



Official Journal of the MG Car Club – Sydney

# *Opposite Lock*

June 2022

In this issue

Membership Renewals  
MGF Suspense

Old Speckled Hen Run  
A Tech Torque





# MGCC Sydney Club Calendar 2022

## 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
- 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

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## June President's Report

Ladies and Gentlemen welcome to June.

As much as it pains me to say it, looks like the winter weather is upon us.

That said I'm sure it will not perturb those of us that enjoy a drive on a brisk winter's morning.

Let's hope the weather stays fine for a while, especially for the Tour de Gloucester.

Thanks once again to the Tour organizers Robert Smith and Matt Sexton for their efforts, I'm sure it will be an event to remember. I am very much looking forward to this significant event in the calendar for the June long weekend.

Regretfully last months Club gathering had to be canceled at short notice, due to a Covid issue within the Strathfield Golf Club.

The situation has been rectified and I look forward to seeing as many members as can make it on the 14th June.

Our guest speaker for the evening will be Jon Thomson. Jon is a journalist and broadcaster, having covered many Bathurst 1000 and Australian Formula One GP's for both radio and television.

Also at the meeting I will be presenting draft details for the 2024 National Meeting.

The meeting is planned for the Easter weekend 2024 and will have some interesting additions to the normal National Meeting format as this will be the official 100 Years Celebration event.

As it will be the Centenary celebration for MG in Australia, let's make it a Big event for NSW.

In this version of *Opposite Lock*, you will find numerous reports on the recent National Meeting.

On one page in the bottom right-hand corner is a small photo of our editor, Hilary Wren (she wants to blend into the back ground).

As most of you are aware, the club received the award for the best Magazine for 2021.

This a great accolade for the Club and is testament to the many hours of hard work that Hilary puts into this publication.

Once again thank you Hilary from the bottom of our hearts.

Other events this month include the Don Young tour of five dams which supply Sydney and Woolongong with their water, should be a fun tour on June 24th.

Peter Baldry our Magnette Registrar is having a run to Nepean Dam on June 26th, so many opportunities to meet up with other club members.

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

Charlie



## 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!

Jeff Gilling	MGB
Sally Dwyer	MGB
Sandy Pearce	MGB GT
Tom & Dianne McKeever	F & TF Modern
Glen Miller	MGB
Robert & Lorraine Vincent	MGB
Matthew Levy	MGB
Peter Tompkins	MGB
David Courtness	MGB
Jacques & Lynn Calluaud	MGB







Page 7-10 National Meeting 2022



Page 14-15: National Meeting 2023



Page 18-19: MGF Suspense



Page 20: Old Speckled Hen Run



Page 22-23: Illawarra Report



Page 29-30: A Tech Torque



June 2022 Cover:

A beautiful MGA ready for Breakfast!

*Photo by Claudia Lovett.*

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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 *Opposite Lock*

Contributing photographers:

Thanks To:

Michael Hough, Alan Heritage

Claudia Lovett, Hilary Wren

Warwick Protheroe,

Greg Fereday, John Lindsay

Nikki Freeman, Jane Attard

Brian Woolmer, Tom Aczel

# Club Contacts

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Midget and FWD	Vacant			
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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.



Our guest speaker for the evening will be Jon Thomson.  
Jon is a journalist and broadcaster, having covered many Bathurst 1000 and Australian Formula One GP's for both radio and television.

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

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

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

Please come along and welcome Jon to our Club.

*Greg Fereday*



National Concours Lake Mcquarie



# National Meeting at Lake Macquarie

## Ringwood Hillclimb Event

Alan Heritage



Traditionally the speed event of the MG National Meeting can be either a circuit track or a hillclimb event. Newcastle Club owns one of the famous hillclimb tracks of Australia known as Ringwood Park so it was no surprise that they chose a hillclimb event this year. The event ran on the Tar Hillclimb, track (A2A) of 1000m in length, with the best of three runs.



And so, on Sunday 17th April, while some MG competitors prepared for the touring assembly, Hillclimb competitors took the 45km drive from Lake Macquarie for:

7:45am Driver's Briefing (Group 1, Classes A, B, C, D, E, F, G, H, I, J, K, L, M, O, T, U, V, W, X) or

11:45 am (Group 2, Classes N, P, Q, R, S, Y, Z, ZA, ZB, ZC, ZD, ZE).

Fortunately the weather on Sunday was fine for the event, unlike the wet conditions on practice day on the previous Thursday.

Eighty one competitors from all States took the challenge of the "Hill" on Sunday, with six presenting from the Sydney club; the Jonklaas family Stuart (2nd in Class R, MGBV8), Suzanne (4th in Class G, MGA) and James (2nd in Class O, MGBGT) taking three of those places!



Stuart Ratcliff (6th in Class ZD among nimble ZRs), Warwick Protheroe (1st in Class M, MGB) and me (2nd in Class ZA, RV8) making up the other three. Stuart Ratcliff had an exciting moment when the car dropped a coolant hose bringing the mighty ZT sideways across the finish line.

Fastest time of the day was taken out by Darren Hodgson (Newcastle) in an MGF, with Paul Condron (Newcastle) in an MGB in second fastest and Paul Slawinski third in an MGB.

Interestingly, adjacent to the Ringwood hillclimb track, the Circuit Italia could be seen now under construction. Circuit Italia is the new name for the Port Stephens Council approved



Ringwood Raceway motorsport venue. The venue is located at Italia Rd, Balickera NSW which is 12kms north of Raymond Terrace in the Hunter Valley.

The 2.9km circuit will be dynamic and fast flowing, capitalising on the natural topography of the land to create some fantastic uphill sections and heart stopping downhill high speed corners. All this in a controlled and safe environment for you to enjoy at a level that can only be experienced on a closed circuit.



In addition to the circuit will be a driver training facility for people to learn the skills necessary for driving on public roads in dry or wet conditions, or for the more experienced driver to hone their skills to a new level of awareness for safer driving on the open road or to further their motorsport ambitions in a safe environment.

For full results visit, [www.mgcarclub.com.au](http://www.mgcarclub.com.au)



Alan Heritage



## Heading Out on the Touring Assembly



The Touring Assembly/Observation Run for the National Meeting was held on Easter Sunday. We all assembled at Club Macquarie for a 145 km run, taking in a tour around Lake Macquarie. The run was in 2 sections with a short break at Myuna Bay Park where we were served an excellent morning tea by many young volunteers. The event took us anticlockwise around the Lake, the largest coastal saltwater lake in the southern hemisphere. The cars were run in group order with the eldest cars first off the grid. Beautiful sun shine a much needed break after all the rain.

*Hilary Wren*



Granville Harris & Ivanna Arpel, winners of the National Observation Run.



## National Meeting at Lake Macquarie - Motorkhana



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Warwick & Juliana Protheroe's granddaughter Abi  
at her first MG National Meeting at Lake Macquarie

Peter Baldry's ZB Magnette waiting in vain for service at  
the old petrol station in Main Rd, Speers Point.





## National Meeting at Lake Macquarie



Stuart Ratcliff directing traffic at the rocket cover races



Max Wasson & Paula Thistleton, celebrating their Concours wins.



Hilary Wren being awarded the National Magazine trophy Competition Winner for the Sydney MG Car Club Magazine.

Leone Johnson with her winning MGB GT V8

*Opposite Lock.*



## Touring the Five Dams Run, Thursday 23rd June



**Meet:** 9am start , MacDonalds at Heathcote

1. Princes Hwy turn right to Woronora Dam Road
2. Find Lawrence Hargraves Drive and drive along the beaches to Thirroul, up Bulli Pass turn left on the Freeway veer left onto Picton Road turn left to the Cordeaux Dam
- 3 & 4 Turn left Picton Rd, turn left to Wilton, turn left on the Freeway turn left, to the Avon & Nepean Dams.
5. Turn right onto the Freeway turn right, onto Picton Road to Appin, turn right on Appin Road just before Appin, turn right to the Cataract Dam. Bring morning tea & lunch and a Map/GPS.

*Don Young* 0412 600 415





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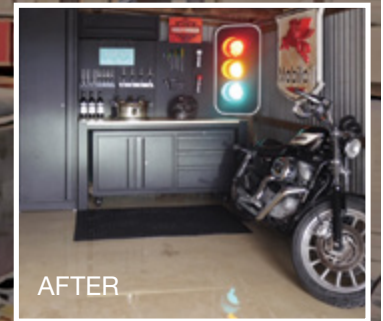
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## Membership Renewals

It is that time of the year again when membership renewals are due!

A reminder that membership renewals fall due on 1 July 2022 and we encourage you to renew your membership, along with any family members, as soon as you are able to and of course, new family members are always welcome!

This time last year we had only just introduced our new membership system, and we were delighted that the renewal process was extremely smooth and efficient. As with last year, the system will automatically send you an email reminding you that your renewal is about to fall due, the email will contain a 'renew now' button. By clicking this button, you will be directed to your profile page where you can check that your personal and car details are complete and up to date and then follow the prompts for payment where you can pay online by credit card. If you overlook the email for some reason, a follow up reminder will be sent.

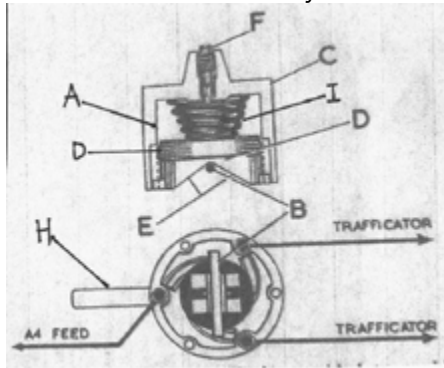
You can also renew at any time by logging into your profile via the MGCC website, click the renew button in your profile (just below your Membership Card) and follow the prompts to action your renewal. At the time of writing quite a few members have already processed their renewals this way and have found it quick and simple.

Whichever online option you choose, a confirmation of your renewal and a payment receipt will automatically be forwarded to you by email. Your profile will also be automatically updated to reflect your new renewal date, as will your membership card.

If you are unable to renew using these online options, please contact me on the number below and I will send you a copy of the renewal form either by email or post, for you to complete and return. You can make your payment by completing the credit card section on the form or by enclosing a cheque with the completed form. When received I will manually process your renewal and your profile details will then be automatically updated to reflect your renewal.

## MGTD/TC Turn Indicator Switch

Over the last few weeks I have been trying to get the turn indicator on my TD to work properly.



The indicator, comprises an air chamber (C), a piston (D), a piston seal, 2 off cams (E), a loading spring, and an air regulating screw (F). There is a switch plate/rotor and pin (B) that follows the cam.

The unit supplies power to the vehicle direction lights. And when operated (to left or right) the switch stays on for 10 - 12 seconds before cancelling. Power is fed to a bi-metal strip which opens/closes contacts providing the required pulses to the blinker light.

Sheila Trotman



As a reminder, membership of the Club is a condition of the registration of your car under the Concessional Registration Scheme. If you are not a financial member of the Club, then the registration cannot legally be renewed, and the Club cannot sign the form required by Service NSW.

In a world of ever-increasing price rises we are delighted to say that there will be no increase to the fees and they will remain unchanged from last year and are as follows:

Renewal Individual Member	\$100
Renewal Family of two	\$115
Renewal Family of three	\$130
Renewal Family of four	\$145

We appreciate your support and involvement with the Club and look forward to your renewed membership for the coming year.

If you have any queries or if I can help in any way with the renewal process, please do not hesitate to contact me.

**Note:** Important reminder for Apple Users

Members using the Safari browser on their laptop, iPad or iPhone may encounter an issue when logging in through the club website. If so, please clear your cookies and turn 'Prevent Cross-Site Tracking' off before logging in again. This can be done through the privacy settings in Safari's 'Preferences' menu on a laptop or the Safari tab in 'Settings' on an iPhone or iPad. If you wish to leave 'Prevent Cross-Site Tracking' on, please use the <https://mgccs.wildapricot.org/> site to update your details and renew your membership.

Alternatively, you may find it easier to use a browser other than Safari.

Sheila Trotman Membership Secretary

0410 504 132

[membership@mgccarclubsydney.com.au](mailto:membership@mgccarclubsydney.com.au)

An alternate to this is the provision of make/break points to provide pulses from the mechanical cam.

I have had the unit to pieces many times and generally end up with it working, but instead of the 10-12 second delay required, I get 1 - 3 seconds at best, any hints?

I have tried several materials for the membrane - vinyl sheet, cloth, thin flexible leather, sheet plastic, etc with not a lot of success.

This has been a stressful process and I am hoping that some person out there can help.

If you have some information about the unit, and maybe some broken pieces of a Switch, I'd be most grateful to hear from you and happy to take them from your hands!

Please call 0412 036 055

John Gibson





# 2023 MG National Meeting 7-11 April

## May Update

[www.natmeet2023mgcc.com.au/](http://www.natmeet2023mgcc.com.au/)



Hello again with an update on details of the 2023 MG National Meeting being held in Adelaide next Easter. The big news is that expressions of interest are now open. Please send names, e-mail contact and phone contact to our Registrar, Chris Bray, at [Registrar2023natmeet@adam.com.au](mailto:Registrar2023natmeet@adam.com.au). If you have already done this, encourage your friends to make an expression of interest.

The web address is at the top of this bulletin - we're updating information as it becomes available.

The theme for 2023 is straightforward: to make sure that everyone has a great time doing something they enjoy doing.

### 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. The Committee is working on an appropriate theme . . . watch this space.

### Sunday April 9

- Motorkhana – The Bend Motorsport Park, Tailem Bend. SA's newest motor sport venue with full facilities including on-site accommodation, plus a nearby Motel and a Big4 Caravan Park.
- 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 & Social Run – Northern Adelaide Hills Wine Region.  
This will be a run of about 70km taking a couple of hours, with simplified instructions and plenty of questions.
- 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.

## Classes

A decision made at the 2022 delegates meeting allows the organising club to amalgamate classes to maximise the number of people eligible for outright awards.

This is an option we may need to do depending on the number of entrants – full details will be in the supp regs.

## Accommodation – get in quick!

Easter's a busy time in Adelaide (thank goodness it falls in April next year and not in March when we have the Fringe and the Adelaide Festival!).

There's a range of accommodation in Adelaide's CBD and Glenelg (always a favourite spot), but we've researched a couple of other alternatives.

The Marion Holiday Park currently has vacancies next Easter. It's 15 minutes from Glenelg, about 20 minutes from the City and trailers may be accommodated BUT check at the time of booking as this may vary. <https://marionhnp.com.au>

And the Brighton Beachfront Caravan Park is a gem right on the beachfront and also has vacancies at present for its ensuite cabins. Extra parking is available at \$10 per day for trailers and tow cars. Check it out at <https://brightonholidaypark.com.au>

Sorry – we can't make bookings on your behalf, but we urge you to get in ASAP to reserve your stay.

Regalia: Designs are being finalised – watch this space for details.

Please send your expressions of interest and enquiries to:

Tim Edmonds, President, [chairman2023natmeet@adam.com.au](mailto:chairman2023natmeet@adam.com.au)  
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Sandra Cardnell, [secretary2023natmeet@adam.com.au](mailto:secretary2023natmeet@adam.com.au)

See you in Adelaide next Easter!!

Regards,  
Tim Edmonds  
President, MG Car Club of SA.





## Cecil Kimber's Record Collection- Continued

As the topic is classical music, it is worth bearing in mind that as with all communities, the classical music world – both players and audiences – have their idiosyncratic conventions, including humour. For some reason I have never understood, just as rock music has its jokes about drummers and bass players, so the classical world has jokes about viola players:

Q. Why are viola players like teenagers?

A. They come in late, and have usually lost the key.

CK's next disc for consideration is the *Miserère* from *Il Travatore* sung by Miss Alvena Yarrow and Mister Ernest Pike. Neither name will mean much to anybody who reads this, and for a good reason.



Until the mid-1920s recording artists would use a multitude of names in order to surreptitiously break their contracts (probably the only advantage inherent in the poor sound reproduction), or, for reputational reasons, to record in genres they did not wish to be associated

with. Eleanor Jones-Hudson (1874-1946) a.k.a. Alvena Yarrow was a Welsh soprano who used a total of 16 names throughout her career. Ernest Pike (1871-1936), his real name, used a total of 19 pseudonyms. Peter Dawson, the noted Australian baritone used 30 names as a singer, and another 9 as a composer. There is no parallel to this in today's music communities.

The *Miserère* occurs in the final act of Verdi's opera, entitled *Punishment*. This is classic operatic pathos: the hero is in prison and 'Leonora attempts to free him by begging di Luna for mercy and offers herself in place of her lover, but secretly swallows poison from her ring in order to die before di Luna can possess her'. This is pretty well the gloomiest disc in the whole collection.

This is one of the earliest recordings in CK's record folder. It was recorded in 1905 using a full acoustic system and may have been manufactured much later, but if recorded acoustically no amount of manipulation will alter the limitations of the original recording. A superb recording of this piece by Maria Callas is available on YouTube.



The next of CK's records is J.S. Bach's *Prelude and Fugue in C Minor*. This is part of Bach's *Well-Tempered Clavier*, a collection of preludes and fugues in all twenty-four major and minor keys.

Bach wrote them for the experienced keyboard player, hence they are technically challenging in that all fingers of both hands are kept busy as essentially the fugue is a melody overlaid with a variation of the same melody. For the listener Bach's fugues can be contemplative, so, unsurprisingly, they are frequently played in churches before a service or as a concert. Although the clavier is stated, at the time it was a generic name for any keyboard instrument, including the organ. CK's version is piano. This particular piece has always been popular.

The next of CK's records is *Incidental Music from Monsieur Beaucaire (Intermezzo & Leit Motif)* by André Massager. Premiered in Birmingham in 1919 this three-act comic opera is based upon a novel of 1900. Much of the music is in waltz-time, so that may explain some of its popularity. There is a good chance that CK actually saw this opera, perhaps in Oxford at the New Theatre (which like New College in Oxford is not very 'new'). The basic plot is set in Bath, and involves the King of France's son posing as a barber and therefore being misunderstood by everyone until – as much comical drama does – he is revealed in the final few minutes to be of French nobility. The plot involves cheating at cards, love rivalry, and duels. Generally the French characters are clever and attractive; the English characters are fools and cheats. It is no surprise therefore that the opera is rarely performed in the UK, but remains a staple of opera in France.

The final of CK's records in the light classical category is Schubert's *Unfinished Symphony*,



referred to as No. 8, or sometimes No. 7. The *Unfinished* has only two movements, whereas four was then the norm. There is much speculation as to why Schubert abandoned his symphony. A musical explanation is that the meter

or regularity of beats is the same for the two movements, and for the planned third movement. Three movements in the same meter would normally rule it out as a symphony. Rather like a novelist getting half-way through his book and realising that the plot has serious holes in it and a complete re-write is needed, better to abandon and start something else. Another explanation given is that Schubert was first diagnosed with syphilis while composing the *Unfinished*, but as he went on to compose much else this seems unreliable. Perhaps it remains popular precisely because it is not a symphony, but has two similar movements which are both melodic and contain low-level syncopation.

We now move to CK's non-classical records. The first two can be dealt with together as they are both Wurlitzer pieces by the same organist, Jessie Crawford.





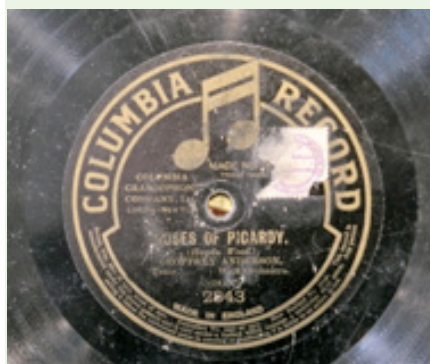
Russian Lullaby was composed by Irving Berlin and At Sundown by Walter Donaldson. Jessie Crawford (1895-1962) was abandoned to an orphanage in California at 12 months, but managed to teach himself to play the cornet and eventually

the organ. Initially a cinema organist in the silent film era, he gravitated to recording and concerts as the 'talkies' came in from 1926. His first instrument was the Wurlitzer, enormously popular, in part because of its versatility compared to conventional organs and pianos, but it was a spectacle in its own right – usually rising from the floor in front of the cinema curtains. It was also technically 'modern'. Most large cinemas had a Wurlitzer or an imitation until after WWII. Crawford's repertoire was considerable, and many of his recordings may be heard on:

<http://theatreorgans.com/southerncross/Radiogram/ListeningRoom/thelisteningroom-crawfords.htm>

At least one cinema in Oxford had a Wurlitzer where CK may have heard some of Crawford's compositions and treatments, but Crawford also toured extensively, especially in the UK in the 1930s. He enjoyed sell-out concerts at the Leicester Square Empire. Embracing the modern, Crawford switched to the new Hammond organ in the 1930s. The Wurlitzer is one of those music forms which had a popularity somewhat baffling to today's music audiences.

CK's next record Smoke Clouds sung by Basil Lloyd is pretty obscure. Nothing has been found about the singer, but the song was composed by Herman Darewski. Darewski, originally from Minsk where his father was a musician settled in London and became both composer and conductor of light music. Two of his other songs are 'Ours is a Nice 'Ouse Ours Is' and the WWI song 'Sister Suzie's Sewing Shirts for Soldiers' – both best sung sober I'd guess. Smoke Clouds was written for a review entitled Topsy Turvey (1915) which ran for eighty-eight performances at the Leicester Square Empire. CK may have seen the review either in London or on tour in Oxford.



CK's penultimate record is Roses of Picardy sung by Geoffrey Anderson, recorded in 1918. Composer Hayden Wood got the idea for the tune after familiarising himself with the Somme battlefields.

Fred Weatherly

provided the lyrics and had in mind a particular D'Oyly Carte soprano to record it, although most recordings were by tenors. The first recording was in 1916, so CK's record is one of the early ones. The song is essentially about yearning and

loss; the fleeting encounter between a soldier and a French woman in the chaos of war which comes to nothing. No trace of Geoffrey Anderson (if that was his name) has been found. The song was very popular among British soldiers and has subsequently been recorded hundreds of times and in many languages. After its release the song sold 50,000 copies of sheet music each month. It was often used after 1918 as an aid to treating shell-shock. One of the most recent recording of the song is by the British tenor Alfie Boe, who recorded it to be used in Downton Abbey. We come to the last of CK's record collection, Harry Lauder's The Wedding of Sandy McNab recorded in 1909.(CK15). Sir Harry Lauder (1870-1950) was a Scottish singer and comedian in the vaudeville tradition. He started his working life as a coal miner. Winston Churchill described him as "Scotland's greatest ambassador". He was knighted in 1919 for services to the war effort. Lauder cultivated a stage presence of the ever-jovial Scotsman with his kilt, sporran, tam o'shanter, and cromach (stick). Bagpipes were absent. Perhaps he was aware of the following:

Q. What makes a true gentleman?

A. A man who CAN play the bagpipes, but refrains from doing so.

Lauder's three best selling songs are I Love a Lassie, Roamin' in the Gloamin', and, after his only son was killed on the Somme, (Keep right on to) The End of the Road.

Lauder became enormously popular throughout the English-speaking world. While many of his songs were humorous, unlike many music hall entertainers his songs were never smutty. The Wedding of Sandy McNab is about a man who appears to have been destined for bachelorhood, has managed to be 'hooked' by a perhaps naïve young woman, and recounts some of the wedding reception. Some words from the narrated part of the song follow:

"Somebody objected to McNab sitting with his arms around the bride's neck ... the next thing I saw, McNab was sitting with his arms around the neck of a bottle" and the best man refuses to make a speech saying "Mum's the word. Stick to a pal when he's down".

Speculation of course, but one could wonder, on the basis of what we do know about CK's domestic life, whether a song about an inauspicious marriage was more than three minutes of humour for the man who founded MG.

As I stated at the start of this article, there is a good chance that we have a snapshot of Cecil Kimber's musical tastes rather than anything like the full picture. The red folder at the top of the Kimber House stairs may well be just one of many which were in the Kimber household. On the basis of the twelve discs, all we can say is that they likely reflect the tastes of a respectable middle-class household of the era. It is good though that someone connected to the Kimber family did think of the MGCC when deciding what to do with a collection which is now almost unplayable. I suspect though that the reason they have been on a table on the upper landing for some time, is due to our very able archivist Peter Neal being unable to find an appropriate spot in among the factory records, repair manuals, badges and the like. Also, as far as I am aware, Kimber House has no equipment capable of playing these discs.

Peter Cook MGCC – Overseas Director.





Tasmania, an island state, so not having to find where to pump up the hydragas was an advantage of the coil replacement kits. I had the choice of two kits. An Australian kit that had mixed reviews and soon became no longer available. The other kit, known as Xpart/Suplex, was sold by retailer Rimmers UK whom I had purchased all factory spares from. The Suplex kit was described as commissioned by Caterpillar logistics, the official distributor of genuine MG Rover parts and used engineers who were involved in the development of the MGF. The advertisement description continued: "detailed and involved

Modifying a car takes courage, skill, talent and perhaps, some madness. From my feeble attempts to 'improve' my 1960's MG Midget and Morris Minor, I soon learnt to respect how cars are a system of components designed to fit and work together. Modify one component and it could be an endless domino of problems. I found it challenging enough to fit new, after-market components that look the same but are 'just slightly' altered to evade copyrights and patents. I do admire the work completed in hot rods and custom cars, many are a one-off works of art. Mind you, many are hideous looking and a mechanical scrambled egg with components from various marques. Modifying a car is a highly skilled process. My cars will remain as their maker intended, until I had no choice.

My 20-year-old MGF, the only new car I indulged myself with; had suspension problems. Like all MGFs, the hydragas suspension needed replacing. The suspension used four displacers containing nitrogen in an upper sphere and a hydragas fluid in the lower sphere. The nitrogen being compressible provides the springing/damping and the fluid controls the ride height. When the car was new, it was brilliant, providing a comfortable ride and good handling but as it aged, the nitrogen escaped and the suspension dropped. Pumping more fluid raised the suspension but it didn't overcome the loss of compression, (the springing), leaving the suspension hard. New displacers were no longer available. I had 3 options, sell the car, reconditioned displacers or replace the suspension with a coil kit that had just arrived on the market. Selling my immaculate car with 50,000ks in return for the loose change dictated by market value, wasn't an option. Reconditioned displacers were of unknown quality and very expensive. I was about to move from traffic congested Melbourne to a small, coastal town in

calculations were performed along with physical testing to determine the effective spring rates, ride frequency and damping forces of the original hydro pneumatic system. The resultant designs were put through two years of evaluation and proving before sign off and release." The perfect, professionally engineered replacement. No back-shed production.

When the kit was first fitted to my car the suspension was comfortable but the comfortable ride gradually became harder and noisy; 3 months after the installation there was no doubt it wasn't right. I contacted xpart, their response: 'nothing to do with us, see the retailer.' Rimmers said it wasn't a product they had issues with and suggested I return to the garage. The garage checked and reset the suspension twice, declaring the problem was the suspension design. The suspension got harder and the noise got louder. I continued informing Rimmers, sending descriptions and a recording of the noise. Rimmer's spoke person politely acknowledged each email and thanked me for my patience. The emails exchange continued for months with no result. Eight months on, Rimmers sent me a warranty application form to fill and I took the car to two garages for diagnosis, both identified the problem as failed rear suspension. Rimmers agreed to replace the rear coil canisters but said I had to wait for the two canisters to be manufactured. Four months had passed when Rimmers told me the manufacture refused my claim because one garage said 'the rear coil canisters appeared to have leaked a fluid' when the canisters contained no fluid.

The car was unroadworthy; it skipped/hopped and juddered on turns and slammed over the slightest ridge. Forty kilometres an hour over reflectors on the road surface felt like a mallet striking my spine. I feared chipping my teeth.



The suspension loudly clanged, grinded and metal moaned like a rusty gate, loud enough to stop pedestrians; many of whom would comment. Driving so slowly, I frustrated other drivers. The rear wheels developed an extreme negative camber and there was about 10mm between the top of the tyre and wheel arch. On the internet I read horror reports about the Xpart/Suplex kit. Owners displayed photos of their cars' bodies fractured from the impacts. Forum after forum, owners expressing their frustration. I parked my car and decided not to drive it until it was fixed. Months passed, still no progress. I was paying registration and insurance for a car I couldn't use. I continued to chase my warranty claim, asking Rimmers to give me 2 coil canisters from the complete kits they have in stock. They promised they were doing their best to resolve the problem as soon as possible and thanked me for my patience. From the internet I learnt about a Mike Satur kit that owners had nothing but praise for. I contacted Mike and he helped arrange test drive of a local car with a Satur suspension. The impressive ride was sure footed yet comfortable. The year ended and still no progress with Rimmers so I loaded up the credit card and purchased a Mike Satur kit. A few days later, Rimmers contact me, agreeing to replace the two coils from their stock, only to withdraw the offer a day later because the manufacture decided to supply me with a complete suplex kit and contribute to the cost of fitting the kit! In a personal letter of apology, the manufacturer explains that they manufactured thousands of these kits world-wide and have very few problems and pride themselves on their customer service. They admitted to failing me and wanted to win back my confidence. After over a year of emails, promises, hoops to jump through, knock backs, excuses and delays, not to mention the cost; I asked them if it's an on-going joke.

The Satur kit arrived. I could see from the extensive parts this was a far more serious modification than the Suplex kit. The Suplex kit replaced each displacer with a coil in a canister and a telescopic shock; the Satur kit was a totally new suspension, replacing most of the factory suspension. The hunt for a garage to fit the Satur kit wasn't easy in country Tasmania, most would respond 'too big a job', 'not my kind of work', 'we're too busy'.

Months later, the MS kit was fitted, and driving the car is wonderful. The noise, banging, skipping, jarring and slamming are gone. The car rides very much like it did when new. The garage owner, not keen on modifying cars; said the kit was a clever design but he found the instructions frustrating. I studied the old Suplex components, one of the Suplex rear canisters was scored and the shocks were jelly soft. I noted the central fixing point of each canister had moved off centre, the rear driver's side being the worst.

Mike Satur's interest and support was impressive. Throughout the process, he emailed me for progress reports and was always on hand to assist. When the garage couldn't get the sway bar on, Mike knew the problem and quickly emailed photos and an explanation of the missing spacer. He's definitely stands by his product and doesn't disappear once the sale is made. At the time of writing, Rimmers said they will refund the cost of the Suplex kit upon its return.

Car modification is riddled with risks and unforeseeable problems, even for professional

engineers. I can only admire those few who succeed, like Mike Satur. His skill re-engineered the suspension and saved my car for me to enjoy once more.

#### **Cost summary:**

Suplex kit \$A1464

Postage to Australia \$A240,

Import duty \$A358,

Fitting cost \$A1300,

Towing to and from garage because of Covid lock down 5k limit: \$A400,

Garage inspections \$380 total: \$A4,142.

Mike Satur kit inc postage: \$A2917.58,

Import duty: \$486.65,

Fitting: \$1700. Total: \$A5103



Some of the components of the factory suspension replaced by the Satur kit.



Note: the front suspension canister scored and the rear suspension canister is off center.

*I have written about my personal experience with MG suspension kits. It's an article I am sending to MG clubs because it's an article I wish I could have read a few years ago. It would have saved me a lot of money, time and heartache. Heartache that nearly pushed me to give my MG away.*

*The article is free for you to publish to benefit fellow MGF owners.*

*Jane Attard, MGF and MGB owner  
MG Car Club Tasmania Australia.*

## Old Speckled Hen Run

John Lindsay



I rolled out of bed (literally) and peeked out the window to see a magnificent sunrise over the coast, so I knew the day was going to be a good one.

The start from Wentworthville McDonalds, we had six MGs, four MGB, MG F and my MG GS. Thought we may have had a new member in an MG3, but she was just using the McDonald's Drive-Through. Run sheets handed out for all the attendees and I shot off home to get the MG3 and meet them at the Museum of Fire.

When I did get to the Museum, I was met by Peter Baldry and Nigel Martin who were there with their MG Magnettes.



It was also pleasant to see Tony Pengilly with his Porsche, and have a chat. The only other club present was the early model Ford club with an assortment of early Falcons and two beautifully restored 1957 Ford Fairlanes.

Apart from Tony Pengilly's Porsche and what looked like a Toyota Supra, we only had about 20 cars. We were joined by a lone Peugeot 203, and three Wolseleys



around 10:30am. Later a swarm of Sunbeams came in and stayed for about 45 minutes or so. We also had the pleasure of an extremely nice Alvis Drophead Coupe (I think it was a 12-70) for about an hour or so.

Shannons Insurance had a stand at the entry, and I'm not sure they did any business.

The Ford people had a bit of a meeting and one thing I took out from this, was that to qualify for concessional registration, any member must attend at least three outings every year – maybe, something for the MGCC committee to consider for our club.

Only one of the starters on the run handed in a run sheet, so our winner was Mark Robson.

For those interested in the trivia questions;

- 1-The engine capacity, MG F-Type Magna is 1271 c.c.
- 2-The number of cylinders for an MG SA Saloon is 6.
- 3-An MG TF was on the cover of the August 2021 of *Opposite Lock*.
- 4-The MG Y-Type was launched in 1947.
- 5-An MG TD featured in the movie "Monkey Business".
- 6-An MG TF featured in the movie "Funny Farm".
- 7-S.U. on the carburettor stands for "Skinners Union".
- 8-The magazine of the UK MGCC is called Safety Fast.
- 9-Parramatta Park racing circuit closed in 1953
- 10-The tiebreak number was "17".

Next year, I'm considering not to have a run, as people don't appear interested, and petrol could cost \$3 a litre. Instead, we could proceed straight to the venue. What are member's thoughts on this?

Although threatening at times, the rain held off for the day, and we did have some sunny periods – overall, a very nice day to blow the cobwebs out of the exhaust.



Attendees:

Greg Fereday,  
Hilary Wren,  
Mark Robson,  
Allen & Dawn Jefferay,  
R Goodrum,  
Nigel Martin  
Peter Baldry,  
Tony Pengilly  
& myself.

John Lindsay



**MGF/Modern TF RUN – WARRAGAMBA DAM**  
**Sunday 10 July 2022**  
**Organised by the MGF/TF Register - All Welcome**

Join us for an entertaining drive via an interesting and easy route through some iconic scenery to Warragamba Dam, where we will visit the new visitors centre, followed by a tasty casual lunch at the historic Wallacia Hotel.

**Meet:** 8:45 am at McDonalds, 441 Gt Western Hwy, Wentworthville, NSW (cnr Berith Road) for 9:00 am departure. Remember under COVID restrictions not to congregate and to maintain social distance.

**Cost:** No cost for the run.

**Bring:** Your MG ( or your daily drive ).  
All models of MG new and old are welcome. Pen or pencil to write on route notes.

**Navigators:** There will be a general knowledge quiz to keep navigators awake on the way.

**Bookings:** By Monday 4 July 2022. Please log into Wild Apricot and book yourself in for the event; or e-mail to Mark at [markr@australwright.com.au](mailto:markr@australwright.com.au) so we can warn the hotel of expected numbers for lunch

**Navigation:** Easy directions – this is not a navigation or observation run

**Parking:** Plenty of off street parking around the hotel.

**Lunch:** Usual pub food at your own cost, spend \$5 or \$55, it's up to you.



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](mailto:editor@mgcarclubsydney.com.au) if you know of it's whereabouts. Thank you.



## Illawarra Register

Please accept our best regards from the Illawarra Register, and I hope all of your cars are travelling well.

I write this month to report on attending a fairly wet National Motoring Heritage Day rally at the Australian MotorLife Museum, located at the Integral Energy Recreation Park ,94 Darkes Rd Kembla Grange, NSW 2526.

Typically for these times, after a lovely Saturday the Sunday weather was poor, with threatening rain holding off for the bulk of the morning and unfortunately steady rain began at the venue about midday and didn't stop.

Consequently, the actual turnout of types of cars and numbers was very low by the usual standards of this day. The two significant attendance groups were the Jaguar Drivers Club of Australia (XK Register) having a pre booked lunch and the local Morris Minor club.

I attach some photos to illustrate the activity on the day. There is a terrific static display range inside the museum, and I have selected just a the early caravan section to illustrate the wide range of memorabilia on display as well as actual cars and bikes. Enjoy!

As widely advised, regionally at least, due to the constant wet weather of this "La Nina" year, the other major South Coast Rally point, the Berry NSW Showground was not available due to constantly saturated grounds. A disappointment for many.

### Our Planned Illawarra Register events:

A reminder that the Illawarra Register from both Jaguar and MG clubs combine 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.

Michael Hough



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.

The good news is that we have a booking for nearly 30 people to attend the Nan Tien temple for a tour & lunch on 26th May.

Don't forget our Christmas in July activity on the 24th July at Mt. Keira Scout Camp.

We have approx. 40 starters for this currently. Please let me know immediately if you are coming and haven't already advised me.

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.

Michael Hough









## Breakfast Run to Bamboo Buddha

After meeting at Pennant Hills at an early hour a hardy group of MG's proceeded north on the Old Pacific Highway for a cafe style breakfast at Bamboo Buddha at Holgate.

Many MG's were represented on the run, old and new. Thanks go to Julie Porter-Stephens for organising the event and to Claudia Lovette for the photos of the day and the front cover of this months *Opposite Lock*.



## Ashfield Cycles

Get into Ashfield Cycles, owned by MG Car Club member John Michell. He's been in business for 40 years and is passionate about getting people on bikes.

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# ASHFIELD CYCLES



## Run to Nepean Dam



**When:** 26th June 2022

**Where :** Meet at the Nepean Dam at 10am for morning tea Noggin and Natter then lunch

**Bring:** Morning tea, lunch and seating in case the covered area is full. Hot water & BBQ are available.

All MG models and daily drivers welcome. No booking required.

Hope to see you there weather permitting.

*Peter Baldry Magnette Registrar*

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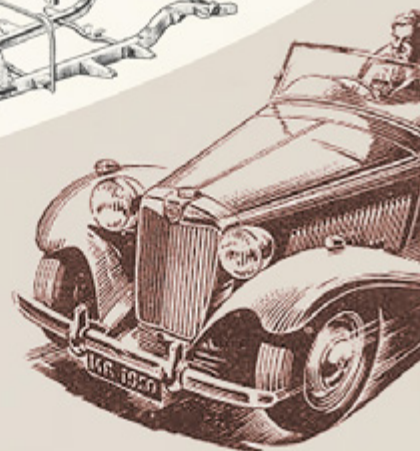
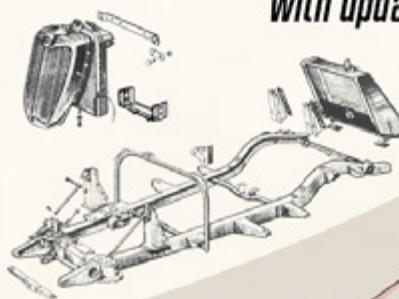


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## **An Invitation**

Dear Fellow Motoring Enthusiasts,

In association with Shannons Insurance and in support of Variety—The Children's Charity and John Hunter Children's Hospital, the *MG Car Club Hunter Region* would like to invite your European car club to join us for

### ***Euro Motorfest 2022*** **Sunday 19th June** **Foreshore Park, Wharf Road, Newcastle East**

To assist with organization, we request that all European clubs wishing to participate pre-register their interest. Please email me, Ian Ashton at [iashton7@bigpond.com](mailto:iashton7@bigpond.com) prior to the event with approximate numbers of vehicles attending, no later than 12<sup>th</sup> June 2022.

A \$10 vehicle display fee will be payable on entry with the event commencing at 8.30am and finishing at 1.30pm. Coffee, food and drinks will be available on site and a raffle will be held.

In the event of wet weather, we will be postponing the event to Sunday 26<sup>th</sup> June at the same venue.

Visitors to Newcastle may choose to make a weekend visit to our great city by arriving in Newcastle on Saturday. There are plenty of accommodation options, sights to see as well as restaurants and clubs for your enjoyment and entertainment.

MG Car Club Hunter Region is looking forward to your participation in Euro Motorfest 2022, on Sunday 19<sup>th</sup> June at Newcastle Foreshore Park.

#### ***Ian Ashton***

Public Relations Officer

MGCC Hunter Region

E: [iashton7@bigpond.com](mailto:iashton7@bigpond.com)

M: 0429 592 823

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Hats- with velcro straps to fit all sizes. \$25.

Scarf - double sided jacquard knit scarf in black with a red MG Octagon on one side and red Safety Fast! on the other. \$35



Club Shield Jacket- a dual colour dark blue and sky blue hex pongee and vortex shower proof jacket, mesh lining and fold away concealed hood.

Also available in green/dark blue . \$100.



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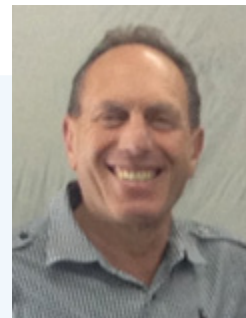


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- RAM TUBES / AIR CLEANERS





I was interested to read a lengthy treatise about an overheating MGB in a recently arrived copy of the UK MG Car Club magazine, 'Safety Fast'.

As is so often the case, the car had been modified by "improvements". Between these modifications and some unrecognised but seriously deficient components the car was both unpleasant to drive and also overheated.

Being such a nosey know all, I felt compelled to drop a note to Colin Grant, (the Deputy Editor of Safety Fast), with who I communicate quite often.

### Hi Colin

I was intrigued to read the article by Trevor Cramp about his attempts to address his overheating MGB.

There were tried at various times electric fans on and off, engine driven fans off and on, various carburetor needles and air filters, cold air intake systems, multiple dyno runs and adjustments, all to no avail.

### Starting Point, a standard spec MGB:

I have long maintained that an MGB, in good, well maintained and original condition does not overheat.

After having driven 250,000 miles in my MGB over my 52 years of ownership, often in ambient temperatures that would be inconceivably high in the UK, I can state categorically that MGB's do not run hot. My MGB is very close to how it emerged from the factory. It still retains its original three



bladed steel engine driven fan.

Photo of my engine bay .

As soon as I see MGB's with supplementary fans and other modifications, the first thought that crosses my mind is "so what's wrong with this car that has lead to needing additional cooling measures?"

In the case of the MGB described on pages 64 to 67 in the February 2022 'Safety Fast', it appears that the problems were due to a faultily hardened reground camshaft with worn lobes and a worn distributor. So all the previous preamble of the multiple trials and experiments are only confusing as they did not address the cause of the overheating problem and have been shown to have been irrelevant.

It is interesting, though understandable that MGB owners continually look for ways to "improve" their MGB's. They repeatedly make the assumption that we amateurs are cleverer than the engineers who designed the MGB in the first place. These Abingdon engineers were very capable, experienced, clever and at times truly "gifted"

individuals who worked in their field not as part time amateur enthusiasts, but as full time professionals. They also had access to factory facilities that the amateur mechanic does not, such as engine dynamometers. They also had direct contact with engineers and technicians at SU and Lucas, so carburetor needle and timing choices were perfected. True, they were still limited to the mass market commonly available proprietary parts, but mostly so are the owners who followed.

### Air Filters/Coopers Cans/Stub Stacks:

So much is neglected by people modifying their cars that was arrived by the original designers through development trials, with results assessed based on actual measurements.

For example those innocuous looking little air filter back plates ("stub stacks") in the attached photo, were not used on the MGA. During the MGB's development these alone were found to be worth

4 additional horsepower (!!!) Yet they are often omitted when people fit "less restrictive sports air filters", such as those conceptually poor "Ram Flo" air filters.

The standard air filter housings' intake trumpets are offset not for space limitation or

other reasons but to intentionally introduce swirl in the incoming charge.

The front intake trumpet is intentionally sited behind a hole similarly intentionally placed in the radiator diaphragm, for a reason; colder air is denser.

Most aftermarket air filters draw purely hot, (less dense), engine bay air.





### Bonnet Louvres:

Speaking of engine bay air temperatures, the writer of the "Tech Torque" article refers to louvres for engine bay temperature control. Such louvres are of course intended to let the hot engine bay air out. The trouble is that almost everybody who fits louvres places them towards the rear of the bonnet. This area just forward of the windscreen is a "high pressure zone". This is why manufacturers place their cabin air intakes in this area. Louvres need to be placed further forward than one and a half times the height of the windscreen to function as engine bay air extractors. Further back they have the opposite effect, pressurizing the engine bay!

There's an old black and white photo of a factory racing MGB being worked on by a mechanic (I think, Nobby Clark, and I think at Le Mans). The bonnet in this car is louvered. These louvres are placed well forward, much further forward than those commonly seen on cars modified privately by individuals. So yet another "improvement" that is often poorly conceived and executed, and ultimately counter-productive.

### Exhaust Manifold vs Headers:

The "Tech Torque" writer also discusses headers. Most headers are essentially a copy of the original factory cast iron exhaust manifold, a "three into two, into one, long centre branch" arrangement". Most (though not quite all) confer no performance benefit over the cast iron originals, but do make for a noisier exhaust system. The steel manifolds also retain less heat, and surprisingly a hot exhaust manifold aids gas extraction and therefore exhaust gas flow.

The wrapping of the steel headers in heat retaining materials does help here, as well as reducing

engine bay heat, but they do predispose to the tubular steel headers rusting out. Much better for this purpose is ceramic coating, (such as "Jet Coat"), which can be applied onto the original cast iron manifold as well as, if preferred, onto the tubular steel manifolds.

### Reground Camshaft Profiles:

I understand owners wishing to improve and to individualise their MGB's. Unfortunately most fail to appreciate that much of what they may do is unhelpful or even derogatory to the car's performance. They also can make for a significantly less pleasant car to drive on the road, such as the "Tech Torque" writer discovered when his sports grind camshaft left him with a car with essentially no power below 2,000 rpm. This is fine for a track/competition car, but for most of us just makes for a tedious driving experience on the roads, other than for bragging rights.

Finally I will add that I have personal experience in these matters. My MGA when I bought it had had numerous "enhancements" added by a previous owner who used to race the car on weekends. These included a "high lift camshaft", a "ported gas flowed" cylinder head and a 40+ overbore. Despite all the improvements, when I took possession of my "new" MGA, I thought the car felt limp.

Out of frustration I had the car run on a dynameter ("rolling road"). I discovered, as I had sensed, that it produced less, not more power than an original factory specification MGA Mk II.

Oh and yes, it overheated, terribly, too!

Tom Aczel

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**Marcos 1800 GT, 1965, Chassis 4026,**  
FIA and CAMs log booked

A rare and special car, designed in 1963 by Frank Costin, Chief Aerodynamicist for De Havilland aircraft, who famously produced the Mosquito aircraft in WWII.

Chassis 4026 is #26 of only 100 1800 GT's ever made. Marcos 1800 GT's were hand built with a wooden chassis and fibreglass body, using the cast-iron four-cylinder Volvo 1778 cc B18 unit with Volvo M40 gearbox. This car underwent a meticulous restoration from 2008 to 2017. This car is extremely competitive in its class, being Group Sb under 2 litre, weighs only 730kg & produces 175HP

There is an extensive history file original green cardboard log book issued in England in 1965, photocopies of original bill of sale and other documents issued by Marcos Heritage of England, original FIA log book issued in England in 2000, original CAMS log book issued in Australia in 2004, many receipts going back years. Photos of its restoration, and several magazine articles

featuring the car.

Specialist spare parts are easily obtained from Marcos Heritage Spares in England, however spares for all mechanicals obtained in Australia.

**ENGINE:** The 1.8 ltr Volvo B18 race engine was built by renowned Kim Baker and includes;

- \* Balanced, lightened and strengthened steel crank shaft
- \* Forged pistons, Roller Rockers
- \* Competition bearings
- \* Full race profile cam shaft
- \* Strengthened & lightened push rods
- \* Double valve springs

- \* Ported & polished cylinder head
- \* Twin Weber 45DCOE carburetors
- \* Extractor exhaust manifold
- \* Oil cooler & large oil warning light
- \* Oil and coolant catch tanks

**TRANSMISSION:** \* Volvo M40 gearbox with genuine Volvo close ratio gears

- \* 4.3 ratio Crown Wheel & Pinion LSD
- \* Competition clutch assembly
- \* Clutch pedal stop

## **BRAKES AND SUSPENSION**

- \* Competition struts and springs
- \* Competition brake pads

## **INTERIOR / SAFETY**

- \* Roll cage complies with CAMS
- \* Six point racing harness
- \* Rev counter, oil pressure, water temperature, battery charge gauges
- \* Fuel lines & wiring run inside body
- \* Fire extinguisher
- \* Battery & fuel cut off switches
- \* Push button starter

**Location:** Sydney.

**Price:** \$100,000 AUD. **Contact:** Darren Freeman +61414857 777

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## Classifieds - Cars



### 1960 MGA 1600

Engine No. 16GAUH28067

Chassis No. YGHN28967841015

Registration No. MGA021 (Exp 5 Jul 2022)

Colour: BRG with Tan Leather

Interior: Tourneau, Hood and Side Curtains in excellent condition.

I bought this vehicle in 1984 being the third owner.

It was the start of a total ground up restoration to Concours condition, taking 5 years, with documentation, photographs, mechanical work, receipts and parts available.

Fitted with 5 chrome wire wheels

Plus a set of 5 silver powder coated wire wheels.

Stainless steel exhaust system.

Location: Taren Point, Sydney.

Price: \$58,000.00

Contact: Brian Waghorn 0418 213 606

[brianw@shireprint.com.au](mailto:brianw@shireprint.com.au)



### 1988 MGB

10,000 odometers, Convertible body Manual, 4 cyl, 1800 petrol engine

Location: Northmead

Price: \$18,000

Contact: Alan Smith 9639 7864



### 1972 MGB Mk 2

NEW

Honest, fun MGB, strong mechanically, comfortable drive, good interior, exterior presents well with some patina, no rust, dry stored. The car is on historic plates through the MG Car Club.

Tonneau cover and two-piece hood both in good condition including rear window. Many new parts including brakes front and rear, brake booster, battery, coil, fuel pump, poly brushes front / rear and cross bar.

- 5 bearing 1800cc engine with Weber carburetor

- 4 speed synchromesh with overdrive 3rd and 4th gears

- Pull handles, banjo axle, strap fuel tank

- Chrome wire wheels with good tread on tyres

Price: \$25,000

Contact: [Sharmer57@hotmail.com](mailto:Sharmer57@hotmail.com)



NEW



### 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

Price: \$19,750

Contact: Doug Hurley  
0417 665 249

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



NEW

### 1969 MG BGT Manual

This car has had a huge amount of work done over the past couple of years with only a few minor things on the list still to be done.

A recent full respray, and rust removed from the tailgate, rear quarter windows, drip rails and doors.

Mechanical repairs and upgrades include new tail shaft, diff straps, steering rack and boots, HD tie rod ends, front & rear suspension links, front KYB shock absorbers, upgraded front shock assembly, Ram Flo air filters, full exhaust system, new 3/4" sway bar, new bushes.

And lots more such as new front right fender, new body seals all round for the doors, windows and lights, new chrome mouldings, 2 new 6V batteries, new grille, new front valance, new locks & keys, new blinkers & seals, new tail light assemblies and reverse light lenses, new Lucas round mirrors, new MG logo scuff plates, new chrome air intake, new MG radio blank, new MG cowl cover, new Lucas headlight bowls and driving lights, new outer door seals, new outer door brushes.

And the interior has been renewed and upgraded with brand new carpets, new hood lining, moulded carpet set, new door cards and foot well cards, new C pillar panel, new matching door caps front & rear and classic Cobra seats with adjustable mounts.

What's left to be done? The engine bay needs a tidy up so it matches the presentation of the rest of the car, and there are some minor rust repairs to be finished off.

The car starts, runs and drives beautifully and could easily be used on a daily basis.

Location: Sydney

Price: \$35,000

Contact: Darren Freeman  
0414 857 777

[info@pscars.com.au](mailto:info@pscars.com.au)

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## Classifieds - Cars



### 1974 MG BGT "Rubber Nose"

Mechanically the car is great and drives really well. The interior is in great nick, with a newish carpet set, and seats. The back seat has been removed in preparation for tarmac rallies or hill climbs that the previous owner never got around to, but is easily replaceable. Could be a great base for a Sebring replica build, or even a Rover V8 engine swap and you'll have a very desirable car. And if you love chrome bumpers it's a fairly simple job to swap out the rubber bumpers.

The car underwent a full body respray and engine rebuild about 20 yrs ago and the paint is still great overall. Unusually for an MGB it has no rust in the front fenders or rear sills. The engine bay is original, which means it could do with some cleaning and polishing, but everything works as it should.

**Location:** Sydney  
**Price:** \$24,900  
**Contact:** Darren Freeman  
 0414 857 777

[info@pscars.com.au](mailto:info@pscars.com.au)  
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[www.peninsulasportscars.com](http://www.peninsulasportscars.com)



## Classifieds - Parts

### MG XPAG TD 1250 Engine #1839 Block \$3,000.00

Engine was in running order when it was replaced. Includes:

- Crankshaft
- Pistons
- Flywheel
- Timing gear
- Oil pump
- Sump

**NEW**



### Phase 4 Competition Cylinder Head

To suit MG XPAG TD/TF Engines and XPEG TF ENGINES

**\$1,500.00**

Includes: Rocker Gear; Ported; Polished; and Hardened Exhaust Valve Seats, suitable for unleaded fuel.

### Original TD/TF Complete Gearbox \$250.00

Synchromesh on 2nd and 3rd gears is worn out.

**MG TD/TF As new Tail Shaft:**  
 4,000klm **\$250.00**

Job Lot **\$4,000.00**

Those items not sold by 31 July 22 will be sold to the highest bid received. **Location:** Breakfast Point, Sydney. **Price:** Job Lot **\$4,000.00**

**Contact:** Stewart McAlister;



### 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](mailto:jreddy2093@gmail.com)



### 4 Chrome Wheel Nuts

Good condition to suite MGB Mk II

**Price:** \$75, can arrange postage

**Contact:** David Jones

0418 466 453

[david@](mailto:david@)

### MGB Parts

ONLY part left:

Steering Lock - \$100.00

**Contact:** John Worboys

02 9452 2235

[jjcaworboys@gmail.com](mailto:jjcaworboys@gmail.com)



### MGB Speedo

For 69-72 MGB,

0419 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](mailto:tim@oceanbeach.net.au)

## Wanted

### V8 MGB

Any condition

**Contact:** Innes Bint

email: [innesbint@hotmail.com](mailto:innesbint@hotmail.com)

Ph 0064 218 45145



## Giveaways or Landfill



PS. How to recycle a Rocket Cover Racer!



### 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.

Contact: Ingo Weinberger

[grazer36@gmail.com](mailto:grazer36@gmail.com)

0456 612 540 between 10am-6 pm

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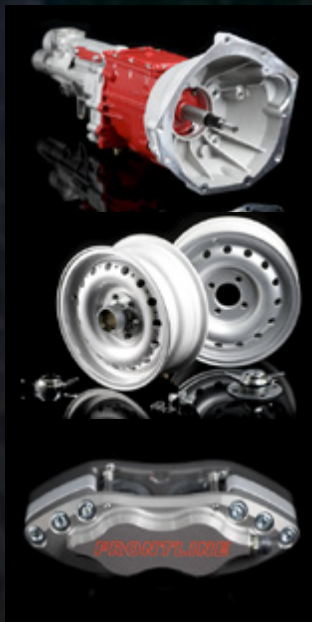
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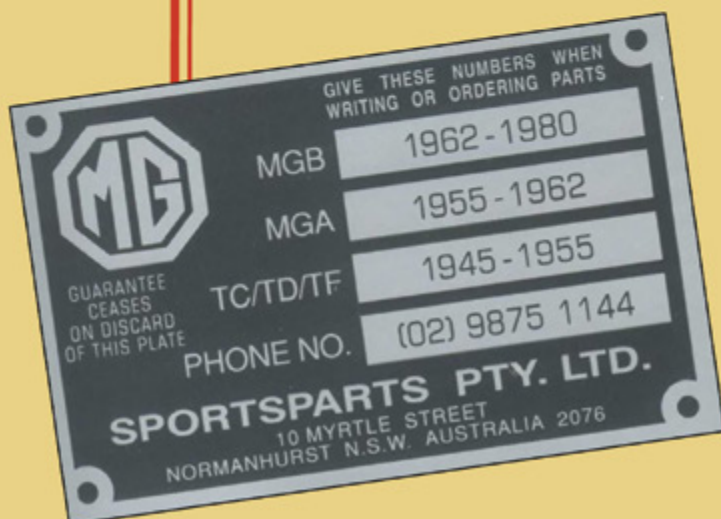
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