



Official Journal of the MG Car Club – Sydney

Opposite Lock



May 2022

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Cecil Kimber Records

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MGCC Sydney Club Calendar 2022

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 Mulette Registrar, Peter Baldry

JULY

- 2 North Shore Sporting Car Club St Ives
- 4 Board Meeting
- 10 Club Run, MGF/TF Registrar, Mark Robson
- 12 Members Gathering, Strathfield Golf Club
- 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

Members, Welcome to May 2022.

Whilst the weather during April was consistent with the first three months of the year, it did not stop the club members participating in numerous events. Most notable was the National Meeting in Warners Bay. Located on the edge of the beautiful Lake Macquarie, representatives from most Australian Clubs were treated to four fun days of MG motoring, displaying and motorsport. This was the first official National Meeting since Redlands Bay in 2019. I would like to thank the strong contingent of members that travelled to the event to represent the club, the best number in quite a few years. I would also like to thank the MG Car Club of Newcastle for hosting a super event. Well done.

Whilst on the subject of best numbers, I am delighted to announce that the MGCC Sydney was the winner of the Magazine Competition at the 2022 National Meeting.

Hilary, you really have done a sterling job on the magazine. I'm sure I speak for all members when I say this. Thanks for your timeless efforts and your commitment to connecting the members via this medium, especially over the difficult last few years.

As we head into winter, members are reminded that we have a broad range of quality regalia items still available for sale. Especially for the ladies, the Quilted Puffer a must if you are attending the Tour De and the Ladies Shield Jacket great for the variable weather we have been experiencing over the last four months. As always there are numerous items available for all members, see the website for details. Whilst on the Tour De at the time of writing there is still one room available. This is a long-standing club event and is always a lot of fun. If your situation has changed, and would like to attend, please register via Wild Apricot.

Covid cases whilst decreasing over the month, are still at remarkably elevated levels. So, please base your decision to attend any club event on current medical information, the style of the club event and your own personal circumstances. As many of you are aware Dom David will be stepping down from his National Meeting co-ordinators role, a position he has held for many years. Travelling interstate sourcing and booking motels and other necessary facilities for members attending National Meetings. We thank him for his dedication & commitment to the club. Dom you are a champ.

I am pleased to advise that Ros Bastian has volunteered to take over this role from Dom. You will be aware that Ros has been a strong contributor to the functioning of the club over many years and it's great to have her back. Thanks Ros, we need your skills especially in the lead-up to the Centenary in 2024.

Preparing for 2024, will come around sooner than you think. The Board met on the 2nd May and the meeting priority was to commence building the structure for every segment of the 2024 meeting. Accordingly, we will be asking for volunteers to lead and assist in the planning and the successful delivery of this event. We have been making this request for some time now, and several of you have come forward, thank you, but we need more assistance please. If you have a particular skill set that you believe will help make the 2024 meeting a success, please give me a call or contact any Board member.

Enjoy the May club events, and I look forward to catching up with you over the month.

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!

Simon Fransen	MGB
Andrew & William Heffill	MGB
Martin Gleave	MGB
Peter & Sandee Walker	MGB
Geoff Murray	TD
Sam Kennedy	MGA
Alex Watson	MGB
Stephen & Jack Basley	MGB



John Clarke's Granddaughter at the National Meeting at Lake Macquarie over Easter.





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

52, Weeroona Road, Strathfield.



May 2022 Cover:

A beautiful TC in Clipper Blue from
Tasmania, The Concours
National Meeting 2022.

Photo by Alan Heritage

May 2022 *Opposite Lock*

Contributing photographers:

Thanks To:

Michael Hough,

John Clark, Hilary Wren

Fernando Lecuna

Greg Fereday,

Nikki Freeman, Suzie Jonklass

Peter Cook, Tom Aczel

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C and V8	Vacant			
Midget and FWD	Vacant			
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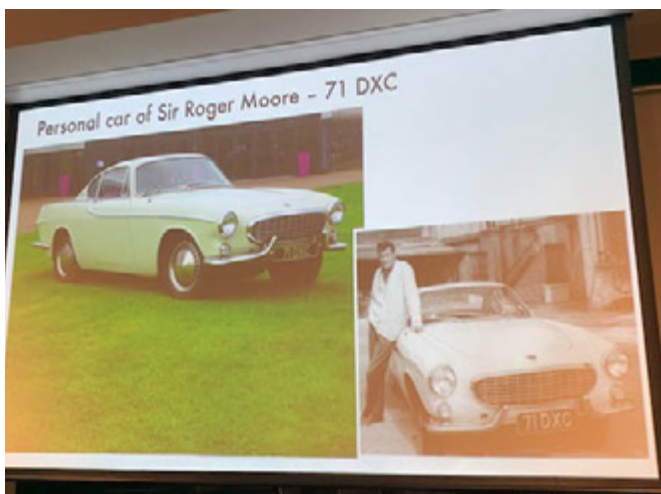
At our members gathering in April we welcomed guest speaker Fernando Lecuna.

Fern spoke to us with passion about his magnificent Volvo P1800. Jensen 1962.

He is only the second owner of this vehicle and takes great pride and enjoyment in his special car. He told the story of purchasing it from the original owner and all the details of modifications featured in the right hand photograph. She was a stickler for being precise and ensuring all was in order.

Fern took us through the history of his car and the unique historical connection with the television series "The Saint" and Sir Roger Moore's connection with the car.

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



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



Come join us for our monthly meeting at Strathfield Golf Club
Dinner from 6 pm, meeting commencing at the new time of 7.15 pm
Socialise with like minded car enthusiasts and learn a few new car tips



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National Meeting at Lake Macquarie

Greg Fereday

FRIDAY APRIL 15th TO TUESDAY 19th

Finally, after a three-year break due to Covid restrictions, MG owners from around Australia had a full National Meeting to look forward to over the Easter break, to be held on the shores of Lake Macquarie, near Newcastle NSW, organized by the MG Car Club of Newcastle.

Concerns were held in the two months leading up to Easter due to severe weather events and flooding on the East Coast, but luckily the weather predictions started to improve with only light rain forecast for the period of the event. As it transpired, the weather could not have been better, with blue skies every day.

Commiserations to go to Frank and Susan Perry who had to cancel at the last minute due to Covid. With the top end of Lake Macquarie being less than 1 ½ hours from Hornsby most Sydney club members drove up on Thursday to avoid the Easter rush, but even so traffic was heavy, with reports of several multiple car crashes slowing the journey. However, nothing compared to the Friday traffic which crawled most of the way, one club member taking four hours to arrive from northern Sydney.

Thursday afternoon was spent unpacking cars, settling into the accommodation, preparing cars for the Saturday Concours, and then a short walk into Warners Bay for dinner. A range of eateries was available, but Arthur Pugh knew the local pub which is where many members ended up eating. It was then time to walk back to the motel, some picking up supplies from the supermarket on the way.

Club Macquarie was to be the rally headquarters for the event, and it was here the Registration, Noggin n Natter, Theme Night and Presentation Dinner were held over the next few days. These and the other driving and sporting events will be covered in separately later.

Sunday evening is left a free evening by

the organizers, and thanks go to Dom David who organized with The Esplanade Motel to hold a Bar-b-Que around the pool for the Sydney Club. Dom

also organized the food & supplies for the evening, and even managed to secure fridge space for the food. The owners of The Esplanade, John and Kim Collins and their



daughter Katherine, also generously offered a prize of two nights' accommodation and a meal at the motel restaurant for the owner of their favorite car. As they could not decide on one favorite they extended the



offer to two prizes – the winners being the MGY four door tourer of Margaret and Mathew Crawford and the other winner, the TC of Andy Leondiou. Congratulations and thank you John, Kim and Katherine.

I also witnessed a first that evening, I was sitting with Dom in the car park when he pointed to the sky at what I thought was an airplane but was in fact the International Space Station passing overhead! The National Meeting traditionally finishes with a farewell breakfast, and this was held at the Belmont 16ft Sailing club, another great location overlooking Lake Macquarie. An excellent choice of cereals, fruit and hot food was on offer.

It was then time to hit the road back to Sydney, and to start planning for next year's meeting in Adelaide, and more importantly the meeting in 2024 being organized by the Sydney club for which volunteers will be needed. Many notes were being taken at Lake Macquarie on points that could be improved but the club needs people to come forward to help make the event successful.



Thanks also go to the Newcastle Club for putting on a great National Meeting over the Easter weekend.

Greg Fereday



Concours at Lake Macquarie



Concours Winners



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



We are trying to track down this early Bullnose MG which was previously owned by Julie Craig. Please send an e mail to editor@mgcarclubsydney.com.au if you know of it's whereabouts. Thank you.

Peninsula

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Old Speckled Hen Run

Sunday 15 May 2022

Assemble from 9:00AM - Start at 9:30AM

McDonald's Restaurant - 441 Great Western Highway,
Wentworthville



Enjoy a very different drive to the Museum of Fire, Penrith. Off-street parking and grassed area for a picnic lunch. Bring your own picnic lunch or stroll around the corner (approx 1km) to Penrith Plaza for lunch and coffee or a special retail experience.

Large display of cars from several clubs – make a commitment now for this great day.

Relaxed suburban/rural drive with trivia questions along the way.



Organised by the MGCC Post 2010 Register
Contact: John Lindsay 0403 330 441



TOUR d' GLOUCESTER Gateway to Barrington Tops.



JUNE Long Weekend 11-13th June 2022.

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

Fancy Dress Dinner "The Hills are Alive"

Register through the Club Website and check in via the calendar .

Contact: Robert Smith : 0407 600 632



2023 MG National Meeting 7-11 April

Bulletin 1

www.natmeet2023mgcc.com.au/



Welcome to fabulous Adelaide and its stunning surrounds for the 2023 MG National Meeting.

Adelaide's renowned for the ring of parklands surrounding the City, the wonderful beaches in one direction and cool green Mount Lofty Ranges in the other, and of course, the best wine districts in Australia just a short and pleasant MG-ride away!

Whatever you like doing (when you're not in your MG), you'll find it in Adelaide, in abundance.

And it's not just the food and wine that's mouth-watering.

The Easter National Meeting Program is already filling out with great events like these:

Friday April 7

- Registration and scrutineering – Kauri Community and Sports Centre, Seacliff
- Noggin'n'Natter (including Rocker Cover Racing) – Festival Function Centre, Findon

Saturday April 8

- Concours – Wigley Reserve in beautiful Glenelg. The Concours is always a highlight of a National Meeting and everyone who brings an MG to Adelaide will be encouraged to display their car.
- Theme party – Stamford Grand, arguably Glenelg's top venue overlooking the State's best-known beach.

Sunday April 9

- Motorkhana – The Bend Motorsport Park, Tailem Bend. SA's newest and arguably best motor sport venue with full facilities including on-site accommodation.
- Kimber Run – Southern Adelaide Hills Wine Region with lunch at the Hahndorf Oval in the heart of one of SA's most loved tourist precincts.

Monday April 10

- Super Sprint – The Bend Motorsport Park, Tailem Bend.
- Observation run & Social Run – Northern Adelaide Hills Wine Region
- Presentation dinner – Festival Function Centre, Findon

Tuesday April 11

- Farewell breakfast – return to the Stamford Grand at Glenelg to catch up once more before heading home or spending a few more days exploring what SA has to offer.
- Delegates' conference – Glenelg North Community Centre.

Adelaide, the Hills and the Glenelg area have many different types of accommodation available to meet everyone's budget, and we encourage you to make bookings directly of your venue choice.

You can find local accommodation here: <http://www.glenelgsa.com.au/>

While there are many options, we know that Glenelg is always popular during National Meets in Adelaide.

It's easy to get from Adelaide to Glenelg by tram and it has much to offer when you arrive. There is plenty to keep the whole family amused such as fishing charters, sailing, beach volleyball and activities, walking trails, bike hire, the famous Dolphin swim or watch or even a twilight cruise, reserves, playgrounds, BBQ areas, lots of history and an amusement centre.

Expressions of interest and enquiries to:

Tim Edmonds, President, chairman2023natmeet@adam.com.au

Chris Bray, Registration, registrar2023natmeet@adam.com.au

Sandra Cardnell, secretary2023natmeet@adam.com.au

See you in Adelaide next Easter!!

Tim Edmonds President, MG Car Club of SA



SYDNEY MG CAR CLUB NATIONAL MEETING UPDATE.

On 3rd April 2023, Sydney MGCC will invite the attendees at Adelaide National Meeting to Join us in 2024 for our Sydney MG National Meeting.

29th March 2024 to 2nd April 2024 Sydney MG Car Club will host the MG Car Clubs National Meeting.

With this in mind we need as many of our members as possible to attend the South Australian, Adelaide, MG National Meeting.

From my experience South Australia put on a really great National Meeting.

A good small sized Capital City able to offer interesting drives, good sporting venues, great social nights. Again from experience, I know other MG Car Clubs book motels well in advance of the next Nat Meet. Some more than a year before!

I am asking you to please book asap with the motel I have secured for 2023 Nat Meet.

We have used this motel in 1999, 2010, 2017. It is less than three kilometers from Glenelg - Concours Central to the social venues and a short walk to a tram stop to visit Glenelg or the City.

The Motel is Morphetville Inn. 444 Anzac Highway, Camden Park, Adelaide. South Australia.

08 8294 8166 You possibly may speak with Giuliana Davis. <https://morphevilleinn.com.au/>

Now please it's important you say your with SYDNEY MG CAR CLUB! Of course Giuliana will not always be on reception. Please consider doing this now. And let others not on my Nat Meet Mailing list know too.

I will be liaising with Giuliana for a few weeks after 2022 Nat Meet to see how bookings are going.

Hopefully we'll need an extra motel so get to it!

It's a pleasant 1300 km drive to Adelaide go to Casula and keep straight ahead!

Dom David

Cecil Kimber's Record Collection

Visitors to Kimber House who climb the stairs to the offices above may sometimes notice a fairly large, old, and somewhat tattered red folder. The folder is heavy and contains some twelve 78 rpm records. The inscription at the bottom shows the folder was supplied by Chas. Taphouse of Oxford. The folder was given to the club some time ago by one of CK's relatives. The title above is probably misleading, I think it may be reasonably asserted that CK had more than one folder, and more than twelve records amounting to thirteen tracks. (photo CK1)



Taphouse and Russell Acott were the two main outlets for recorded and sheet music in Oxford. Those of a certain age will remember that although short of funds, wherever there was a

record shop it was possible to visit and listen to records for free. In Oxford both shops allowed potential customers to listen to a maximum of three records in booths. I soon discovered that if it was an especially cold day that requesting three jazz tracks prolonged the use of the warm booths, but raised quizzical eyebrows among the counter staff. The shop rule was a maximum of three people per booth. So popular was this arrangement that one often had to queue for a booth, especially on a Saturday. Having exhausted the patience of the staff, and listened to records for which there were no funds to purchase, all would leave sheepishly to descend upon the other shop. Russell Acott's was based in the High Street, Oxford, Taphouse in Magdalen Street – both central locations. Modern trends in recorded music and the decline in demand for sheet music from the early 1980s were an enormous challenge for established music retailers. Acott's has survived after moving premises to outside the city and specialising in musical instruments. Taphouse was unable to meet the challenge and was wound up in 1986.

The records in CK's collection are all 78s – most single-sided (photo CK2). Until the early 1950s, records were made from a shellac compound using the secreted resin from the female lac bug cultivated in India and Thailand. While shellac had good insulating properties and was immune to damp, it

was heavy. The other serious limitation was the length of sound which could be placed on a disc,

much classical music was at a disadvantage, but popular and music-hall recordings were ideal for this low fidelity format. Also popular were short operatic pieces where the inability to fully capture the orchestral backing was compensated for by the singer being heard more clearly and loudly. Both Caruso – who first recorded in 1902 – Chaliapin, and the Australian soprano Dame Nellie Melba's recordings boosted sales of both records and home playing equipment. To give an idea of the limitation of length, Beethoven's 5th Symphony which is about 35 minutes long, was available in the 1930s – but on eight separate discs! To find room for Wagner's Ring Cycle would have required an extra room, probably. The high fidelity 33 rpm long player introduced in 1948 for the first time enabled many classical compositions to be played from one disc.

Some of CK's recordings date from the acoustic era, when the process to capture the sound for a master disc was entirely physical. Some discs date from 1925 when electronic recording started with Western Electric's new hybrid system. Although the process was still essentially acoustic in that a master die pressed a groove onto shellac, microphones and some electronic manipulation was possible before the sound was committed to the dies. This was the birth of the 'sound engineer' and of different styles of musical presentation – crooning and the big band sound for example. Discs started to replace cylinders by 1900, and because discs needed less storage space as well as other advantages, the 78 disc was the dominant medium by the end of the First World War. The later vinyl 45s and LPs were post-WWII developments.

With the hybrid recording system came an almost reverse process – the record player or gramophone. The electrical speaker was the approximate reverse of the microphone. Fidelity was much improved. We know that CK was paid a good salary by his employer, William Morris, so there is a very good chance that CK had bought one of the expensive, modern radiograms available in the 1930s and which would have given fairly decent fidelity.

All the classical recordings dealt with here are available on YouTube, most of the non-classical are also available either on YouTube or elsewhere. While the precise recording may not be available, the singer's voice with a different recording can usually be found.

Cecil Kimber's Records – caveats.

The collection may be divided into popular and light classic. As with many attempts to write an account based on sparse information (in this instance just the discs), what is absent may tell us something as well as what is present. What is absent in the CK record collection is jazz and music hall. Both mediums were greatly popular between the wars, but regarded as suspect in solidly middle-class homes.

Plenty of jazz recordings were available. The Dixieland Jazz Band with Louis Armstrong on trumpet first recorded before WWI, many others followed in the 1920s and 1930s. However, jazz linked to a number of disreputable associations in the minds of many middle-class people: it was racially liberal, best enjoyed live in darkened night clubs where men and women mixed more freely, and where alcohol and drugs may have been

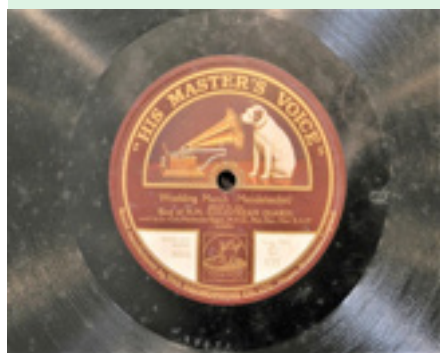


It also encouraged 'wild' dancing. It was a world away from the concert hall and a symphonic orchestra. For many parents of teenage children early rock 'n roll posed similar threats to their offsprings' (apparent) innocence.

The second absence is that of music-hall singers and performers. These were very popular songs and the recordings corresponded to those which many had seen performed live in the often raucous atmosphere of the music halls. The songs often mocked the upper and middle classes, dwelt on sentimental aspects of working-class life, and frequently used double entendres and sexual innuendo. Recording artists spanning CK's adult lifetime included such names as Albert Chevalier, My Old Dutch (a song about an elderly couple separated when forced into a workhouse), George Formby, When I'm Cleaning Windows (voyeurism), Ella Shields, Burlington Bertie from Bow (an aristocratic idler), and the most popular of all, Marie Lloyd with A Little Bit of What You Fancy Does You Good (sex), and She Sits Among the Cabbages and Peas (pees!). Finally, there was Max Miller, a comedian who did little else but sexual innuendo. We may conclude, with far from overwhelming evidence, that CK's choice of records did not extend to those genres which although very popular, may have been regarded as somewhat risqué in the middle class home of the era, and especially so in a home with daughters.

The Records

Taking the first group – light classical – we start with Mendelssohn's Wedding March (1842). (CK3) It was popularised when Queen Victoria's daughter, Princess Victoria chose it for her wedding when she married Prince Frederick IV of Prussia in 1856. CK's choice of this piece is unsurprising. In the German early romantic tradition it has a memorable and pleasing melody. Taken from Mendelssohn's music for Midsummer Night's Dream, the piece accompanied Christian and secular marriage services across the globe, but latterly is heard less at weddings as modern trends for more bespoke ceremonies have gained pace. While CK's domestic

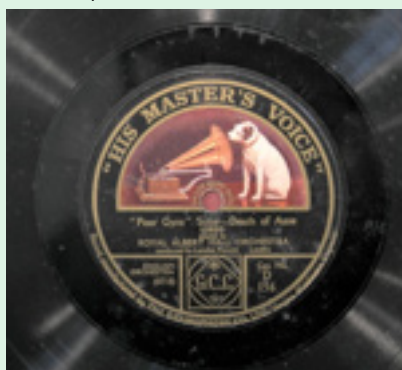


life has been described as 'difficult' and his daughter stated that "... emotionally my parents were poles apart", for most the Wedding March brings back happy memories.

The next three discs in CK's collection are connected: Grieg's Peer Gynt Suite: – Death of Aase, Morning Mood, Anitra's Dance, and Dance in the Hall of the Mountain King (CK4,5&6). All four pieces were and remain very popular, especially among those who like their classical music to have a melody and to conform to the traditions of European romantic composition. All are also an ideal length for the limitations of the post-1925 78s.

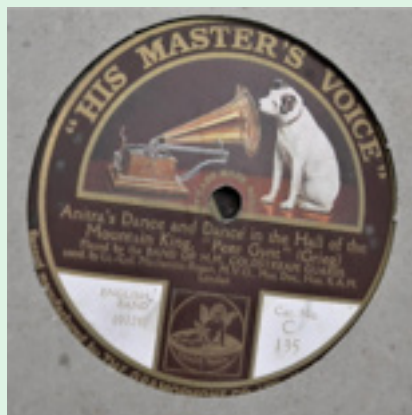
Eduard Greig wrote the Peer Gynt Suite for fellow Norwegian, playwright Henrik Ibsen's play Peer Gynt, premiered in 1876. Aase, Anitra's Dance,

Dance in the Hall of the Mountain King, and Morning Mood are short pieces taken from a composition which is about ninety minutes long and originally consisted of 26 parts. Aase is Peer's mother and the music is meant to comfort her as she approaches death. For a long time The Death of Aase was the most popular of the 26 pieces in the Suite; less so today. It is both sombre and melodic, and is somewhat



minimalist for the era. It has been said that in many respects Aase is the forerunner of Samuel Barber's Adagio for Strings composed in 1939.

Morning Mood from the same suite reflects the part in the play when Peer has been stranded in the Moroccan



desert by his 'friends', and wakes up at dawn only to find that he is surrounded by a group of aggressive monkeys which he has to fend off with a stick. At four minutes long, the piece is unusual in that the climax occurs early on, reflecting the sunrise and subsequent

activity. The main melody alternates between flute and oboe. It remains very popular.

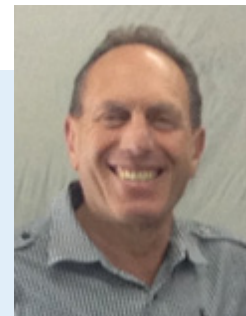
Anitra's Dance follows Morning Mood in that Peer has fended off the monkeys and meets a Bedouin chief in the hot Moroccan desert. He is very taken with the chief's daughter Anitra who dances enticingly for him. The instruction for the orchestra on the score is Tempo di Mazurka. Dance in the Hall of the Mountain King is both widely known and has achieved iconic status due to its use in films, and its rearrangement for - oddly - heavy metal bands. Peer stands in the large hall in front of the king and is surrounded by gnomes, trolls, and goblins. However, as with many artistic ventures, Greig's over-subtle intentions may well have been missed by many audiences. Greig wrote of his own composition:

"I have written something that so reeks of cowpats, ultra-Norwegianism ... that I can't bear to hear it, though I hope that the irony will make itself felt".

Peter Cook MGCC Overseas Director. More in June

MGB "The Case of the Bends"

Tom Aczel



As we discussed in my recent article "MGB The Case of the Bends", the production guys at Zetland were surprised to discover that the MGB door apertures closed up somewhat under the car's own weight.

Nonetheless, as we know, the MGB is a remarkably strong structure, and was more rigid than its main competitors at the time, the Triumph TR4, the Sunbeam Alpine and even the Datsun Fairlady/1600 Sports/2000 Sports. The "Big" Healey was in a higher price category though it bares discussion here as well.

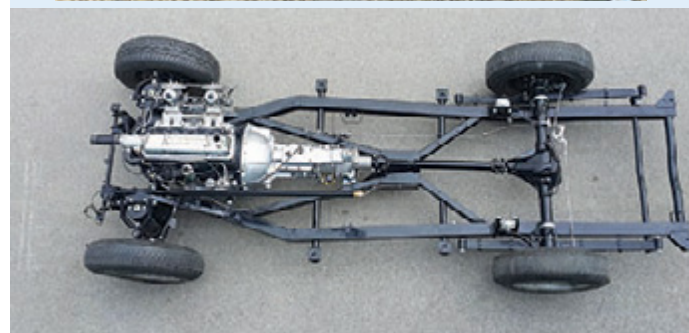
A great deal of the MGB's rigidity was a result of the nature of the MGB's construction, being built up around a three dimensional substructure, with additional components welded to this unit. It was a monocoque structure, or in automotive parlance, of unitary construction. It was not assembled on top of a chassis.

All the others mentioned, with the exception of the Sunbeam Alpine, were built on chassis, as incidentally was the MGB's immediate predecessor, the MGA as well. The Sunbeam Alpine was built on the floor pan of the Hillman Husky, (an Estate Car to the British, and a station wagon to we in Australia). The Husky floor pan was reinforced with an "X" shaped cross member to help compensate for the loss of the stiffening function of the Husky superstructure for the open Alpine sports car.

Therefore, other than the MGB, all of these cars were built onto a flat chassis or onto a platform. It is interesting to compare these chassis, the TR, the Datsun and the Healey, and indeed the MGA.

TR Chassis

Triumph TR2 and TR3



This is a classic two longitudinal beam construction, with an X link between these.

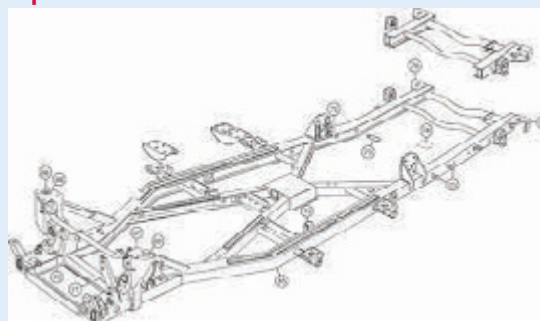
Some additional bracing is provided for the front suspension loads

The rear axle runs over the top of the chassis.

Problems:

- 1) It is "twisty" ie torsional loads not well catered for and it is longitudinally bendy.
- 2) The front suspension mounts are relatively easily distorted.
- 3) There is limited travel of the rear axle by virtue of the chassis rails running underneath the axle. With lean, once the rear axle bottoms on the frame, the wheel is lifted off the ground with resultant loss of grip and traction.

Triumph TR4



With the introduction of the TR4, the conventional twin parallel longitudinal beam style chassis of the earlier models was continued.

Unfortunately despite the opportunity to redesign the chassis, the proceeding deficiencies were carried over into the newer chassis. It remained a flat structure, poorly resistant to twisting and longitudinal forces, the front suspension loads were again not well supported, and, the rear axle again ran over the top of the chassis. So despite the redesign, problems 1), 2) and 3) listed above remain unaddressed.

Triumph TR4A IRS



Presumably realising the handling deficiencies caused by the rigid rear axle running over the top of the chassis, the chassis was redesigned. This new design incorporated independent rear suspension.

Again problems 1& 2 remained unaddressed. There have been reports of the chassis sagging with time. It would appear that the independent rear suspension also had issues, as after-market kits to deal with shortcomings of the IRS are marketed and often incorporated, as are reinforcements to the chassis around the front suspension mounting area and other chassis reinforcements.

Datsun Sports

This was a rather more rigid structure than the TR chassis, with deep channel sections in the longitudinal members, and the X brace.

Importantly the rear of the chassis was raised, to allow the rear axle to run under the chassis, eliminating the TR's issues of restricted rear axle vertical travel.



This shortcoming was finally addressed in 1965 with rear modifications for the BJ8 Phase 2 model that then ran through to the end of Healey production in 1968.

MGA

It is very interesting to compare the MGA chassis to the designs described earlier. It was a far more sophisticated chassis layout than the chassis described so far.

The design of the MGA chassis was influenced by the experience of racing the MGA's immediate predecessor at Le Mans. This earlier one-off race car was based on the MG TD chassis with a body shape very similar to the upcoming MGA.



Austin Healey

The Healey chassis was again a conventional chassis, but as can be seen in the photographs, it achieved its strength through the use of massive structural members. So while it was undeniably strong, it was also very heavy. This chassis was then further reinforced by the welding on of platform members and of the front bulkhead. So the Healey chassis achieved its strength through "sheer brute force engineering".



Additionally, the Healey chassis again had the rear axle running over the top of the rear chassis rails, introducing the same limitations as the TR chassis.

It became evident with the experience at Le Mans that the car would benefit from the occupants sitting inside and not on top of the chassis, lowering the centre of gravity, and also allowing the car's entire profile to be lowered.

Sydney Enever, MG's Chief Engineer was eager to incorporate what was learned into the chassis design of the MGA.

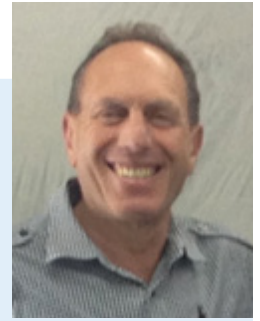
Consequently the main longitudinal chassis members were splayed outwards in the new MGA chassis to allow the occupants to sit within the chassis.

In other ways too, the MGA is a very clever design. It is relatively light weight. The front suspension loads are well supported through substantial triangulated members. The front bulkhead is supported by a substantial stiffening bridge (the "goal posts"), and this bulkhead arch is supported front and rear with triangulating members.

Continue on next page

MGB The Case of the Bends

Tom Aczel



MGA



Sydney Enever and Roy Brockelhurst (who drew up the MGA chassis), were justifiably very proud of their design. At the time of the MGA's release Roy Brockelhurst described the MGA chassis as "the finest sports car chassis ever designed" to the attending journalists. The journalists then dutifully and unquestioningly repeated these words in their subsequent articles on the new MGA. But frankly Enever and Brockelhurst had a point, and were justifiably proud of what they had achieved.

MGB

With the MGB, the MG factory made a quantum leap forward. The investment for the needed presses and dies was huge with the large numbers of stamped preformed panels required to be welded up and incorporated to make the MGB substructure.

In the example shown, the three member lateral sills are yet to be attached, nor the rear guards,

tonneau panel and boot rear section, all of which were welded on to create this remarkably strong "tub", around which the rest of the MGB was built up.

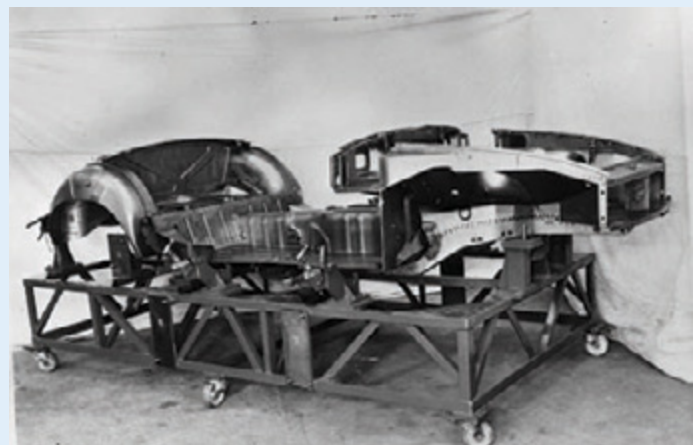
Additionally, eliminating the chassis liberated a huge amount of space. The MGB, despite being 3" shorter overall, on a 2" shorter wheelbase, has vastly greater interior room than the longer MGA.

Interesting isn't it?

When restoring an MGA or MGB one rebuilds the cars as they were designed and constructed in the first place.

There are no "known trouble spots" needing after market kits to overcome basic design deficiencies in the car's construction.

Tom Aczel



National Meeting Concours, Lake Macquarie

MG CAR CLUB SYDNEY

MOTORKHANA PRACTICE DAY NIRIMBA 3rd April



flag – not so easy driving with one hand! (Some cars, who shall remain nameless had the distinct advantage of power steering!)

Another fun run was the Atom course again, but this time at the end instead of entering the finish box forwards, the driver had to reverse into the box.

An enjoyable day and certainly good practice for the Nat Meet – thanks to Alan, Steve and Dom for organizing the day. There was a call for a repeat of the day or a track orientation day at the Pheasant Wood track at Marulan....



When I read Alan Heritage's email on the Thursday before the event advising how to prepare for the day and I read to bring sunscreen and sun hat, I thought he had lost his marbles, as Sydney was in the wettest two months on record. However, Sunday arrived and out came the sun to give us a great day of MG driving. Without Alan's advice there would have been some sun burnt people!

The day was organized as a practice run for those taking part in the Motorkhana event to be held at the MG National Meeting just two weeks later over Easter at Lake Macquarie. It was also for those owners who enjoy a spirited drive in their car in a safe environment.

A total of 16 cars entered, 12 MG's - 8 MGB Roadsters, 2 MGB GT V8's, 1 MG RV8 and 1 MG Midget, plus a Triumph TR8, Mini, Mercedes and Mazda CX3.

It was great to see a few younger members attending and developing their car control skills.

The area at Nirimba allowed the three courses chosen by the Nat Meet organizers to be set up, these being Atom, Bandit and Spiro Slalom, with a volunteer watcher at each to check the driver went the correct way around the cones.

Thanks must go to Peter Rose on the Atom course, Annette and John Croft on the Bandit, and Dom David on the Spiro Slalom. Also thanks to Sally Ratcliff and Herb Condon who controlled the cars entering the course.

After a safety briefing by Steve Perry, each driver had two runs first on the Atom, then moved on to the Bandit for two runs, then on to the Spiro Slalom. After all drivers had been through there was time for a second round. On the first run there had been a few WD's – not well done but Wrong Direction. My first two attempts at Atom were a disaster, but I put this down to having had three very long days at Sydney Motorsport Park finishing at midnight the night before! Most drivers took the first round at a slow pace to get an idea of the layout, then took the second round at a faster pace, as at the Nat Meet the event is a competition event with points and prizes given for fastest times.

After a lunch break Peter Rose, Annette & John Croft & Dom David had their chance at the course, after which a couple of fun events took place.

One being the Spiro Slalom again but with a flag placed at two cones on the course and a bucket at another cone, the driver had to grab one flag and drop it into the bucket further down the course, then the same with the second

Watch this space!

Greg Fereday.



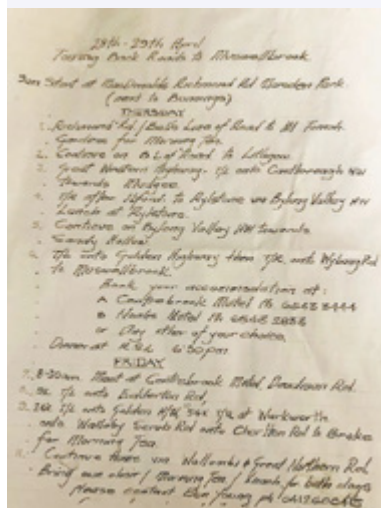
Touring the Back Roads to Muswellbrook

Don Young is infamous for organizing day runs out of Sydney. It appears that the older he becomes the more ambitious he is. So this time instead of a day trip, it was overnight in Muswellbrook, so as to take in the Rylstone, Bylong and the Wybong Valley Road which are spectacular in good visibility, unfortunately we had poor visibility!

But a great run never the less.

Muswellbrook was shrouded in mist when we started off first thing on Friday morning, via Edderton Road to Broke for morning tea.

Where we eventually managed to get a full line up of MG's in the sunshine.



Organisation is simple.

Beautifully handwritten instructions with minimal detail, dictated by Don to John Burns, as Don does not have a computer.

Just call Don with any issues.

Forecast I got was "shower or two clearing". When I got up Thursday and it was pouring, so I said goodbye to the MGA and headed to

Marsden Park in my every day car.

Didn't stop Donald's troupers, with the Sydney traffic a nightmare (Sydney siders don't know how to drive in the rain, mind you they should have got used to it by now!) as it took several cars two hours to get to our meeting place on Richmond Road.

Up to The Botanical Gardens at Mt Tomah for morning coffee, a very special spot and well worth the visit if you have never been before.

Then lunch in Rylstone under shelter at the main Show Ground.



Then what a drive down off the plateau past spectacular outcrops and down into the Wybong Valley. The descent was over 5 kilometers with hair pin bends and sharp drop offs, great for the MG's and the Porches amongst us.

Sadly still pouring with rain but a fantastic road.

Don't mention the pot holes!

So into Muswellbrook for dinner after clocking up well over 400 km. Some 25 people dined at the RSL with members joining us from Tea Gardens. Great time to socialise catching up with old and to make new friends.



We then drove on into Wollombi, through the beautiful valley for a final lunch at the Oyster Shed at Mooney Mooney (the hard core of 11 stayers!) looking over the water and enjoying prawns.

All wonderful county driving and at least Friday sparkled for us.

All thanks to Don and his fine assistant Burnsey. Great opportunities for building friendships and having fun with our cars. People from Mudgee and Tea Gardens attended. 9 MG's and 6/7 other ruff raff. Potholes like you have never seen.

Just heard that Paul & Shirley Challinor were behind the mob out of Wollombi and unfortunately hit a pothole near Mangrove Mountain. Smashed the tyre and rim and then when the NRMA turned up they couldn't start the car, so they all went home on the truck. Sad ending to a great tour.

What's next Don?

Richard Lamrock





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 we had a very successful combined register run with the Jaguar Drivers Club (Illawarra Register) on Thursday 24th March where we:-

We met at Corrimal RSL Club for a morning tea and briefing about the battery fortifications protecting Wollongong Harbour during the pre-Federation era when NSW was still a British colony.

A convoy into the Flagstaff Hill observation areas where this was an 'on the ground' briefing of the battery layouts protecting the Harbour- i.e. a close range battery of three muzzle loading guns, a disappearing gun battery atop the Hill, and then another short drive to then inspect the fully intact Smiths Hill 'long range' battery of two muzzle loader guns and a spotting gun.

The weather was not great but the rain held off for the bulk of the morning and we had a very enjoyable turnout of 26, for a pleasant morning and fortunately the bulk of us brought a classic car rather than a 'modern'.

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.

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:-

Unfortunately, the National Heritage Motoring Day at Berry has been cancelled due to the very wet grounds, The good news is that we have a booking for the Nan Tien temple for a tour & lunch on 26th May.

Can you therefore let me know if you are interested in attending. We need 15 as that is how many you pay for if you book a tour.



Don't forget our Christmas in July activity on the 24th of July at Mt. Keira Scout Camp. We have 32 starters for this at the moment. Just let me know if you are coming and haven't already done so and I will add you to the list. Cost \$35 per head for a two-course lunch and great atmosphere.

2022 Program Dates

Please enter the following dates into your diary:-

May	Thu	26	Nan Tien Temple Berkeley
July	Sunday	24	Christmas in July- Mt. Keira Scout Camp
Sept	Thu	22	Rhododendron Park- t Ousley & Morning Tea
Oct	Sunday	30	Jamberoo Motor Show

WINGS OVER ILLAWARRA 2022

Nov Sat 13 -14 Nov MG Car Club Run To Wings

Nov Thu 24 TBA

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

Letter to Editor

My father gave away a MGA and I am trying to find out where it is.

In 2005 or 2006 my father Colin or Col Larkin from Caringbah, rang the MG Car Club and offered a yellow MGA to anyone willing to pick it up.

The car was in many pieces.

I would like to know what happened to the car.

Can you please put a short note in the magazine.

Thank you Yvonne Larkin 0413 474 468



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ASHFIELD CYCLES

There are various period photographs around the Sydney CBD taken in the locations of the photos displayed.

I find them fascinating, reminding me in many cases of how the street scapes looked in the fifties, sixties and seventies. The lack of traffic is one obvious difference between then and now.

So is the fact that the great majority of cars seen in the photos are Australian built. Our son Ned works at St Vincent's Hospital in Sydney and he noticed this photo displayed this morning of Oxford Street.

If the close to new looking MGB shown is Australian assembled, it would be a 1963 or 1964 model. *Tom Azcel*



Darlinghurst Road, Kings Cross, 1964
(City of Sydney Archives)



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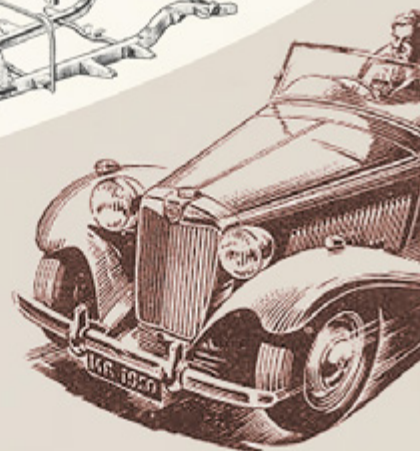
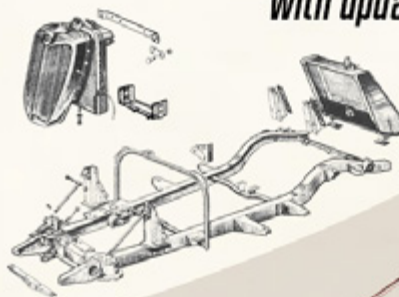


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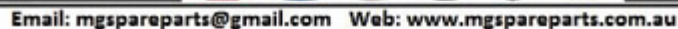
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Minis DownUnder 2021, in 2022.

That's a wrap!



A big thankyou to all who supported, entered, volunteered and attended Minis DownUnder 2022 and celebrated the 60th anniversary of the Mini in Australia. Some of you will have read most of this in our Club's magazine but following is my final report and wrap-up of Minis DownUnder.

Having attended many International Mini Meets in the UK, and the 50th anniversary celebration in Australia, Michael and Lynne Benton were inspired to put together an event plan for a 60th anniversary celebration of the Mini in Australia to the Mini Club of NSW Committee back in January 2020. The Committee supported the plan with alacrity. Of course, none of us knew we were heading for a global Pandemic.

The Mini Car Club of NSW has a proud history of celebrating the history of the Mini in Australia: significant events have been held over the past 30 years including Minifest '91 in 1991, Minis Down Under in 2001, Minis DownUnder in 2006, Oz50 in 2011 and now – “Minis DownUnder 2021” also hosted by the Mini Car Club of NSW: a celebration of the 60th anniversary of the Mini's manufacture in Sydney and the release of the Australian built Morris 850 in March 1961.

Minis DownUnder 2021 was envisioned to be a Show and Shine for ALL types of minis, Classic and New, to be held in a large indoor area near the centre of Sydney with a capacity to accommodate 100+ Minis undercover plus areas for trade stands. Easy access for regional and interstate participants and spectators and adjacent parking for trailers and visitors would be required. We wanted good quality food and amenities with close-by accommodation and public transport. The budget would need to permit the Club to recoup most of the costs. After researching and visiting a number of venues around Sydney the preferred location for Minis DownUnder2021 was the Grand Pavilion, Level 1, at Rosehill Gardens Precinct. It has 3300sqm of premium indoor space and met all our criteria. All Mini car clubs of Australia and NZ were contacted and invited to participate plus a large number of social media posts were made to promote the event amongst the Mini enthusiast community. A promotional article was included in the UK Mini World magazine and Minis DownUnder was added to their event calendar.

Entrants were slow to register until we got close to the first event date and then a few weeks out we were full with 155 entrants and 8 sponsors agreeing to support our event. We started with a date for the event of 2nd May 2021; then the pandemic hit we moved to 1 August; we moved to 21st November and finally 6 March 2022 ... not even the 60th year anymore! But we figured if the Olympics could move then so can the mighty Mini. We sensed a faltering of interest, even in ourselves, caused by lockdowns and Covid itself. We decided to plough on.

But the week before 6 March 2022 heralded some of the worst flooding the east coast of Australia has seen. Our registered entrants were reporting serious local flooding and Covid outbreaks. We were nervous and coping with streams of phone calls and emails but, we were also encouraged by late interest in participating.

On the day we were slightly down on numbers but managed 140+ Minis and derivatives on show, trade stands representing Canterbury MINI Garage, Shannon's, Mini and Moke World, Mini Works Australia, E-Valence and SU Midel.

Mini Car Clubs and Mini owners from all over NSW, Qld, Vic, SA and Tas had entered to display their Minis and MINIs in the Grand Pavilion with more parked outside in the "Mini Only Parking" areas. There were certainly some significant Minis on display including a very early 1961 Morris 850 with only 5152 miles since new, 2 x immaculate Monacos, the Broomspeed driven by Brian Foley/Laurie Stewart, (at Bathurst 1967 it was recorded at 127.84 MPH down Conrod Straight). The Cooper S driven by Paddy Hopkirk/Brian Foley at Bathurst 1967, the 1971 Cooper S Class winner at Bathurst in 1974, 25 x Cooper S in a line with a good line up of Clubmans, Vans, Utes and many modified Minis of various heritage.

Spectator admission was open to the general public from 10am to 4pm for a minimal cost with about 1000 people in attendance over the day.

At 2:30pm the Raffles and a Silent Auction were drawn, and we were excited Will Hagon was there to announce the lucky winners and enhance proceedings with some of his Mini adventures. Approximately \$2500 raised from them which will be donated to "Canteen", the charity supporting 12–25-year-olds who are fighting cancer.

We were inspired and delighted by the tenacity of our Mini community in Australia. Valiant little "bricks" had indeed fought their way through the weather to the show from QLD, SA, Vic, Tasmania and NSW. Dave Wallis towed his immaculate Monaco over 1300km from Adelaide and Jono Morris brought the Broomspeed and Paddy Mini also from Adelaide. One entrant drove his Morris 850 from Launceston, Matt Reid had his workshop in Brisbane flooded and after a quick clean-up he headed south with his Van to display in Minis DownUnder, leaving his crew to continue the clean-up. Heart warmingly we had some veteran Mini race drivers Don Holland, Lakis Manticas and others who shared their stories and enjoyed the Mini ambiance. Our merchandise, with its standout MDU2021 logo, sold well and helped to create an event atmosphere

Rosehill Gardens was an excellent venue with superb support for our event. We have received numerous positive comments and most importantly for us reports from people who enjoyed themselves enormously and caught up with old friends: we couldn't ask for anything more.

The Mini Car Club of NSW hosts Mini drives every month and no doubt will be celebrating the 70th anniversary but for now we need a breather.

Kind Regards,

Michael & Lynne Benton
Minis DownUnder 2021
mdu2021@miniclub.com.au





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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 or by phone at 0409 397 028. 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



Classifieds - Cars



1988 MGB

10,000 odometers
Convertible body type
Manual
4 cyl 1800 petrol engine
Location: Northmead
Price: \$18,000
Contact: Alan Smith
9639 7864



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



1954 MG TF

Chassis No:TF 3963
Engine No:XPEG 2660 – 1500
Gear Box :Ford Type 9 All Synchromesh
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 Synchromesh 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



MG XPAG TD ENGINE 1839



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for another month

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editor@mgcarclubsydney.com.au



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



Classifieds - Parts



4 MGB Wire Wheels

14" x 5.5" 60 spoke ..silver painted
Excellent condition

Price: \$80 each, \$320 for 4.

Location: Brookvale 2100

Contact: John Eddy
0419 999 019

jreddy2093@gmail.com

Wanted

V8 MGB

Any condition

Contact: Innes Bint
email: innesbint@hotmail.com
Ph 0064 218 45145



MGB Speedo

For 69-72 MGB,
Serial number 5227/06 1280.
Received this speedo a few weeks ago with a car we purchased ('68 MGB) to replace one that was not working in the car, but it is the 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



4 Chrome Wheel Nuts

Good condition to suite MGB Mk II

Price: \$75, can arrange postage

Contact: David Jones

0418 466 453

david@

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

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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

LUCAS		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 tach (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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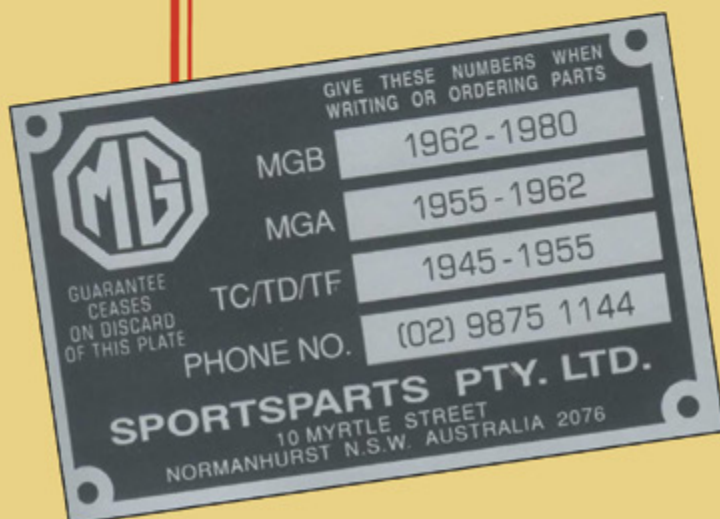
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