, and Jean, assisted by Bugatti draftsman Joseph Walter, intended to show off that ability as sensationally as possible. His vision for the show car essentially brought to life the futuristic aircraft-inspired sci-fi cars most people had only seen speculatively rendered in magazines. He moved the cabin as far back and low as possible on the Type 57 chassis and rounded off everything behind the cowl, to the

point of cutting the irregularly shaped doors into the roof. "This really started the whole teardrop thing," said David Grainger, the owner of the Guild of Automotive Restorers in Bradford, Ontario, and the impetus behind the Aerolithe replica project.

And then there's the curious riveted flange along the car's spine, repeated on the front and rear fenders. Ettore Bugatti explained to the press at Paris that because he had chosen to create the car's body out of a magnesium alloy called Elektron and because magnesium proved difficult, bordering on the impossible, to shape and weld, it was necessary to form the Coupe Special's body and fenders in halves and join the pieces down the center. Indeed, Bugatti had earlier experimented with Elektron on the Type 59 Grand Prix racers and had incorporated similar riveted flanges on those cars. As a result, some in the press called the car the Elektron while others dubbed it the Aerolithe, a term for meteor. For all the press coverage of the car, however, the general public did not come away from the Paris show or the Earls Court Automotive Exposition in London immediately after all that impressed. Not one order for the car followed, and though Bugatti did a little more development work on it before turning it over to Grand Prix driver Robert Benoist for a 120 mph speed test, the car was never seen again after 10 months in the spotlight. Its riveted center flange design reappeared, perhaps unnecessarily, on the aluminum-bodied Atlantic coupes and the streamlined teardrop shape went on to influence automotive designers around the world, but to date nothing of the original Aerolithe coupe has surfaced.



Exactly what happened to the Aerolithe has been the subject of much speculation: Some say it was buried to keep it from falling into Nazi hands, and another theory has it surviving the war then getting shipped to New Jersey by an American serviceman. Grainger said there's about six plausible theories floating out there (probably not the New Jersey one - that's the story of one of the Bugatti Royales), but he's rather certain that Bugatti dismantled it and used parts of it in other cars, possibly even in La Voiture Noir, the missing Type 57 Atlantic coupe. "If you look at the economic status of Bugatti at the time, with sales falling and the drums of war beating nearby, then consider this car which was a

dismal failure but with brand-new components, it would make sense that Bugatti took it back and tore it down to use its bits and pieces," Grainger said. Grainger not only spent many years wondering what exactly happened to the Aerolithe, he also spent many years wondering how he could go about replicating it. The quest to do the latter began sometime in the late Nineties when, in search of parts to restore a customer's Bugatti T59 3.3-liter Grand Prix car, he came across a stash of parts in South Carolina that included Bugatti Type 57 chassis number 57104, one of the earliest Type 57s, which had somehow retained almost all of its original parts, including the engine, transmission, rear axle, and most of the front axle. At one point it had been shortened, but both chassis sections that had been cut out came with the chassis.

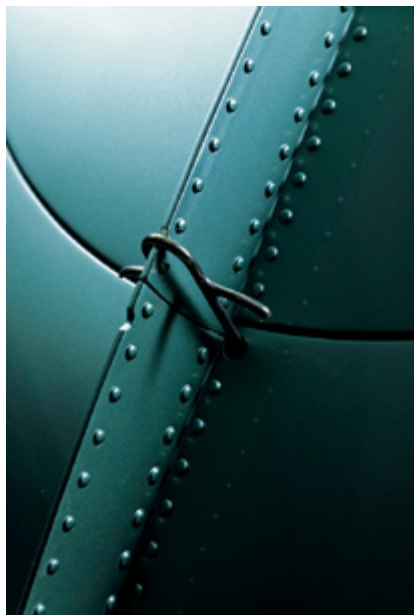


What it didn't have was a body, and the chassis likely had never been fitted with one. Records show that Bugatti delivered the chassis to Parisian coach builder Lamperjack in 1934, but there's no proof that firm or any other built a body for it. "They could've used it as a display to show customers the chassis's potential," Grainger said. "I have heard somebody put a Stelvio body on it at one point, but again, there's no proof of that." Grainger had no immediate use for the chassis, but as he kept passing it in the shop, he eventually decided to build a replica of a significant

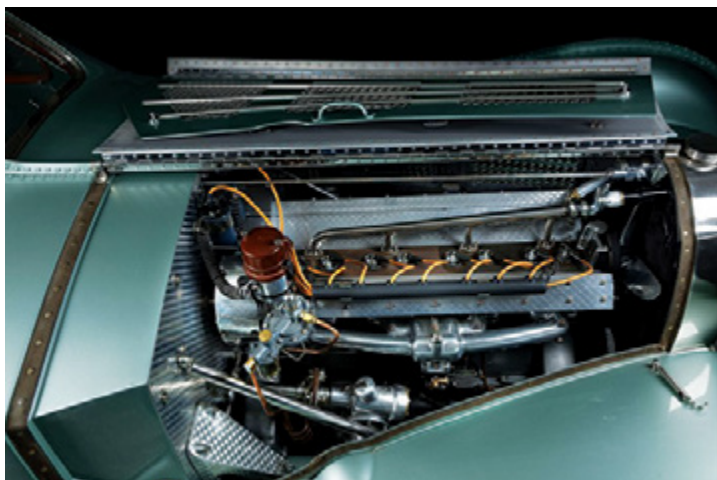
Bugatti atop the chassis. But which one? "It didn't make any sense to replicate a car that still exists," he said, so he eventually landed on the Aerolithe. (Note that while some sources claim the Aerolithe rode on chassis 57103, which would make the use of chassis 57104 for its replica quite fortuitous, Grainger said no solid information out there backs up 57103 as the Aerolithe's chassis and that it was likely a much later chassis number. Still, 57104's chassis would end up perfectly suiting the Aerolithe replica project.)

Even with the right chassis and a direction, the project still needed two things to move forward. First, Grainger needed to scrape together as much information about the Aerolithe as possible, and there wasn't much. Grainger and his research team located just 11 photos of the Aerolithe along with a contemporary painting of the car in motion done by a Bugatti engineer named Reister. He made multiple requests to the Bugatti archives for any information it had on the car and discovered only two blueprints related to it: one of the radiator shell, another of the brake pedal. Those 11 photos and that one painting ended up being enough for Grainger and his team to tease out all sorts of detail. None showed the engine itself, but at least one taken in Paris allowed enough of a glimpse through the screens in the side panels to determine that the Aerolithe used a non-supercharged engine. Enough glimpses of the interior led him to believe the Aerolithe used a Type 57SC's dashboard and gauges. And the painting showed the car in a light green, which Grainger was able to cross-reference with colors in the Bugatti catalogue at the time.





"We spent six months in intensive study of those 11 photos," he said. The team even blew up the photos to full scale to count the rivets along the center flange and to take measurements to appropriately scale the replica. While some would focus on the wheels and tires in the photos as references to scale the car, Grainger said those ended up untrustworthy. "We've found they can be out by as much as 1/8 or 1/4 of an inch, which would really throw everything off once you got to the end of your measurements," he said. Instead, his team identified the Aerolithe's radiator cap as one off a T57 and so scaled all the car's measurements off of that. The project also needed funding. Grainger said he started researching it with the idea he'd tackle it himself, and at one point discussed partnering with actor Nicolas Cage to fund the car's construction, but he ultimately agreed to build the replica Aerolithe for Christopher Ohrstrom, a Virginia-based investor and chairman of the World Monuments Fund. "He was looking for a car project to do, so he flew up, we had a good discussion about the Aerolithe, and said 'Let's do it, but let's do it the way it was done in '35.'"



Grainger had considered building the replica in aluminum, but with Ohrstrom's zeal for historic accuracy, that meant not just building it in magnesium but building it only using techniques that were available to Bugatti in the mid-Thirties. Exactly how Bugatti's men worked the Elektron into such a graceful, rounded shape, however, Grainger wasn't entirely sure. Magnesium can only be drawn so much before it cracks, and its propensity to burn uncontrollably makes it difficult to weld.

"We had messed around with modern technology and shielding gases, we even found a way to weld aluminum to magnesium," Grainger said. "But we were initially at a loss to figure out how the hell Bugatti's workshops handled that stuff and had to develop new techniques that could have been done in the time. We ended up spending about a quarter of a million to a half million dollars in research alone." Much of that cost came from sourcing the Elektron magnesium - an alloy composed of 98 percent magnesium and two percent aluminum and some exotic materials - which costs \$3,000 for a six-foot-by-eight-foot sheet. (A special extinguisher for magnesium fires costs \$4,000, Grainger said.) It's still used today in aviation, though mostly as ingots for castings and apparently never for drawn shapes. "The manufacturers said you just cannot pull tight compound curves from it," Grainger said. "Once we finished, they asked us to come show them how we did it." For what it's worth, Grainger said he's about 90 percent sure that Bugatti actually built the Aerolithe out of magnesium. He noted that the T59 was only riveted because it had such tight clearance to the gas tank and he theorizes that Jean Bugatti just liked that look and designed it into the Coupe Special then Ettore Bugatti whipped up the magnesium story to explain away the center flange when the press and spectators soured on the look.

With all of the above in place, Grainger's crew - including project engineer Mathew Radman and fabricator Jim Howell - got to work restoring the T57 chassis and engine and building the Aerolithe's body. They even used a full-size photo of the original as a template for where to center-punch the holes for all the rivets. "There's one rivet that ended up about 4 millimeters from where it should be," Grainger said. "Nobody can point it out, but it drives me crazy every time I see it."

Even the tires - Dunlop double whitewall balloons - had to be custom molded after Grainger's team was unable to find anything remotely close to the original Aerolithe's tires. After seven years of construction, the replica Aerolithe emerged in 2013 to extensive plaudits. That year it won the Car of the Year award at the International Historic Motoring Awards - ahead of Malcolm Campbell's Blue Bird V land-speed car, the Aston Martin DB5 that appeared in "Skyfall," and Juan Manuel Fangio's \$29.65 million 1954 Mercedes-Benz W196 - and over the following years it not only appeared on Jay Leno's Garage twice, it also took awards at the Amelia Island and Cobble Beach concours and toured the art museum circuit as part of multiple Ken Gross-curated exhibits.

"The danger, with the amount of money and time that went into it, is that it would be seen as just another replica," Grainger said. "But with the award and the reception it's received, it's gathered up its own credibility." Indeed, archaeologist Caroline Rocheleau heralded the Aerolithe replica as a prime example of "experimental archaeology," a process of replicating historical items not necessarily to marvel at the end result but to learn more about processes, methods, and materials that were used in the past. Now Ohrstrom has decided to offer the replica for sale at Artcurial's Retromobile auction with a pre-auction estimate for the car ranging from €1.5 million to €3 million (about U.S. \$1.7 million to U.S. \$3.4 million). Artcurial's Retromobile auction will take place March 18 in Paris. For more information, visit Artcurial.com.

Submitted by Robert Smith excerpt from Hemmings Auctions Feb 2022

Illawarra Register

To all our readers please accept our best regards from the Illawarra Register, and I am pleased to report that we have resumed our regular run program, and that on 27th Jan we held a very successful social run and lunch, with about 30 attending.



It was a combined run with the Jaguar Drivers Club of Australia (Illawarra Register), and as usual the Jag drivers heavily outnumbered the MG's with only three MGB 's present on what was a lovely summers day.

I commend the Gerroa Fishermans' Club if you are ever traveling south via the Coast Road, as not only does it have very reasonable Club style food with a wide choices menu, but the view across 7 mile beach is just plain spectacular!

I attach some photos to illustrate the activity on the day.



A reminder that the Illawarra Register from both clubs combines for these runs, and they are aimed at providing a pleasant social activity at which you can bring the classic car out without needing a logbook entry for the event.



Michael Hough

If it's not a pleasant day we encourage you to attend in a 'modern' and enjoy the company.

I am pleased to advise that the reminder of the year is as follows and the events are held on a Thursday morning unless otherwise shown:-



2022 Program Dates

Please enter the following dates into your diary:-

March	Thu 24	Nan Tien Temple	Berkeley NSW
May	Sun 15	Motoring Heritage Day-	Berry Showground
May	Thu 26	Battery Park Wollongong-	Morning Tea at Novotel Northbeach
July	Sun 24	Christmas in July-	Mt. Keira Scout Camp
Sept	Thu 22	Rhododendron Park-	Mt Ousley and Morning Tea
Oct	Sun 30	Jamberoo Motor Show	
Nov	Sat-Sun 12-13	Wings Over Illawarra	2022
Nov	Thu 24	TBA	

Enjoy your MG Motoring and we hope to see you at an Illawarra Register run soon.

Michael Hough



TOUR d' GLOUCESTER
Gateway to Barrington Tops.



Save the date June long weekend 11-13th June 2022.

Preparation are in final stages and booking will be opening shortly

**Always a great weekend away with observation runs and tricky questions
compiled by Robert Smith & Matt Sexton**

Full details and booking arrangements will be published in April Opposite Lock



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A fine array of MG's on display at the North Shore Sporting Car Club, St Ives on 8th February 2022.

The club hold monthly events on the first Sunday of every month at the St Ives Show Ground.

Coffee & Brunch with every vintage car marque you can think of, with everybody being made to feel most welcome, with lots of networking and renewing old friendships.

Meetings kick off at 8am and all car lovers are welcome .

Photo submitted by Greg Fereday.



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What might have been



In August 1997 a long standing MG enthusiast purchased DOL 341V at circa 1,093 recorded miles and was committed to the continuing maintenance of the MGB's originality and unique history.

DOL 341V is complete with fascinating detailed history including the it's original MGB driver's handbook, Various vehicle records from DLVA Swansea, BMIHT Certificate, A bound book detailing Aston Martin's proposals for the acquisition of the MG Car Company and a bound book detailing Aston Martin's product concept for MG Cars.

DOL 341V is the Aston Martin MGB prototype built by the Aston Martin consortium alongside their bid to acquire British Leyland and has a unique place in MG history. The consortium which comprised of Alan Curtis (Chairman of Aston Martin), David Wickens (BCA), Peter Cadbury, Lord George-Brown and the Norwest construction group went public with their plans to save Abingdon and made it clear they wanted to acquire the rights to the MG marque name and the MGB.

This Russet Brown RHD, home market MGB Roadster was first registered DOL 341V on the 13th February 1980 by BL Cars Limited (Sales & Marketing), Longbridge, Birmingham. DOL 341V remained with BL until it was sold to Aston Martin Lagonda Ltd of Newport Pagnell.

The Aston Martin MGB was designed by William Towns, designer of the DBS, DBS V8 and AMV8 as well as the Aston Martin Lagonda. In June 1980 Keith Martin – Project engineer for Aston Martin was presented with DOL 341V with the instruction to build the car in just six days, with the help of Steve Hallam, Martin and a small team of trimmers and fitters set to work to transform the MGB into Williams Towns interpretation. John Symonds of Pressed Steel Fisher – where the MGB bodies were produced was placed in charge of the Aston Martin MGB project

The Aston Martin MGB had a unique specification which included - Tickford sport seats, Astrali 13" four spoke steering wheel, GT windscreen and surround, GT side windows, Tickford hood, Black side mouldings, modified front bumper and spoiler, Small chrome grille, Rear panel with fog & reversing lights, 14" Wolfrace alloy wheels. Just seven days later – one day over schedule – the finished car, resplendent in BL Silver Sand Metallic was wheeled out of the Aston Martin special projects workshop and the consortium launched the Aston-MGB to the press in June 1980.

Sadly negotiations to buy BL failed and it was to be a black day in BL's history, because it committed the company to closing Abingdon for good.

DOL 341V remained in storage at Newport Pagnell until it was sold to a private owner in July 1984.



The Aston Martin MGB is totally original having covered a mere 6,800 miles from new.

Totally unique and a fascinating glimpse at "what might have been".

Submitted by Ross Freeman



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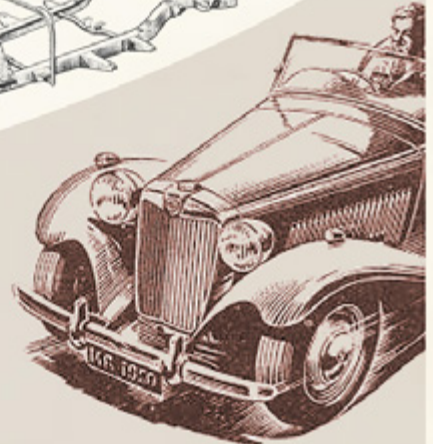
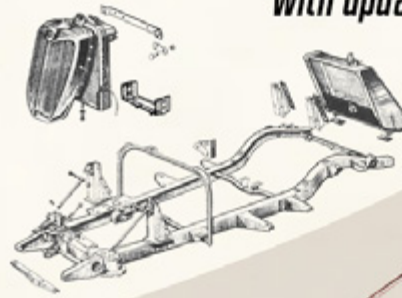


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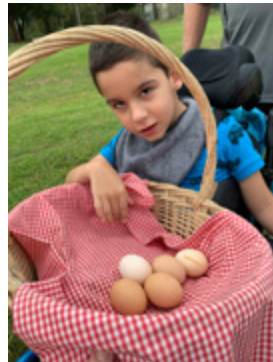
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1964 MG B Berlinette by Jacques Coune For Sale



The final tie break identification question answered correctly by Stuart Ratcliff at the Christmas Party.



Breakaway is holding a program for Children with Special Needs and their families.

They are trying to give the children a unique experience and their families too, as they tirelessly look after their child with special needs and other siblings.

Breakaway are hoping that the MG Car Club of Sydney could help us to support these families by conducting a drive to the Central Coast and give them a unique experience.

We would like any members of the MG car club to help support us on Saturday 12th March 2022. Members that are interesting in helping this great cause meet at Thornleigh McDonalds at 9am and take a leisurely drive up the old Pacific Highway to Breakaway at San Remo on the Central Coast. Peter Moxham will meet members at McDonalds to guide them to their destination.

Once we reach the destination we will meet the families and take them to a picnic location and enjoy lunch with them. We will then drop them back to Breakaway and head home from there.

Please contact Peter Moxham if you would like to be a part of this rewarding experience and fun drive on 0410 648 459.



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



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MGs Out & About at Long Last



So good to see MGs out and about again.

The inaugural breakfast run was organised by our new breakfast run co-ordinator Julie Porter-Stephens.

On 6th February a group of over 30 members met at Menai for a early morning start to drive the scenic route down the south coast to Thirroul.

The rain held off, the scenery was magic and a fine breakfast was enjoyed by all.

A great way to start the day and a year of breakfast runs.

Touring Back Roads to Oberon



Don Young organised a great run yesterday, 24 th Feb to Oberon and back.

Starting in Windsor, some 10 + cars battled the Sydney traffic to get there, the volume of traffic being greatly increased by the rail strike. Off on the Bells Line road for coffee at Mount Tomah, through the clouds, mist and rain.

Dropping off the Blue Mts and down into Hartley Vale, this is where we lost Jim Hull in his black MGB, never to be seen again on the day! Eventual phone contact ensured he was OK, but not in the location where we were!

Heading towards Lithgow the road was closed with a fallen tree, so around we all turned headed back to the highway before turning left and heading to Lake Lyell in true MG touring style. Goodness knows where Jim was?

The road from then on got progressively worse and I'm not sure about my car's suspension after all the pot holes and eventually dirt road for at least 10 K, until we drove into Oberon.

The weather fined up and here we were joined for a picnic lunch with club members from Bathurst and the local area in their MGA and MGCs.

It was great to meet country members and as a board member I would welcome any suggestions as to how we could involve you more in our club activities.

All suggestions are most welcomed.

In my ignorance I had never met a MGC before with its interesting engine and raised bonnet to match, the second red car on the right owned by Peter from Bathurst. Thank you for the education and in sight.

After much discussion about cars, inspecting engines and sailing, we headed home with coffee on the way in Bilpin.

Thanks Don for a great days driving. *Hilary.*



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Classifieds - Cars



1963 MGB

NEW

4 speed in good condition relative to its age, I have owned the car since 2010 and have not used it as much as I would have liked due to a busy schedule.

I have spent in excess of \$11,000.00 since purchase receipts available.

Location: Coff Harbour

Priced: \$19750.00

Contact: Doug Hurley

0417 665 249

Doug.Hurley@BrownandHurley.com.au



1997 MGF. Convertible.

Very original car. Two owners, current owner 20 years.

One of the rarest colours – Vulcano.

NSW Registration MGF 097 just out.

75,700 km on clock.

Good tyres. 5 speed manual.

Suspension changed to coils and adjustable shockers.

Always garaged and covered when not on road.

This is a project car. Not driveable. There is an engine issue, not related to head gasket, but not properly diagnosed.

Located: Belmont North, NSW.

Price: Negotiable. Please call to discuss

Contact: Gary 0419 236 565.

garycrocker47@gmail.com



1954 MG TF

Chassis No:TF 3963

Engine No:XPEG 2660 – 1500

Gear Box :Ford Type 9 All Synchronesh

Differential:3.7:1

CVS REG: 052 25E, expiry 25th Aug 22

Vehicle purchased by current owner Feb 1971. The mechanical condition of the car is very good. The hood & tourneau are operational and in fair condition. The body and mudguards are all metal. The paint work is in fair condition.

For the last 11 years the car has been maintained by Classic Car Repairs.

Vehicle currently insured with Shannons

Vehicle Specifications:

- XPEG 1500 engine (the cylinder head is fitted with hardened valve seats);
- Ford Type 9 All Synchronesh gearbox;
- The original Diff housing is fitted with a 3.7:1 CWP giving a cruising speed in fourth gear of 80kph at 2,500 RPM and 100kph at 3,000 RPM;
- Stainless steel liner - Master cylinder;
- Negative earth Dynator;
- Electronic Ignition & LED headlights;
- Dual electric fuel pumps with a change over switch;
- USB electrical supply in both glove boxes, for GPS and phone chargers;
- Key start ignition switch;
- Seat Belts

The car was displayed at the MGCC National Meeting in Tasmania in 2018; self driving to Melbourne and catching the ferry to Devonport, a tour of the east Coast and return to Sydney. It is a good highway cruising vehicle.

Location: Breakfast Point, Sydney.

Price: \$44,000.00

Contact: Stewart McAlister 0419 214 585

bsmcalister@bigpond.com



Classifieds - Parts



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.

PLUS

Quick fill Fuel and Radiator caps – Racing type

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 + Post

Contact: Syd Reinhardt

0418 18 0418

syd@reinhardts.net



Classifieds - Parts



Garage equipment

Original heater core from the MGB GT would fit MGS, MGB & Midget. Hydraulic jack, axle stands, torque wrench (never used), spanner set (imp), other tools, few spares.

50th MGCC Sydney Anniversary grill badge & lapel badge, 1 wooden MG gear lever knob and a 'high' LED brake light to fit a GT tailgate screen. Plus give-aways, manuals, catalogues, posters, etc.

Price: All reasonable offers considered

Contact: Ingo Weinberger

grazer36@gmail.com

0456 612 540



4 Chrome Wheel Nuts

Good condition to suite MGB Mk II

Price: \$75, can arrange postage

Contact: David Jones

0418 466 453

david@realestatesouthernhighlands.com.au

MGB Parts

ONLY part left:

Steering Lock - \$100.00

Contact: John Worboys

02 9452 2235

jjcaworboys@gmail.com

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Location: 28 Wascoe St, Glenbrook

Contact: Peter Baldry

0407 102 270

leslyandpeter@gmail.com

Wanted

Two chrome front overrides for 1966 MGB.

Contact: Simon Gittins

0438 470 101

simonchieftain@hotmail.com



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

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Color codes used in wiring harnesses

Wire Color		Function
Blue/White		High Beam
Blue/Red		Low Beam
Blue		To headlamp dip switch
Red		Side lights
Green/White		RH Turn signals
Green/Red		LH Turn signals
Green/Purple		Brake lights
Black		Ground
Brown		Most non fused +ve
Purple		Most fused constant +ve
White		Non fused, ign controlled
Green		Fused, ignition controlled
Light Green		Stabilized 5 /10v to gauges
Red		Gauge lights not on dimmer
Red/White		Gauge lights on dimmer
White/Slate		Electric tacho (from coil)
Purple/Black		Horn switch
Green/Blue		Temp Gauge (from sender)
Green/Black		Fuel Gauge (from sender)
Green/Orange		Fuel warning light

First color is the wire - second is the stripe

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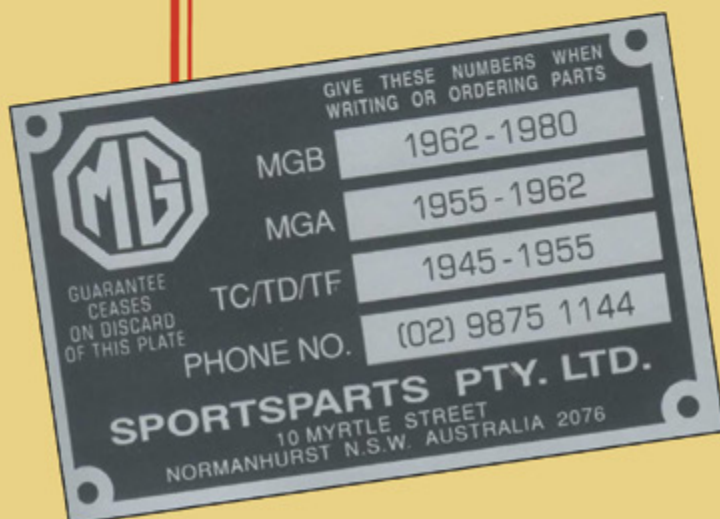
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