



Official Journal of the MG Car Club – Sydney

# *Opposite Lock*



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April 2022

In this issue

Mount Druitt Track  
Brake & Clutch Repairs

A Tale of Two Ps  
Wiper Blade Chat



# MGCC Sydney Club Calendar 2022

## 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



## April President's Report

Ladies and Gentlemen.

Welcome to April after the wettest March on record.

Our thoughts are with our members, family and friends in the NSW northern rivers area and particularly Lismore, with not one but two high breaking flood waters within a month.

Although we here in Sydney have seen a lot of rain with cars floating across the Roseville Bridge, it pails into insignificance compared to what you are enduring.

Will this rain ever stop?

Let's hope so in time for our National Meeting to be held shortly at Lake Macquarie over the Easter weekend.

The MG Newcastle Club have organised an action packed weekend with details on page 8-9.

There is still time to register and we welcome all club members to participate. To date we have over 60 cars registered from the MG Car Club Sydney and I look forward to catching up with you all at Easter.

In preparation of the Motorkhana, which is a points event at the National Meeting, we will be holding a practice run, fun day this coming Sunday 3rd April at Nirimba TAFE Campus, please see page 13 for details.

There is also a call out to our members who are going to participate at Lake Macquarie to forward your details to Frank Perry who in conjunction with Don David our National Meeting co-ordinator, will be compiling details on all of our team.

In 2024 Sydney MG Car Club will be hosting the National Meeting, the century of the MG brand.

The Board are reviewing two possible locations for this significant event and this will be announced shortly.

I did mention at our meeting in February, that as hosts we will require a bank of volunteers for each of the events. We will have a core organising committee, however during the 4 day event, club volunteers will be needed on the ground for all of the activities.

I encourage any member who feels they would like to contribute in any way to talk to myself or any member of the Board as to your area of interest and capabilities.

I would now like to invite you all to join us at our members gathering on 12th April to welcome Fernando Lecuna to talk about his very special Volvo P1800, admittedly not an MG but a sensational looking vehicle, none the less.

Our Club is run by volunteers and I encourage you to support their activities now that we are able to get out and about a bit more, there are lots of opportunities and upcoming events for us all to enjoy yourselves and far too many to list here. Please review the club calendar opposite and book them in your diary.

Log into the events on the web via Wild Apricot and enjoy the ride.

I look forward to seeing you at the April members gathering and at the National Meeting at Lake Macquarie.

Travel & Stay safe



*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!

|                 |              |
|-----------------|--------------|
| Scott Langford  | MGB          |
| Toby Harvey     | MGB          |
| Leslie Nicholas | MGA          |
| Olivia Body     | MGA          |
| Nicholas Atkins | Midget & FWD |

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

We want to hear your story!

*Please send a short story about your car by email and do not forget some pictures!*  
to: [editor@mgcarclubsydney.com.au](mailto:editor@mgcarclubsydney.com.au)







Page 8-9 National Meeting



Page 10: Classic Rally Club



Page 18-20: A Tale of Two Ps



Page 21: Illawarra Register



Page 23: Brake & Clutch Repairs



Page 24: Wiper Blade Chat



April 2022 Cover:

MGs out and about, Dom David, Hilary Wren & Greg Fereday enjoying a recent Sunday morning run on the Old Pacific Highway.

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April 2022 *Opposite Lock*

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Magazine contributions:  
[editor@mgcarclubsydney.com.au](mailto:editor@mgcarclubsydney.com.au)

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

52, Weeroona Road, Strathfield.



# Club Contacts

## Directors

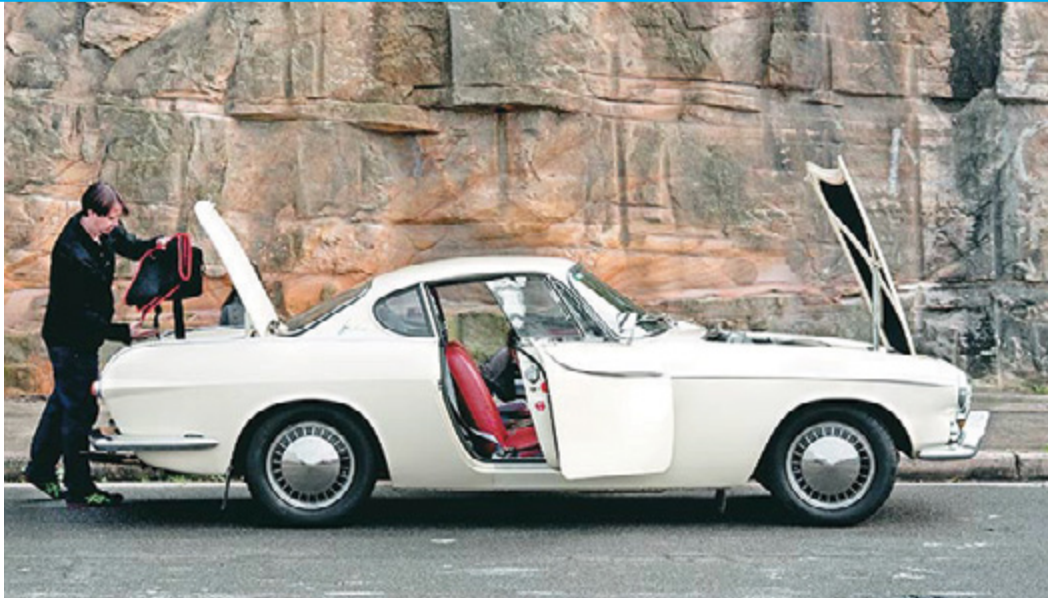
|                          |                      |           |              |                                  |
|--------------------------|----------------------|-----------|--------------|----------------------------------|
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| Registrar Representative | John Clarke          | Christine | 0412 890 409 | parclose@optusnet.com.au         |
| Sporting Captain         | Max Wasson           | Paula     | 0418 431 928 | mwasson126@gmail.com             |
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| Assistant Treasurer      | Allen Gower          | Yvonne    | 0439 650 401 | allenandyvonne@bigpond.com       |
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| 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<br>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<br>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 600 415              | 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 |        |                           | breakfastruns@mgcarclub.sydney.com.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<br>0412 968 771 | rjparko@bigpond.net.au                |
| Member Liaison                 | Jan McKenzie          | Brian  | 9724 1969<br>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            |



Please come and join us for the members gathering in April and welcome our guest speaker Fernando Lecuna. Fern will be talking to us about his magnificent Volvo P1800.

He is only the second owner of this vehicle and takes great pride and enjoyment in his special car.

Please click on the link below to read more about this car.

Granville Harris



<https://www.tradeuniquecars.com.au/feature-cars/1512/1962-volvo-p1800-review>

# Volvo P1800 Jensen 1962

**Name:** Volvo P1800 Jensen

**Birth Date:** 1962, chassis 5504

**Born In:** England, Scotland and Sweden

- Sweden, Volvo Gothenburg plant is where the first of the chassis and components were sent to Jensen Motors
- Scotland, Pressed Steel's Linwood plant was contracted by Jensen to manufacture the body shell which was sent by rail to Jensen
- England, Jensen Motors in West Bromwich was where all of the components came together to build the cars. The first production P1800 left Jensen in September 1960 to go on sale around the world

**Nationality:** Australian

**History:** This car was bought brand new in Wollongong on 5 July 1963 at "Hospital Hills Motors". The first owners had the pleasure of driving this car for the first 44 years of its life.

**Current:** Purchased on the 27 July 2007 by the second owners at a Shannons Winter Auction. In the past few years the current owners have come to the realisation that this car has been kept as near to original condition as the day it was first purchased.

**Events:** *Volvo National Rally 2008 - Winner P1800 Series*  
16 - 19 May Toowoomba, Volvo Club of Queensland - VCQs' 10th Anniversary.  
*Volvo National Rally 2011 - Winner P1800 Series - Peoples Choice*  
22 - 24 April Armidale, Volvo 1800-120 Club Australia

**Feature:** *UNIQUE CARS magazine - Issue 315, Aug 25-Sept 21 2010*  
Feature article - Saintly Swede, pages 50-54



Above is a scan of a photo from The 1961/2 Monoshow in Sydney. - Is it this same Car???





# MGB Musings Vehicle Preparation

John Clarke



There is nothing worse than being on a run a long way from home and your MG breaks down. At last year's 'Nat Meet When You're Not Having a Nat Meet' in Albury there were several mechanical breakdowns. Whilst some of these were just bad luck others were easily preventable with a bit of proper preparation and maintenance. With the National Meeting in Lake Macquarie coming up at Easter and the Tour De Gloucester in June it is worth giving some thought to vehicle preparation and also what spares you might take with you. Even if you are not mechanically inclined, amongst a group of MG Car Club enthusiasts there are usually a few of us who could help you get your car back on the road if you have some basic spares.



When preparing your car for a long trip do the usual check and top up of all the fluids – engine and gearbox oil, clutch and brake fluids and cooling fluid. Although it is not going to lead to a breakdown, whilst you are at it, check the damper oil in the carburettors. With the engine turned off – you don't want to lose a finger on the fan, work your way along all of the rubber hoses, checking them for any leaks and squeezing them to see if there are any cracks that might later burst under pressure. Don't forget the hoses that run from the heater valve to the heater and the heater return hose. Also check the fan belt for any cracks or signs that it is breaking up and that it is tight and won't slip.

From my experience the majority of breakdowns will be caused by an ignition problem. Take the distributor cap off and check that your points have plenty of contact material left on them and that the rotor button is in good order, and also that the contacts in the distributor cap are not unduly worn and that there are no small hairline cracks in the cap that could cause it to arc. When putting the cap back on check that the spark plug leads are held securely in the distributor cap. Early MGBs with the leads coming from the side of the cap have the leads held in with small screws. On later cars they push in. These should be a tight fit. If not take the lead out and open the contact at the end of the lead out a fraction with a small screwdriver or a pair of pliers. Often neglected are the condition of the spark plug leads themselves. An easy check is to have the engine running at night and open the bonnet. If you see any flashes coming from the leads it indicates that the insulation is breaking down and it would be wise to replace them before heading off.

With the engine running listen for any undue rotating noises that could be either the water pump or generator / alternator bearings on their way out.



Outside of the engine bay the most important thing is to check the condition and inflation of your tyres, including your spare, and that you have a working jack along with a mallet and the wheel spanner, if you have the

octagonal wheel nuts on Mk II and later MGBs with wire wheels.

What spares to take with you? Whilst almost anything could fail, it is worthwhile taking some basic spares. I always take all of the consumable ignition parts – points, rotor button, condenser, distributor cap, spark plug leads and spark plugs. They don't take up much room, are not expensive, and it is good to have them if you need them. If you have replaced your points ignition with an electronic one, take the old base plate, points and condenser so that if in the unlikely event you have a problem you can put the old parts back in to get you home.



Make sure you have spare fuses. There is provision in the fuse box cover to hold a couple of spares, but it is also worthwhile having a few others. If you have blown a fuse the first thing everyone does is replace it, but if the cause of the problem is still present, then the replacement will blow as well.

You should always have a spare fan belt and I also take top and bottom radiator hoses as well, just in case. If you have a fuel filter, take a spare. I know of people who take a spare fuel pump, but if you have replaced it with one of the modern electronic ones these are much less likely to fail. And besides, a fuel pump is expensive.

You should also have a basic tool kit – spanners, screw drivers and pliers, an electrical test lamp, some electrical wire and insulation tape.

If your car is in good mechanical order and you do these simple checks you are much more likely to have a trouble free trip, and if something does go wrong carrying some basic spares means that you are much more likely to be able to get back on the road to continue to enjoy your time away with the MG Car Club.

John Clarke

# 2022 MG National Meeting

## “MGs by the Lake”

### Bulletin 5 (Final) - March 2022

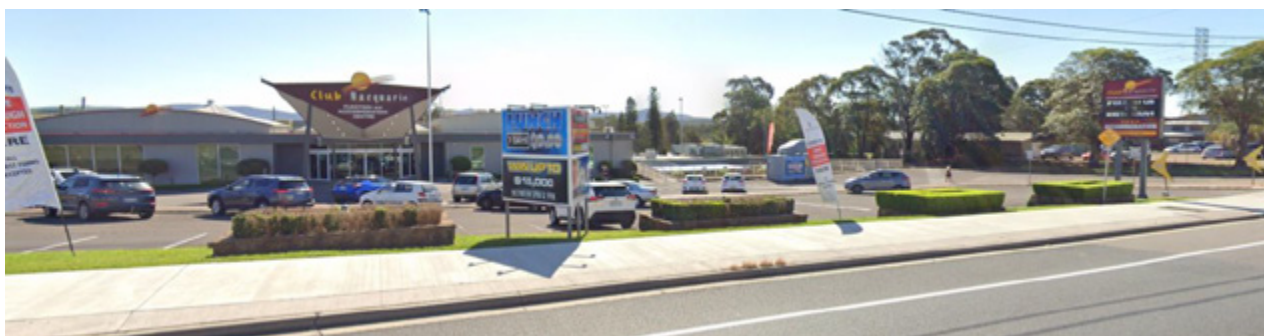


**THANK YOU** to the over 260 people who have already registered, and to those who will register in the final weeks before **ENTRIES CLOSE** on **Wednesday 23<sup>rd</sup> March**. This final bulletin provides some important additional information and reminders to help you prepare.

## Registration Arrangements on Friday 15<sup>th</sup> April

Registration will be at **Club Macquarie, 458 Lake Road, Argenton**, between **11am and 4pm**. There will be MG Car Club flags near the entry to help guide you in. Look for the maroon and yellow “Club Macquarie” signs, and don’t turn into the Waratah Golf Club next door by mistake!

Lake Road is the major arterial route (B53) between Newcastle and western Lake Macquarie. Driving from Newcastle, Club Macquarie will be on your right. There is a short turning lane, but if it’s full continue 400m to the roundabout, go around it and return so the club is on your left.



There is ample parking down the left side of the club, with plenty of space for trailers.

Everyone will need to sign in at the main club entrance before proceeding into the auditorium for registration. All entered cars will need to be presented for eligibility checking and basic safety scrutineering once registration paperwork has been completed. Also, don’t forget bring your photo competition entries to hand in at registration.

If you are running late and are unable to get to Club Macquarie before registration closes at 4pm, please ring Bruce Fraser on 0417 48 480 as early as possible so that appropriate arrangements can be made.

## Regalia

Pre-ordered regalia will be available for collection at Registration from the Regalia table.

Limited quantities of caps, bucket hats, lapel/cap pins and stubby holders will also be available for sale at Registration.



## Single Event Licence for Touring Assembly

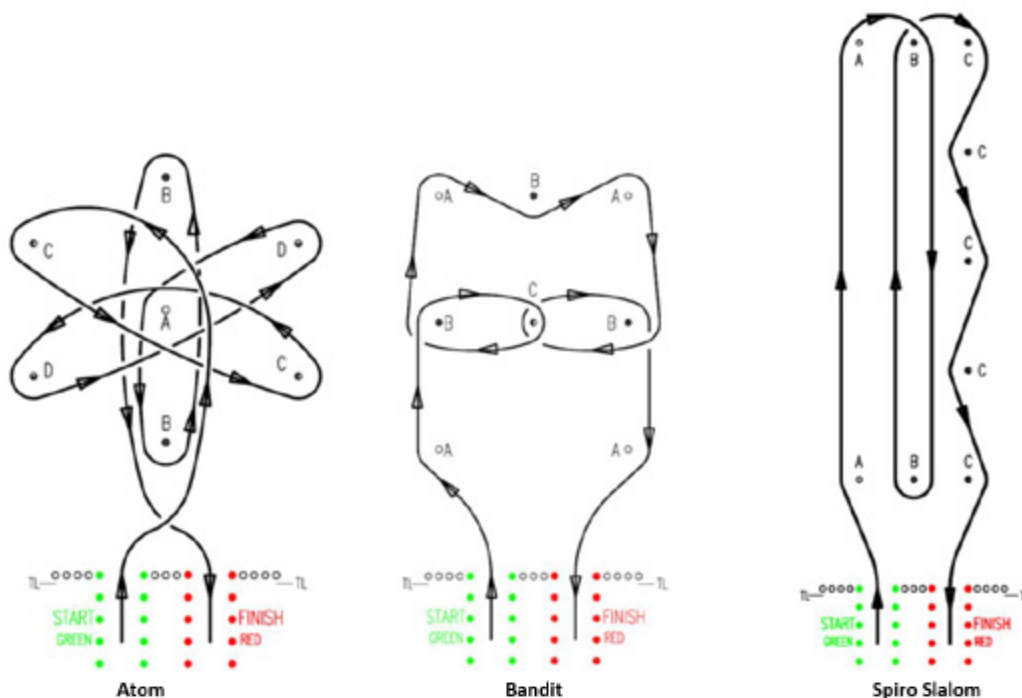
Competitors who have entered the Touring Assembly (Observation Run) as a driver but do not hold a suitable current Motorsport Australia licence will be able to purchase a Single Event Speed Licence at Registration for that event. The cost will be \$35. Note that this licence is not valid for the motorkhana or hillclimb, for which a full MSA Speed licence is required.

## Theme Night

Our Theme Night will be transporting us “Back to the Sixties” as we celebrate the 60th anniversary of the launch of the MGB. We are looking forward to this fun night of celebration, and we encourage you all to come suitably dressed for the occasion.

## Motorkhana Tests

As mentioned in the Supplementary Regulations, the tests for the motorkhana will be:



## Hillclimb Private Practice

A number of people have enquired about the possibility of private practice at Ringwood before the start of the National Meeting. Private practice will be available to limited numbers of drivers on Thursday 14<sup>th</sup> April between midday and 3pm, at a cost of \$30.

If you are interested in participating, please contact Lyall Clarke on 0481 359 759 to register your interest and obtain further details.

### Contacts for more Information:

Website - [natmeet2022.mgcarclub.com.au](http://natmeet2022.mgcarclub.com.au)

Registration enquiries – Raechel Fraser (0401 624 819) – [registrar.mgnatmeet2022@gmail.com](mailto:registrar.mgnatmeet2022@gmail.com)

Chair - Bruce Fraser (0417 481 480) – [chair.mgnatmeet2022@gmail.com](mailto:chair.mgnatmeet2022@gmail.com)

Secretary - Fran Hodgson (0414 449 252) – [mgnatmeet2022@gmail.com](mailto:mgnatmeet2022@gmail.com)



# the Wondaiah



14th - 15th May 2022



**Categories to suit all levels of participation:**

**Social** - (No MA Licence required)- Just for the fun of it...

**Tour** - Competition with no mapping

**Apprentice** - Mapping but not too difficult

**Masters** - Challenging mapping

The Wondaiah will start on Saturday in Maitland and finish on Sunday in Minmi. Entrants will travel a meandering scenic route each day. The overnight stop will be at the start location in Maitland, where competitors will have the opportunity to spend a relaxed evening with their new-found rally friends.

The event is open to all cars of any age or marque.

The entry fee is \$ 200 per car (unlimited number of passengers). Accommodation and meals are not included in the entry fee.

Accommodation / breakfast and dinner packages are available directly from the Monte Pio Hotel and Conference Centre (start and overnight location).

Your rally pack will contain all maps and or instructions needed for the event and your windscreen car number. The event is limited to 80 cars, and entries close on Saturday 30th April 2022.

Come and enjoy some fabulous driving roads in the scenic Hunter Valley. If you only enter one event this year, this is the one for you!

An event by the CLASSIC RALLY CLUB Inc.  
facebook.com/ClassicRallyClub  
John 0414 246 157  
classicrallyclub.com.au  
johncoopclassic@gmail.com





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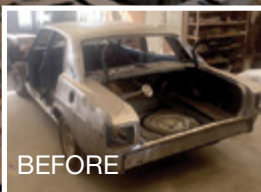
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E: garry@yourgarage.co



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 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.(see page 9)



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.

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-plates 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](mailto:alanheritage@yahoo.com.au), or Dominic David on 0414 407 400.

We have decided to revisit some articles from older issues of *Opposite Lock*. This first Article is by Ian Hague and appeared in the August 2015 issue. It talks about the motor racing that used to be at Mount Druitt. Towards the end of the article it asks for people to remember the motor racing tracks that were in the greater Sydney area that sadly no longer exist. Would any member like to add some information please?

Scott Davidson.

## Looking Back at the Mount Druitt Track

As the years and the decades roll by some of us at times may find ourselves recalling past experiences which, on reflection, may now appear to have been more significant than was appreciated at the time. It is with this thought that the following recollections have been cobbled together. And, not being a keyboard junky, the writer places no reliance on the WWW but instead draws essentially from the OGM (Old Grey Matter) which has proven quite reliable to date.

Having a father who raced an Amilcar in the 1930s and post war joined the then fledgling Australian Racing Driver's Club it was perhaps inevitable that the writer would be exposed to the sound and fury of motor sport at an early age. During high school years in which more study time was spent on Autocar and English Motor Sport than on homework and after a couple of seasons watching speedway racing at Sydney's Cricket Ground and Show Ground venues, I found myself in full agreement with my father's view that motor sport is far more interesting when the cars also turn right as well as left.

And so came the Sunday morning in May 1953 when this schoolboy enthusiast accompanied his dad on the long drive from Seaforth to Sydney's new race circuit at Mount Druitt. Turning north off the Great Western Highway, the sealed road extended little further than the level crossing adjacent to the tiny and isolated Mt Druitt railway station beyond which the remaining few miles were completed in clouds of red dust from the road's loose unmade surface. Journey's end was marked by a modest gateway manned by a solitary white coated attendant who exchanged our few shillings for tickets bearing the ominous warning that

Motor Racing is Dangerous!

Thus suitably forewarned we entered the circuit which had all the hallmarks of early stages in an ambitious project, perhaps being attempted with a maximum of enthusiastic zeal but with a minimum of material resources, so limiting facilities to no more than the basic necessities. Nevertheless, as the day wore

on, officials and spectators alike seemed near oblivious to any shortcomings, perhaps simply being thankful that Sydney once more had its own racetrack.

Also that day making a lasting impression on a dedicated young car spotter was the number of interesting vehicles parked in the spectator areas. Amidst a plethora of Holdens, Vanguards, Morris Minors and Ford Pilots, could also be seen a sprinkling of MGs (TCs and the odd TD), several Jaguars (Marks IV and V), a pre-war American La Salle as well as a handsome Abbott Healey two door saloon and, most memorably, two French beauties. A Delahaye 3 litre 6 cylinder, two door 4 seat D.H.C was indeed a rare sight but even that was outshone, as parked nearby was a superb Bugatti two seater, in blue, of course. Although my father had raced against Bugattis pre-war he was unable to identify this rare example but was only left to wonder whether it might possibly have been a Type 35 2 litre supercharged straight 8.

No doubt many present day classic car collectors would blanch at the prospect of such treasures being left unattended in a dusty public car park. Regrettably, photos of these automotive gems and other Mt Druitt action shots, as well as much else of my memorabilia collection, were lost by the carriers when moving house from Sydney to Lake Macquarie some years ago.

Paternal influence procured passes allowing our entry into the inner sanctum of the Pits which were found to be devoid of such luxuries as a sealed surface, pit counters, toilets or any protection from the elements. Apparently pit crews were expected to be as hardy as their drivers, particularly as the Pits were located within the circuit perimeter while the nearest toilets were situated some yards away, but on the outside of the track. So there could well have been times when some pit personnel may have experienced anxious moments, delaying the inevitable, whilst awaiting the completion of a race!

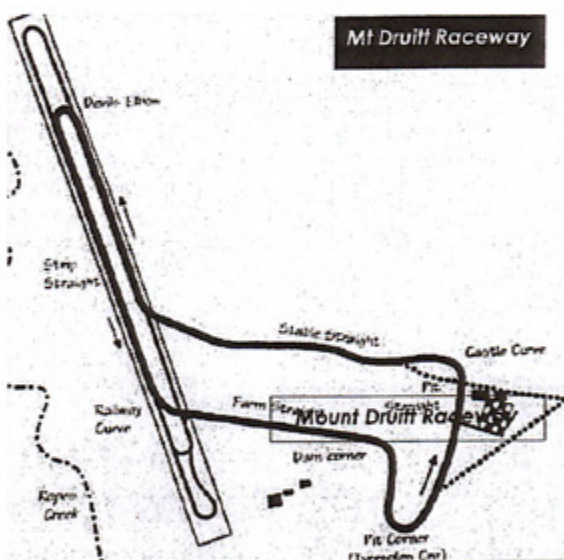
If my memory continues to serve me correctly, the control tower





was also located directly opposite the Pits and took the form of an old double story building which, in an earlier life, may once have been a large country house. That structure may also provide a clue to the naming of nearby Turn One as Castle Curve. By today's standards the track itself would not be considered sufficiently wide or particularly smooth but it was nevertheless fairly typical of Australian circuits of that era.

Pit straight was located at a higher level than the rest of the circuit and racing was conducted in an anti-clockwise direction. Thus Castle Curve was a descending left hander followed by a run down a slightly curved Stable Straight, into a fast right hander, sometimes known as Belf's Bend, then a straight run and heavy braking into the tight left hand hairpin at Devil's elbow. The ensuing Strip Straight utilised the remnants of a wartime airstrip to test top end performance, while good high speed handling was no doubt essential for the upcoming fast left hander at Railway Curve. Drivers then climbed the slight upgrade of Farm Straight before again breaking heavily for the slow right hand Dam Corner, followed immediately by the left hand hairpin at



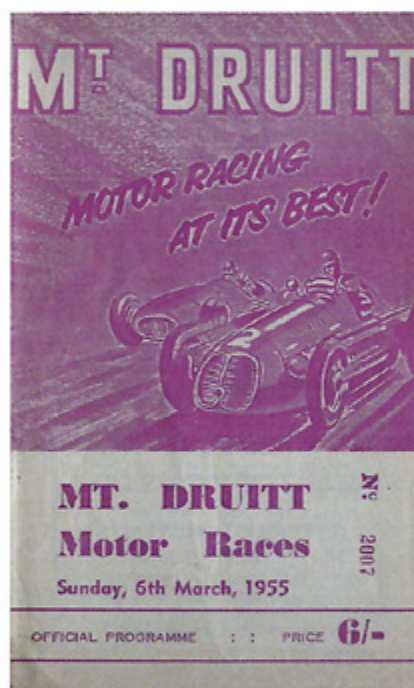
Pit Corner, leading then back onto Pit Straight and completion of the 2.25 mile lap.

Until the advent of motor racing at Warwick Farm on 11 December 1960, spectator grandstands were almost unknown in our sport and even basic seating was a rarity. In this regard, Mt Druitt circuit was no exception and race fans either brought along their own seats or sat on their cars, often parked bonnet-up to the safety fence. In most areas around the track the safety fences were set well back from the race action which is probably just as well because a couple of strands of wire stretched between well spaced timber posts then constituted the total extent of spectator protection.

Once again this situation was commonplace, as confirmed only a few weeks later when we attended what was probably the

only motor race meeting ever conducted on the roads within Parramatta Park, as organised (I believe) by the Australian Sporting Car Club. Subsequent visits to other race meetings at the Bathurst Mt Panorama circuit and also the Gnoo Blas track at Orange certainly suggested that race organisers at the time were severely limited in their capacity to provide more extensive fencing and other facilities. However, our sport continued to develop and progress under the energetic stewardship of the Confederation of Australian Motor Sport and over time many significant advances were achieved. Then 1959 saw enactment of the Speedways Act which mandated development of the stringent safety regulations and practices from which we all still benefit today.

As to the racing itself, those events catering for a single category (racing, sports or touring cars) were often run as scratch races, while other events for mixed categories were usually conducted on a graded handicap basis to allow for the implicit speed differentials. One such event at these early Druitt meetings was usually the final race of the day and was popularly known as the Butcher's Picnic, with the potential to include most cars that had raced earlier in the day.



These events were enormously popular with the crowd and also, we suspect, with the drivers who in these races would not only be squabbling with rivals in their own group but at the same time also pushing past slower traffic, or otherwise making way, perhaps reluctantly, for a banzai charge by faster machines. So at any one time fans could see a torrid argument involving Holden, Fiat, Peugeot, Morris Minor and even a pre-war Dodge being interrupted by a swarm of scrapping TCs and TDs which was in turn being chased down by a gaggle of Austin Healeys and TR Triumphs. Closing rapidly on all this action would be the likes of Jaguar XK120s and Healey Silverstone, which were themselves also fighting a rear guard action against a menacing pack of one-off specials powered variously by Ford, GMC, Jaguar, MG and J.A.P., with absolutely everyone aiming for a finish line coup de grace.



Not knowing which way to look at so much action all around the track many fans probably left for home feeling almost as exhausted as the tired but grinning drivers. Unfortunately, the Butcher's Picnic events were eventually abandoned, presumably due to the increasing potential for competitors to trip over one another in the heavy traffic.

A day full of so much noise, excitement and race action certainly made a lasting impression on this young enthusiast who in time began to wonder what life would be like on the other side of the safety fence. My father subsequently decided to indulge his son's flight of fancy and duly submitted an application for my membership of the ARDC, for which I still possess the club lapel badge.

Our further regular attendance at subsequent Mt Druitt meetings revealed progressive improvements to facilities with crowd numbers at times exceeding 15,000. Undoubtedly the most ambitious project ever attempted at the circuit was the Twenty Four Hour Endurance Race held at the end of January 1954. This huge undertaking was carried through successfully despite seriously adverse weather conditions and may well have been the first such event to be held in Australia. A well deserved victory went to a Jaguar XK120 Coupe driven by Bill Pitt, Charles Whatmore and Mrs Geordie Anderson, despite the track breaking up.

Notwithstanding all these achievements, 10 November 1957 saw the last race meeting ever to be held at the track which shortly afterwards suffered irreparable damage, rendering the whole track unusable. Its last hurrah was later marked by a few sprint events which were restricted to the old airstrip straight.

These developments also precipitated or perhaps coincided with changes in the writer's allegiances – from Simca to MGTC and from ARDC to MGCC.

Although the Mt Druitt sealed circuit operated for just five years it undoubtedly filled a gaping void in our local post war motor sport, which over time survived, grew and flourished despite the then indifference of the general public and from the media of the time. With the benefit of hindsight it could now be suggested that in those formative years this little track became the state's de facto motor racing academy. Certainly none of us spectating there at the time could have imagined that, roaring out of the Mt Druitt dust, eventually would emerge several state, national and international champions, or even more incredibly, a triple Formula One World Driver's Champion.

Clearly those early exertions of the Australian Racing Drivers Club, its officials and members achieved far more with the Mt Druitt track

than anyone could have realised at the time. And the valuable experience thus gained no doubt laid the foundations for the successful development of subsequent circuits at the (No Room for Mistakes) Catalina Park in Katoomba, the fondly remembered and sadly missed Amaroo Park Action Track at Annangrove and now the imposing international standard Sydney Motor Sport Park at Eastern Creek.

All of which brings to mind the old adage, Mighty oaks from little acorns grow.

If these ramblings have not yet exhausted interest in this subject we could perhaps, at another time and with our Editor's kind indulgence, examine a typical Mt Druitt race program to note some of the drivers and cars then involved in our sport some sixty years ago and to see what fate held in store for them. (Editor's note: Yes, Ian, please continue, a fascinating look at the history of the sport.

Ian Hague



*Mt Druitt track - April 1954*



*Jack Brabham preparing to race at Mt Druitt*



### 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](mailto: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.



## Conditional Registration Update

Brian Woolmer



It is rewarding to see many club members submitting their renewals using the Apricot system.

I have spent some time making sure that all CR vehicles have the minimum level of data required to manage the process. I have used my manual records from the previous year to enter the following basic information:

- Your car's rego type – Historic or Classic
- Your Rego Number
- Your next renewal date

You are free to add additional details if you wish and remember it is your responsibility to keep your profile up to date especially the next renewal date and the required documents.

For those members with more than one car I have recorded data up to a maximum of three cars. For additional cars I record basic details in the Additional Vehicles area of your profile. I would be grateful if you do

not change the existing order of the cars as this will upset system and manual backup records management.

With this data now in place I will be able to give you advance notice of your forthcoming renewal, issue and monitor invoices and to expedite the return of your Historic/Classic Vehicle Declaration.

When you have placed the documents for your next renewal into Apricot please drop me a SMS/Email to indicate all is ready. When paying your CR invoice please use the Apricot system.

Open your profile and select the Invoices and Payments option. When the screen changes you will see the word Balance (in green) in the top right hand corner of the screen.

Select this and follow the prompts to pay the amount shown.

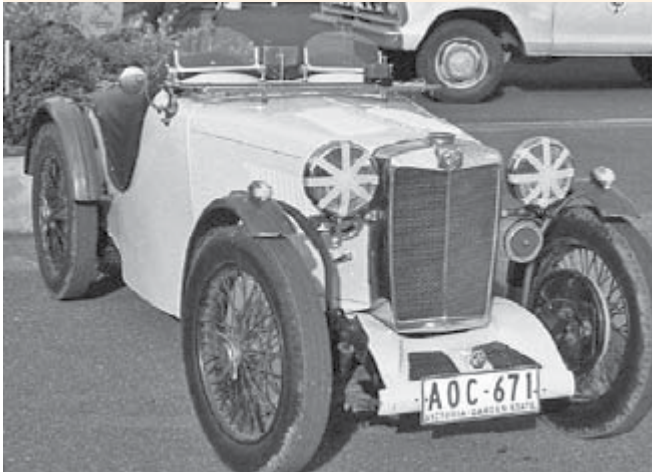
Brian Woolmer

## A Tale of Two Ps PA0482 & PA0489

Geoff Scott

My first MG P Type (PA 0489 Engine 839A 135P) was manufactured on the 27th March 1934 along with ten others, all destined for shipment to Britannia Motors in Melbourne.

Also in this batch was PA 0482 Eng. 831A 135P. Both P types have had interesting histories and some well-known owners. I have been extremely privileged to have owned both although not at the same time. I had owned several old MGs, my first when I was 18, but I had always lusted after an OHC pre war MG.



### PA 0489 in Cream Cracker colours when owned by Eric Milkins

Having watched Rex Roberts competing in the 1970s at various events, I could not believe my luck when I found Rex's PA for sale in the late 1970s. Rex had sold it to Eric Milkins, but it had little use and resided in an open sided lean-to in Eltham Vic. A quick trip to Eltham with Ian Nelson, the trusty trailer and a bag of cash and 0489 was mine. It looked somewhat forlorn and weathered but turned out to be mechanically excellent. I wasn't all that impressed with the "Cream Cracker" paint scheme so my first task was to strip it down to bare metal and have it repainted. Surprisingly, all of its original colour schemes were uncovered one by one during the paint strip. It had variously been white, green, and burgundy in its life but I chose Guards Red, a Porsche colour. This raised a few eyebrows at the time but I have noticed in recent years that quite a few local P types now painted in a very similar scheme!

Whilst the P type was being stripped down and painted, I had a call from Tony Sloan, the then Pre War registrar, asking if he could come around and have a look and confirm 0489's identity. Tony only lived five minutes from me in Glen Iris and was around in no time. After confirming its credentials from the dumb iron (a bit hard to read, see later) he was able to tell me a little of its very interesting early history that prompted me to carry out further research.

PA 0489 had 10 owners from new by the time I purchased it. The first owner in 1934 had been C.F. "Charlie" King, son of H. King, Funeral Directors. It arrived as a rolling chassis and was fitted with an Aspinall doorless racing body. Charlie competed at Phillip Island as well many other events in the 1930s, but I was not able to source much more information. I was so lucky being able to talk to quite a few of the following owners, most of which had lived in the Camberwell area when they owned the P Type. In 1939 Charles sold the PA to an unknown owner.

By 1942 0489 appeared in the window of Stanco Motorcycles in Elizabeth St. Melbourne. A young Harry Firth had just been demobbed from the Army due to a leg injury and was no longer able to ride his Velocette motorcycle, so a swap was arranged for the P Type with a small cash adjustment. I found out that Harry also lived in Glen Iris not far from me, so one Saturday afternoon I drove around to his house and knocked on the front door and explained that I owned his former MG and asked would he like to have a look? He appeared somewhat doubting and gruffly said "give me a look and I will tell you if it was mine".

After peering into the engine bay for a few minutes, a smile and a nod confirmed his previous ownership. I suggested that I take him for drive and received a curt NO NO. He said, "I should take YOU for a drive". A very fast and exciting drive ensued followed by a cup of tea rounded off a very enjoyable Saturday afternoon. Harry had made several modifications including a Marshall supercharger and while working at A.F. Hollins Motors in High St. Malvern he was able to "obtain" the drawings of an advanced camshaft profile being produced for a Q type.

After producing a copy, Harry won many events including Rob Roy Hill Climb and various races at the Fishermans Bend Airfield as well as many other venues. In Harry's hands and during a rather enthusiastic charge, a large hole appeared in the block of the original engine no. 839A, this engine ended up in Tony Sloan's PA 1299. Harry also gave me a large amount of history including details of the next three owners in the mid-1950s.

The next owner was Geoff Hore who lived in Vears Road Ashburton, after two years of frightening the locals Geoff sold PA to a friend, Maurice Fabricant of Hawthorn who had taken out Geoff's sister Pam (a costly date). Pam had many vivid memories of their courting days in the P type. Maurice and the next two owners were all engineering students at Caulfield Tech in the late 1950s including Dick Bendall who became the next owner. Dick carried on the tradition of wild driving for the next two years before selling it to fellow student Ross Williams of Camberwell in 1959 who was studying Metallurgy.



Ross Williams in P 0489 among the trees at Mt Martha c1963





In the early 1980s Ross invited me to his metal treatment factory in Clayton North and I took the P type along. Ross told me that he had been an apprentice at the Government Aircraft Factory at Fishermans Bend and pointed out several aircraft fittings in my P Type that he had "borrowed" and fitted, including aircraft grade linkages that were still on the car. Ironically, at that time Ross was restoring another P type whilst competing in 0489. This other P type was none other than 0482! Ross competed in many events in the 1960s. The photo shows him in PA 0489 with supercharger amongst the tea trees at the Mount Martha Hill Climb during this period.

In 1965, Ross sold 0489 to a lunatic in Dandenong who proceeded to use it as paddock car for 12 months before leaving it in a shed with the gearbox out and the engine hanging out on the dirt floor. This is how Rex Roberts found 0489 and paid 60 pounds for it in 1966. Rex worked his magic and in no time it was winning many events and trophies during his ownership and it was, as always, a very quick car.



### **Rex Roberts in full flight at the Lakeland hill climb**

The photo shows Rex at Lakeland Hill Climb in the 1970s winning fastest time of the day! Rex toasted the win by drinking "some" champers out of the very large trophy and then driving home in the wet. As he approached an intersection along Canterbury Rd, he braked heavily at a last minute red light and skidded across the intersection into a waiting police car. The impact badly damaged the dumb iron and put the car's ID out of shape a little, but it was still legible when Tony Sloan checked it all those years later! The police were very understanding.

Ross Williams and I have had the privilege of owning both these fabulous PA's, 0489 and 0482. By the early the 1980s I was competing in many MGCC events in PA 0489. It was a joy to drive, quick, precise and had never let me down at anytime, the motor would happily rev freely up to 6000 RPM. It was at home in hill climbs, OST's, National Meetings and even on lengthy Springtime Rallies. It helped me win many events.

I decided to rebuild the motor in 1986 and with the help of Rod Baker (Cylinder Heads) I was able to get the valve timing set very accurately using Toyota twin Cam caps and shims for accurate and ongoing easy valve adjustment. Ian Shugg also balanced the motor for me.

I believe it was Ross Williams that fitted hydraulic brakes to the car so it not only went fast but stopped very well. The only other concession to originality was the fitting of a Bosch Distributor, no more Lucas bronze bushes to replace every 12 months.

By the 1990s I was spending more time away on flying duties and using the PA less and less. It was around this time I made a very bad decision that I came to regret. I was offered more than twice what the P type was worth and foolishly accepted this offer. My son Glen, who, when

young, spent many years by my side in the PA and never forgave me for this careless decision but after nearly 25 years I was lucky enough to be able purchase yet another great P type and partially redeem myself. PA0482

Over a 20-year period I started searching for another exciting P type but finding the right one had always been problematic. PA 0489 was always going to be a hard act to follow. I currently own a fabulous 1921 Amilcar CC Petit Sport, and have for many years, as well as a very nice MG TC, but nothing could ever quite match the joy of my old PA. Earlier this year I heard rumours of a PA in Perth being for sale and after enquiring about its illustrious past and owners, I realised this could be the one I had been waiting for, it certainly had a surprisingly good pedigree.

With Covid in full swing, a trip to Perth was out of the question, all I could do was speak to a couple of its previous owners and get as much of an idea of its condition then jump in at the deep end. The owner, Tony Bagshaw, had done an excellent and sympathetic restoration having restored three TFs prior to the PA, but none of my friends in WA had seen this PA used in anger. It appeared at a number of Concours events but rarely driven.

No matter how good a restoration is, and this one was done really well, there will always be a need for much fettling and sorting and many adjustments still to do. PA 0482 was no exception! I don't mind this, as it is a chance to put one's stamp upon the completion! Upon arrival at the shipping yard in Melbourne to pick up PA0482, it started but ran very roughly and did not have enough power to drive up the ramps of my trailer, this turned out to be a faulty (Champion) spark plug, with the gaps set well out of tolerances. A new set of NGKs correctly gapped had the motor running a bit more smoothly. The clutch was all free play and virtually no clearance so another problem needed sorting thanks to the help and advice of Andrew Fock. The SU carbs were also hugely out of tune. Tony had sent them to an SU "expert", they had two different needles both incorrect, the butterflies did not fit correctly and would not idle at less than 1300rpm. Again, all these problems were not hard to fix. After all of this it drove well, the motor had been rebuilt by a Lotus expert in Perth who had done an excellent job, it runs and sounds as a P type should.



**Freshly arrived from Perth, PA 0482 looks stunning in duo blue coachwork**

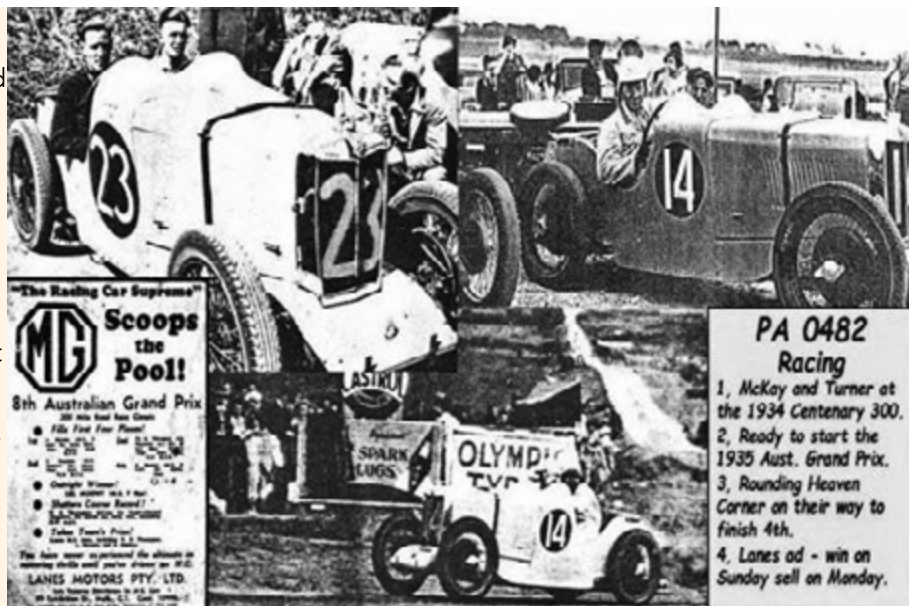
I was knocked out by the ongoing provenance of this P Type. The first owner was Robert (Roy) McKay of Elwood Vic. who had purchased PA 0482 new on the 5th of Sept 1934, the registration number being 196-657. It also had been fitted with an Aspinall racing body.

Roy started competing almost immediately. His first major outing was the Centenary 300 at Phillip Island on New Years' Day 1935 and a few months later Roy achieved a very credible 4th Place in the 1935 Australian Grand Prix at Phillip Island with his riding mechanic L. Turner. McKay drove as part of the Lanes Motors Team of three P types in the AGP, Les Murphy famously won this race in PA1292. During Roy McKay's four year ownership, PA0482 was used extensively for competition as well as everyday use but in October 1938 it was traded or sold back to Lanes Motors when Roy purchased a new MG TA. PA 0482 then went through a succession of owners over the next 12 years.

By 1945 the registration had become GU-425. In September 1950, 0482 was purchased by well known VSCC identity Laurie Rofe. Laurie drove the P type to its full potential in every way including smashing into a pie van at one point. He became so impressed with OHC MGs he went on to own three more OHC MGs over the next few years: the famous ex Peter Manton P Type, a 6 cylinder NA and eventually the ex John Sawyer K3. The rego number of the P-type again changed to WD-756 which it was to retain well into the 1960s.



Some time prior to Laurie's ownership the Aspinall body was altered, the deep cut away doorless body has rear opening doors and full length sweeping guards fitted. In October 1951 Richard Goff bought 0482 and owned it for four years, only selling it to purchase a new MG TF (above). After several more owners, Michael Smith of Brighton Beach purchased 0482 from Richard Goff in February 1960. It appears that Michael replaced the tired and cut about Aspinall body with an English body that it retains to this day. Where this body came from is still under investigation. In September 1962, Michael sold the PA to Ross Williams. As mentioned earlier, Ross already owned PA 0489 and set about fully restoring PA 0482 to a very high standard. The photos below show Ross's excellent restoration in progress. The detailed engine bay is still identical to this day, even after several more owners and restos, a testament to Ross's high standard of work. In November 1964, Walter Magilton bought the PA from Ross. Walter was to own PA 0482 twice in the next 37 years, (1964 to 1973 and 1993 to 2001). In the mid 1960s, Walter carried out yet more work on 0482 at the same time as he was restoring NA 0281. In between Walter's



ownership, Norm Falkiner owned PA 0482 from 1973 to 1993, its longest single period of ownership since new! Norm campaigned the PA extensively and won many events. P 0482 has always been a highly competitive car in the right hands and Norm was no exception.

In 2001 PA 0482 was put up for auction and purchased by David Cordy of Marong, near Bendigo. Then in 2005 it changed hands again, this time Allan Whettenhall became the new owner. Allan takes up the story: I bought the PA from David Cordy who was rebuilding the engine in 2005. I had bought a Morgan from him and said if he ever wanted to sell the P let me know. It seems like it was a very short time and he rang to say it was for sale as he had bought a Lagonda. So I think he restored it to original specs. Norm Falkner or Ross Williams had over bored it to 1000 cc I think, thereabouts. I was at the same time restoring TC 4919 that came in from Zimbabwe in boxes. One day I had a call from a friend that he was selling his Lotus Elise, so the PA had to go. In 2008 Allan advertised 0482 and it left Victoria for the first time in 74 years and spent the next 13 years in Nedlands, and a fascinating history and provenance as do many of our wonderful P Types.

A big thank you to Walter and Mathew Magilton, Andrew Fock and Allan Wettenhall for their help in preparing this article.



**The PAs of Norm and Rex at one of the many events that they were locked in battle.**

*Geoff Scott*

*Published in March 2022 Australian Pre-War MG Register, with kind permission of Malcolm Robertson & Geoff Scott.*



# Illawarra Register

Michael Hough



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.

A reminder that the Illawarra Register from both clubs combines for these Illawarra 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.

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: for example Christmas in July at the Mt Keira Scout Camp is on a Sunday.

At the last minute we had to swap the March & May events, as the Nan Tien Buddhist Temple staff advised that the Temple could not honour our original booking, so we went to Battery Park Wollongong historic gun complex, with a morning tea at the Corrimal RSL Club.

Here is a brief article with photos of the history of the Colonial fortifications designed to protect Wollongong Harbour, constructed in the 1880's and still remaining largely intact today.



Michael Hough is a retired Army LTCOL- who commanded the then CMF regiment which had a Company based in Wollongong- and as a Rotarian he was instrumental in preserving the historic Smiths Hill Gun Battery after it was uncovered after being buried during WW2 and restored using a Bicentennial Grant. Michael led the tour and gave a commentary to those



attending about the need for the batteries and explaining the purposes of the remaining fortifications.

Essentially there were three batteries of muzzle loading guns planned to protect the small Wollongong Harbour from marauding shipping (which was feared to be a Russian invasion at that time!)- a short-range battery of three guns to protect the inner harbour, and two long range batteries of two guns each to protect the North and South approaches.

However, and probably due to funding constraints- only the Northern long-range battery at Smiths Hill was ever actually built, and this is the intact battery surviving today.

The short-range battery ( called the Signal Hill Battery originally) was demolished before WW2 to build the current Flagstaff Hill drive, and the 3 guns were relocated as tourist items atop Flagstaff Hill, near the modern light house, where they provide a very popular tourist attraction setting.

Prior to WW2 these guns were replaced by a more modern 'ARMSTRONG Disappearing' Gun -which has been removed and only the circular gun pit installation remains.

Every Australia Day, the Smiths Hill Battery is used to provide a historic gun firing re-enactment with Rotarians and Army Cadets dressed in British Army Uniforms of that era.

If you are interested in helping preserve these installations, please contact Michael Hough on [mhough5@gmail.com](mailto:mhough5@gmail.com) for more details.



## 2022 Program Dates

|      |        |       |                                            |
|------|--------|-------|--------------------------------------------|
| May  | Thu    | 26    | Nan Tien Temple Berkeley NSW               |
| July | Sunday | 24    | Christmas in July- Mt. Keira Scout Camp    |
| Sept | Thu    | 22    | Rhododendron Park- Mt Ousley & Morning Tea |
| Oct  | Sunday | 30    | Jamberoo Motor Show                        |
| Nov  | Sat    | 13-14 | MG Car Club Run To Wings Over Illawarra    |
| Nov  | Thu    | 24    | TBA venue suggestions?                     |

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 May Opposite Lock**



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## Brake & Clutch Repairs

Recently I was prompted to do some repairs on the brake & clutch on my 1969 MGB.

A friend had big problems with the fluids in his car causing corrosion problems, this is understandable as the fluids are hygroscopic, (absorb water) & soon cause corrosion with mating cast iron components.

So I had Peter Moxham of Thornleigh put my car on the hoist & drain both brake & clutch fluids.

The fluid were very dirty & contaminated.



Driving the car after this exercise indicated gear changes seemed smoother.

To improve things even more, Peter suggested I attend to the mechanism above both clutch & brake pedals.

This meant removing the black metal cover held by 3 screws in the engine bay & dismantling the bits & pieces (see photo). Sure enough there was a lot of wear.

Particularly in the bronze bushes that the pedals pivot on & the clevis pin & fork.

New sintered bronze bushes were purchased from Bruce at Sportsparts & repairs commenced. A bench press I have in the workshop was needed to remove old worn bushes, & new ones pressed in, this resulted in the bushes closing up by about half to one thou ( .0005" to



.001" ) so mating distance tubes were polished to size in the lathe.

Likewise the upper clutch pedal plate had a 5/16" hole worn elongated over the years & was a sloppy fit on its mating part. This was rectified by welding up the hole & re drilling with an "N" drill .302" diameter and then finishing with a reamer to .3125" diameter to suit the 5/16" .312" diameter clevis pin.

All was reassembled using lubricant on pivotal parts.

I did have difficulty refitting the circular clip on the push rod, as I did not have enough hands. Got over this problem by using a wooden stick in the end of the clevis pin & a toolmakers clamp to retain the push rod, & bingo all finished.

The end result of this job is now very smooth gear changes with no slop in brake & clutch pedals.

A worthwhile exercise !

Its like new car.

*Bruce & Sue Smith from Dural*



## Wiper Blades Chat

I've been complaining for years about the poor quality of "Genuine Tex" wiper arms, which don't have the properly formed splines in their hubs to grip the wiper drive spindles. The hubs are also a larger internal diameter than the originals.

When I asked Bruce Smith to pass on the issues with the arms they were selling (I think I had lost three by this time), and provided Bruce photos and measurements showing the problem, Tex replied that if I didn't like their arms, I should purchase from their Chinese competitors!! Customer service and quality control at their finest!! I guess at least they responded. Many British companies in my experience won't even do that. No wonder the British Motor Industry self destructed and imploded.

But, praise be, it looks like the wonderful Cecelia Bruce of Scarborough Faire has commissioned quality arms with properly configured splines!!

Scroll down to Friday, 11th of March

<https://mgaguru.com/tales/mobile188.htm>

I wonder if Cecelia would consider having MGB arms remade as well?

Middle arm in the photo is an old used MGB wiper arm Bruce Smith provided me with in 2014. This pair of arms are still working perfectly well on my MGB, but is the later broader blade, matte finish type. My MGB Mk I should have narrower blades and a bright chrome or stainless steel finish.

My "Genuine , quality Tex" MGA arms are so sloppy in their fit, and exert essentially no pressure on to the windscreen, so they are there purely for ornamental purposes.

**Mark Wellard** But Tom,

From Barney's note, it sounds like you can still have a poor wiper system by using moss wheel boxes.

Great to hear Cecelia has produced something that works, I wonder how they compare to the original arms? Are you volunteering to be a guinea pig

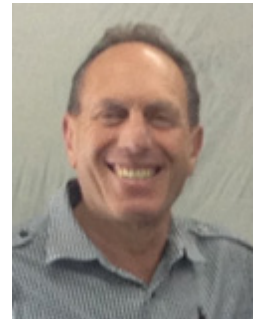
(I see the USPS is shipping to Australia again)?

**Tom Aczel**

I'm certainly happy to (ahem) be the one to raise my arm and try!

By the way, in the first photo, the middle arm is the genuine arm. In the second photo, with the measurements, it is the third (bottom) arm that is the

Tom Aczel



genuine arm.

Robert's building up two MGA roadsters, so he might also be interested.

Incidentally Mark, are the MGA Coupe arms longer than the roadster arms?

For the MGB, the GT arms are longer than for the roadster?



**Garry Kemm**

The arms are the same between roadster and coupe, however different angled end for LHD versus RHD. Has Cecelia reproduced both?

By the way can't beat Lucas NOS or good second hand examples.

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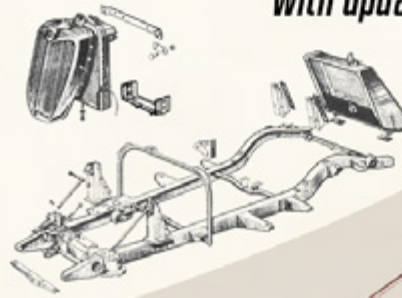


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Sunday morning coffee at Brooklyn



## Registering For Club Events

John Clarke



It is important when asked to register for a club event using the Wild Apricot membership system that members do just that, register using the system. Every member of the club has access to Wild Apricot and it is usually just a matter of following the 'Register' link from the ad. The system also allows for any payment required to be made then and there using your credit card.

### May 2022 Breakfast Run to Bamboo Buddha, Holgate

|                          |                                                                   |
|--------------------------|-------------------------------------------------------------------|
| <b>When</b>              | 1 May 2022<br>7:30 AM -<br>1:00 PM                                |
| <b>Location</b>          | Bamboo<br>Buddha, 221<br>Wattle Tree<br>Road, Holgate<br>NSW 2250 |
| <b>Spaces<br/>left</b>   | 37                                                                |
| <b>Registered</b>        | Be the first                                                      |
| <a href="#">Register</a> |                                                                   |



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.

One of the benefits of the Wild Apricot system is that it reduces the administration required by our volunteers. It allows event organisers to keep track of who has registered, manage the numbers of people booked in, who has paid, and then attendance on the day. If you do not register on-line then the event organiser has to either keep a manual record or go into the system themselves to register you. And of course, also receive and answer your e-mails or phone calls.

Registering in the system also allows organisers to easily communicate with those who are attending should there be any last minute changes or to provide additional information, since it allows an email to be easily sent to all registrants, such as occurred with the recent postponement of the run to the Barlow Museum.

a payment into the Club's bank account that the event organiser knows you are coming. The St George Bank doesn't notify the event organiser of your payment. It will only be picked up later if Allen Gower, our Assistant Treasurer happens to notice your deposit into the Club's account. By then it could be too late, and the fact that you have not registered for the event means you could be turned away.

Event organisers are being encouraged to enable on-line registration for all events they organise. So please use the Wild Apricot membership system as it is intended. Ultimately it will be easier for members and in particular our Club volunteers.

John Clarke

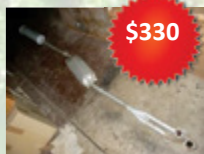


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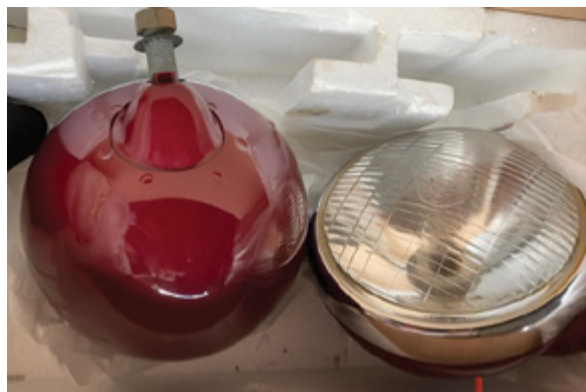
#### MG TD Parts Sale: 7th MAY

I am sorry to have to inform all members of the MG Car Club of the passing recently of Ken Andersen, a one-time member of the Club and a devoted TD owner in earlier days. Ken sometimes advertised parts for sale through Opposite Lock, and was a model enthusiast of high repute, both as a collector and as a creator (especially through his work on the early models of the Sydney Opera House for Jorn Utzon and for his models of the New Endeavour replica).

Ken Sold his TD some time ago to one of our Club members, and his family have now decided that it is time to sell his comprehensive collection of spares and bits and pieces for TD's and a Wolseley 4/44 engine as well.

The family are planning a one-day sale to take place at their home at 13 Lister St., Winston Hills on Saturday, 7th May from 9am to 4pm.

A list of items for sale is available by email. Please contact me on [grahamhayton05@bigpond.com](mailto:grahamhayton05@bigpond.com) or by phone at 0409397028. The list is quite comprehensive, too many items to repeat here, and all in



good condition. Many parts are as new and would be of interest to any restorer/ TD owner. The attached photos tell part of the story and show the excellent condition of much of this collection.

Pricing is to be by negotiation but everything must be sold, so put the date in your planner and we will see you there !

*Graham Hayton*



NEW





### MGB BL 1970

Tartan Red with black soft top & chrome wire wheels.

The car was restored between 2000 and 2002 and remains in very good condition with only 8,800 miles on the odometer.

Current owner for the last 7 years.

The car has been professionally maintained by Moxham Garage and comes with all records.

Serviced in November 2021, rocker set replaced recently & carburettors rebuilt.

Comes with tonneau cover, manuals and books.

Historic registration.

**Location:** Sydney

**Price:** \$35,000

**Contact:** Bill Lynch

0402 733 255 or 9450 2310

NEW

## Classifieds - Cars



### 1963 MGB

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:** \$19,750

**Contact:** Doug Hurley

0417 665 249

[Doug.Hurley@BrownandHurley.com.au](mailto: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](mailto: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

**Contact:** Stewart McAlister 0419 214 585

[bsmcalister@bigpond.com](mailto:bsmcalister@bigpond.com)



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### 4 MGB Wire Wheels

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MGB) to replace one that was not  
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incorrect one for our car.

Tested & runs smoothly, however I  
cannot vouch for its calibration.

**Price:** \$130.

**Contact:** Tim Evans

0411 530 441

[tim@oceanbeach.net.au](mailto:tim@oceanbeach.net.au)



### 4 Chrome Wheel Nuts

Good condition to suite MGB Mk II

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**Contact:** David Jones

0418 466 453

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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.

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| 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 tach (from coil)               |  |
| Purple/Black |  | Horn switch                             |  |
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| Green/Black  |  | Fuel Gauge (from sender)                |  |
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*First color is the wire - second is the stripe*

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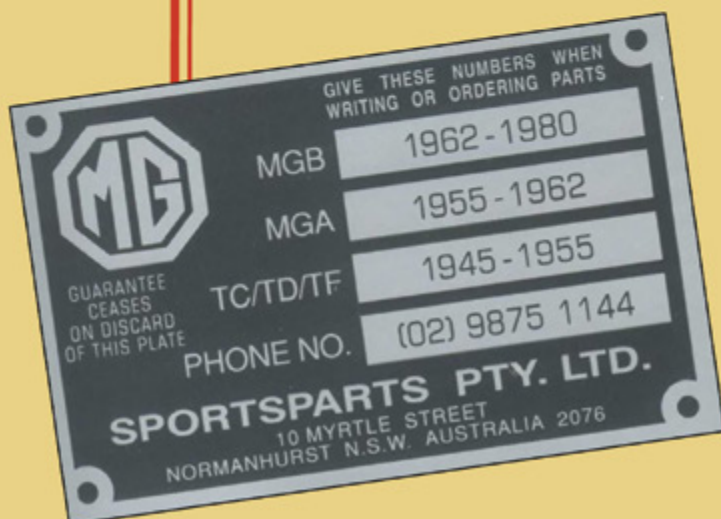
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