



Official Journal of the MG Car Club – Sydney

Opposite Lock



August 2022

In this issue

New Electric MG Cyderster
Roadster

Four Door Y-Type Tourer

Electricity as Applied to the
Motor Car c1917

Plugging into the future

MGCC Sydney Club Calendar 2022

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 MGB 60th Birthday Party, 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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August President's Report

As we move into August, it would appear that the weather has somewhat improved. Let's hope that this is the case as August and September are packed with activity. Whilst all the monthly activity is available on the web, a quick summary follows.



- Round 5 of the CSCA 2022 at Motorsport Park hosted by the Morgan Club.
- Shannons Sydney Classic Sunday 14th August at Motorsport Park.
- Touring Run organised by Don Young. Details will be up on the website shortly.
- Gathering of the Faithful 9th to 11 September (clashes with All British Day)
- All British Day 11th September the Kings School Parramatta.
- MGB 60th Birthday Celebration Strathfield Golf Club

Whilst encouraging all members to attend as many events as they can, of special note is the up-and-coming 60th Birthday of the MGB.

Designed by Syd Enever and manufactured from 1962 till 1980, the MGB is the bestselling British Sports Car of all time. It was also the best-selling sports car of all time until the Mazda MX5. A record that is unlikely to ever be beaten. Whilst many British brands beat their chest over their perceived credentials, MG's position is plain and simple. No other British vehicle manufacturer can claim this accolade, in total over 500,000 were produced.

Sold in many variations, it was certainly a car that I aspired to, but could never afford. I can still remember a pale primrose MGB in the window of the showroom in William St in the city. To me it represented everything I desired in a car. A few years later I bought an MGA. The B was out of my price range. A shame because I was very envious of the wind-up windows.

To celebrate this milestone the Board would like to invite all members to a special cocktail party which will replace the normal members meeting on Tuesday 13th September.

Full details will be coming out via a Running Board in the next few weeks. The intention is to have a club subsidised cocktail style dinner with guest speakers entertaining us throughout the evening.

Come and hear Tom Aczel, John Lindsay and other notables in the club talk to the history of the mark and in specific cases, reminisce over the years they spent at Zetland.

If you have a story, and would like to contribute on the night, please contact John Clarke for a speaker's slot.

In celebration of this milestone, the Board would like to ask all members to assist in driving up the membership of the club. There are still many MG's most of them B's that aren't in our club. So, we have had produced a quantity of "Come and join the MGCC Sydney" business cards that may be placed under the wiper on any MG you spot. And especially a vintage or veteran that's on full registration. So, please pick up a number of cards from Granville at the August meeting and let's make a mission of this initiative.

I look forward to seeing you all at our many events during this 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!

Anthony & Gregory Ralph	MGB
Trevor Anderson	MGB
Dominic-Joel Symon (Jack Symon)	
John Tennant	MGB
Iain Forbes	
Louis Ippolito	MGB
Geoff Johnson	MGB

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

We want to hear your story!

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





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Page 18-20: History of the four door Y-Type Tourer



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Page 24: Shannons Classic



August 2022 Cover: Tour de Gloucester, on the back roads, Ros & John Bastian's MGB "Goldie". Photo by Ros Bastian. Update: July Front Cover photograph was taken by Scott Bailey and not Caudia Lovette as referenced.

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August 2022 *Opposite Lock*

Contributing photographers:

Thanks To:

Michael Hough

Matt Crawford

Greg Fereday

Ros & John Bastian

Alan Heritage

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CAMS
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web: mgcarclubsydney.com.au

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

52, Weeroona Road, Strathfield.

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C and V8	Vacant			
Midget and FWD	Vacant			
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August Members Gathering- Strathfield Golf Club. Tuesday 9th August 2022.

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 is Gillian Lewis and she will talk on :

THE JAPANESE MIDGET SUBMARINE ATTACK ON SYDNEY HARBOUR

Coming ready or NOT! Sadly, 21 men from HMAS Kuttabul and 4 Japanese sailors were killed on that fateful night but the death toll could have been much higher. Find out the details of how the attack was carried out by courageous Japanese Naval personnel and the harbour defences which were inadequate to say the least.

Gillian joined the Australian National Maritime Museum as a volunteer guide in 2008 when she retired from a successful sales career in commercial building at CSR Building Products and has also been a member of the ANMM Speakers for the past 8 years developing several presentations and regularly speaking to community groups.

She and her husband own a 1972 Jensen Interceptor III and a 1953 MG TD. They are active in several car clubs regularly driving the cars on outings.

Gillian comes from a family with a history in the Merchant and Royal Australian Navies. She has a special interest in the loss with all hands of HMAS

Sydney (II) in November 1941 after a battle with the German raider HSK Kormoran, and volunteered her time for several years to search genealogical data bases for living relatives of Sydney crew to be DNA analyzed to assist in identifying the unknown serviceman from the ship. She is also interested in WW1 history, particularly the Western front theatre of war and is a passionate traveler having visited over 120 countries so far. Please come and join us and give a big MG welcome to Gillian.

A lucky door prize of a family ticket to the Australian National Maritime Museum will be given away on the night.

Greg Fereday



July Members Gathering- Strathfield Golf Club. Tuesday 12th June 2022.



Our thanks go to our guest speaker for the evening Lester Gough CMC Membership Secretary, who was very informative with regards to current legal requirements for the registration of our historic vehicles.

Lester liaises with Clubs enquiring about Affiliation with the CMC and if suitable, guiding them through the Affiliation process.



Currently the CMC has 227 Affiliated Clubs which Lester assist with club matters and Conditional Registration.

Lester has been on the CMC Committee for 20 years and Membership Secretary for 10 years, he is also a member of 5 car clubs all affiliated with CMC.

Greg Fereday



SEPTEMBER



2022

Southern Highlands Run

'Lunch at Sutton Forest Inn'

Sunday 4th September

T.C. Run - All Cars Welcome



Come enjoy the great country roads via
Yanderra / Springfields / Werai / Exeter & Sutton Forest
ending with a lunch at Sutton Forest Inn
Join us and enjoy the day!

Directions:
Meet at McDonalds Narellan
CRN of Northern Rd &
Camden Valley Way.
10am Start.



Book Now:
Wild Apricot App
www.mgcarclubsydney.com.au
John Carter - 0416292929
johnmartincarter@gmail.com
RSVP. 28th August - 2022



MGF/ Modern TF Run to Warragamba

Mark Robson



After a huge amount of rain the weekend before, and during the week about 10 metres of water over some of the Nepean's bridges I had given up on things going ahead, but the Nepean really is like a bathtub with no plug, once it stops raining the water runs away quickly, and on the day before the pub seemed quite surprised I was checking, "The water's gone down, of course we are open."

A dozen or so intrepid MG drivers turned up in the morning drizzle, a handful of RV8's, a few MGB's, an MG3 and a sole MGF. A few others brought their 'sensible' cars which didn't look like the wrong option. After a quick briefing in the warmth of Maccas we were off, heading hopefully towards some blue skies. We skirted around the site of the new Badgery's Creek airport on some of the new roads out there, then across the Nepean at the high level bridge near Camden. Turning west here we had 30 km of open road to the Burrogorang Valley lookout. It was quite chilly but we all took a short walk to see the sights of the valley and the size of the dam which stretches as



far as the eye can see in all directions.

With the sun trying to peek through the clouds it was time for some roof down motoring along Silverdale Road to Warragamba and the dam wall,

where we were joined by an MGA. The motoring was quite challenging, with a wet surface and plenty of potholes to dodge to keep everyone on the toes. One very large hole nearly swallowed the MGF and proved that the inertia switch really does work. This is a safety device that turns the fuel pump off in an accident and was triggered by the jolt of the pothole, fortunately the reset is a quick fix and we were off once again.

The massive engineering project to protect the dam in case of flood, dwarfed by the size of the valley, is easily viewed from the new visitors centre, where we were able to view exhibits of how the dam works. One or two

made the long walk down to the dam wall, but it's not the walk down, it's the walk back up! After a short drive down the hill to Wallacia we were welcomed by the hotel and joined by a



couple more club members who had either slept in or decided the rain shouldn't put them off altogether. There was a short general knowledge quiz to keep us occupied; with the questions having a definite flavour of MGF/TF cars and mid-engined cars in general. The winner of the quiz was Stephen Wilson and he will receive a nice bottle of muscat. It really is worth having a go, you never know who might win.

Soon an excellent variety of dishes were spread across the tables and everyone enjoyed a tasty and filling lunch. As some settled in for an afternoon chat the live music started and others drifted homewards, in a bit of sunshine at least until we neared Parramatta. Thanks to those that came along regardless of the weather, those that did all had a good time.

Mark Robson



New Electric MG Cyberster Roadster

The all-electric two-seat MG sports car is poised to follow the likes of the MG TF and MGB, and our exclusive images preview how it could look.

MG has built much of its reputation on small, simple roadsters that were fairly affordable, but aspirational. This is something that the Chinese-owned iteration of the brand hasn't been shy to emulate. And now a new MG sports car takes a step closer, as fresh leaks all but confirm that the brand is returning to its roots, with a small, probably all-electric roadster.



The car could hit the roads in 2024 to coincide with MG's centenary, possibly with an MGC EV badge, following parent firm SAIC filing a trademark for the name. Direct rivals will be few and far between, but the new car could give buyers of internal combustion-engined convertibles like the Mazda MX5 and BMW Z4 a new avenue to explore.

Back in 2017, MG unveiled its E-Motion Coupé concept. Designed to be a flagship all-electric coupé, the project now looks dead in the water. Attention has turned to a drop-top car based on last year's Cyberster concept. It was successfully greenlit for production after a crowd-funding effort that saw over 5,000 potential buyers place money down to make it happen. MG could decide to name it after the concept, too, given that a trademark for 'Cyber X' has also been filed.

London-based SAIC Design created the concept with plenty of eye-catching details, such as Magic Eye headlights that open when turned on, the Laser Belt line of LEDs along the side, and the squared-off Kammback tail. Leaked patent images reveal a production MG based on the concept is very much imminent, including plenty of the Cyberster's design features. Our exclusive images bring these leaks to life, showcasing what MG's new roadster could look like in the metal.



We can see it's retained a version of the concept's face, albeit a little less aggressive, with a small grille at the bottom of the front bumper and a long bonnet with plenty of creases and slashes that cascades into the nose. The Magic Eye headlights have been replaced with more conventional units.

The finned side skirts of the concept remain, although the Laser Belt has been toned down. Plus, the open-top speedster design of the concept has been swapped for a folding fabric roof, which should be more appropriate for the British climate.

As on the Cyberster, the rear end of the new car features some outlandish brake-light design. However, whether or not the units resemble the British flag (like the rear lights on the current MINI) or gigantic arrows is up for debate.

The concept's rear diffuser has shrunk, but the Kammback rear end remains. It gives the car a traditional profile, with proportions more akin to the classic MGB, rather than the firm's most recent convertible car, the TF.

Don't expect to see the concept's yoke-style steering wheel, but the center console with integrated touchscreen, wraparound driver's display screen and even the Zero Gravity floating head restraints could all make production. The driver-centric two-cockpit layout could also feature.



What's less likely to be reflected in the production car are the concept's 500-mile range and 0-62mph time of less than three seconds. But that's not to say the Cyberster won't offer up impressive stats.

MG recently unveiled its Mulan hatchback for the Chinese market. This will come to Europe as the MG4 and is claimed to be capable of 0-62mph in four seconds. It will be offered with rear-wheel drive on the SAIC Nebula pure-electric architecture, which would provide a perfect base for MG's new sports car. Full specs for the Mulan have not been revealed, but some of its technology could transfer into the new roadster.

The sports car's powertrain is likely to be geared for performance rather than efficiency. But its proportions should result in a lighter kerbweight than MG's other EVs, so we expect it to at least match the 273-mile range of the ZS Long Range SUV. It will depend on how much underfloor battery can be packaged beneath the passenger cell while still keeping the car low, however.

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Submitted by Greg Fereday

Touring- The Hawkesbury River Run Thursday 25th August



Meet: Thursday 25th August @ 9am McDonald's New Line Road, Dural

Morning Tea: Wisemans Ferry in the park before the ferry
Cross the Hawkesbury River on the ferry, along to Spencer and Central Mangrove

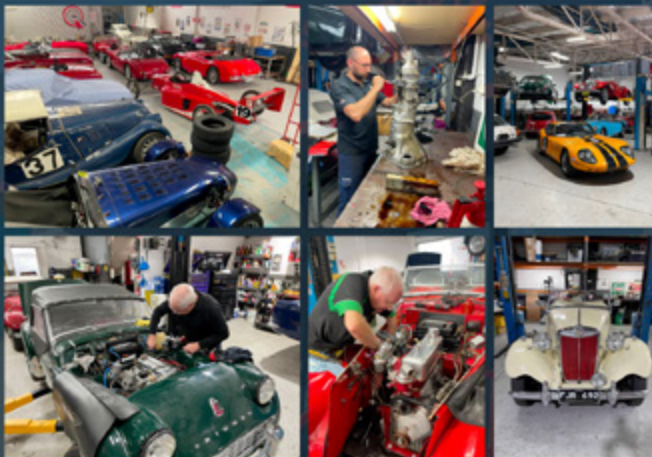
Lunch: Oyster Shed at Mooney Mooney
Home via Old Pacific Highway

Bring: Own chair, morning tea

Contact: Don Young for confirmation of attendance 0412 600 415

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Sunday 11th September, 2022

At the picturesque
THE KING'S SCHOOL
Pennant Hills Road
North Parramatta



Display cars are to enter via Masons Drive, North Parramatta
with gates opening at 7:00am and locked at 9:30am.

Display cars are not to leave the MG display area until 2:00pm.

Tickets \$10 per car purchased before the event.

\$5 per car on the day for general parking only, not with display cars.

Tickets available from
Allen Gower: 0439 650 401
David Noble: 0414 576 376
allenandyvonne@bigpond.com
david.noble070@gmail.com

If you are unable to attend a Members Gathering to purchase tickets
please send payment in a stamped and self-addressed envelope
(including phone No.), no later than August 26th to:

David Noble
38 Russell Avenue
Wahroonga NSW 2076

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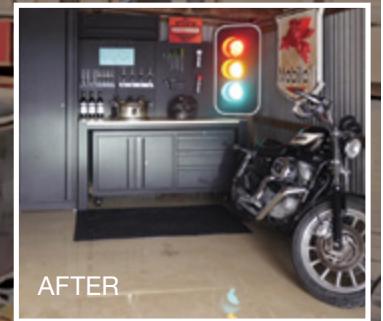
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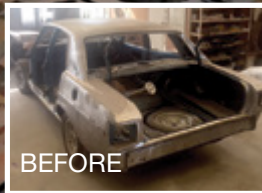
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Membership Renewals

Sheila Trotman



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.

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@mgcarclubsydney.com.au



60th Anniversary of the MGB

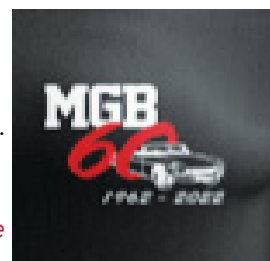
The MG Car Club Sydney has exclusively designed a commemorative tea shirt in honour of the 60th Anniversary of the iconic MGB in September 1962.

Made from good quality breathable cotton/ poly, stocks are limited so be quick and collect at Club meetings for only \$45.

We plan on holding a 60th Anniversary Celebration of the MGB at our monthly meeting on September 13th at Strathfield Golf Club.

We look forward to seeing you there.

Granvill Harris & John Clarke



CHAPTER VIII

Electricity as Applied to the Motorcar—Fourth Section—The Electric Vehicle

It would not be possible in a book of this description to attempt to give anything like a full account of electric vehicle construction and management, as it is a subject that would require a book to itself. The recent developments and consequent revival of interest in this class of car, however, warrant a reference to it.

The electric vehicle as designed for private use has been greatly improved in design and lightened. There are more facilities than formerly for obtaining the indispensable supply of charging current or "fuel," though, of course, this is not comparable with the ease with which petrol and similar fuel can be obtained.

On the score of low cost of running and speed an electric vehicle is not comparable with the petrol vehicle, but against this there must be balanced the exclusive advantages of the electric vehicle. These are its great simplicity and reliability, the small amount of attention required to keep it in order, ease of manipulation, self-starting, reversing, and lighting, no gears to change, very even drive, i.e., non-intermittent, no vibration as there are no reciprocating parts, absolute silence, safety from fire, there being no combustible fuel, and automatic braking.

General Construction

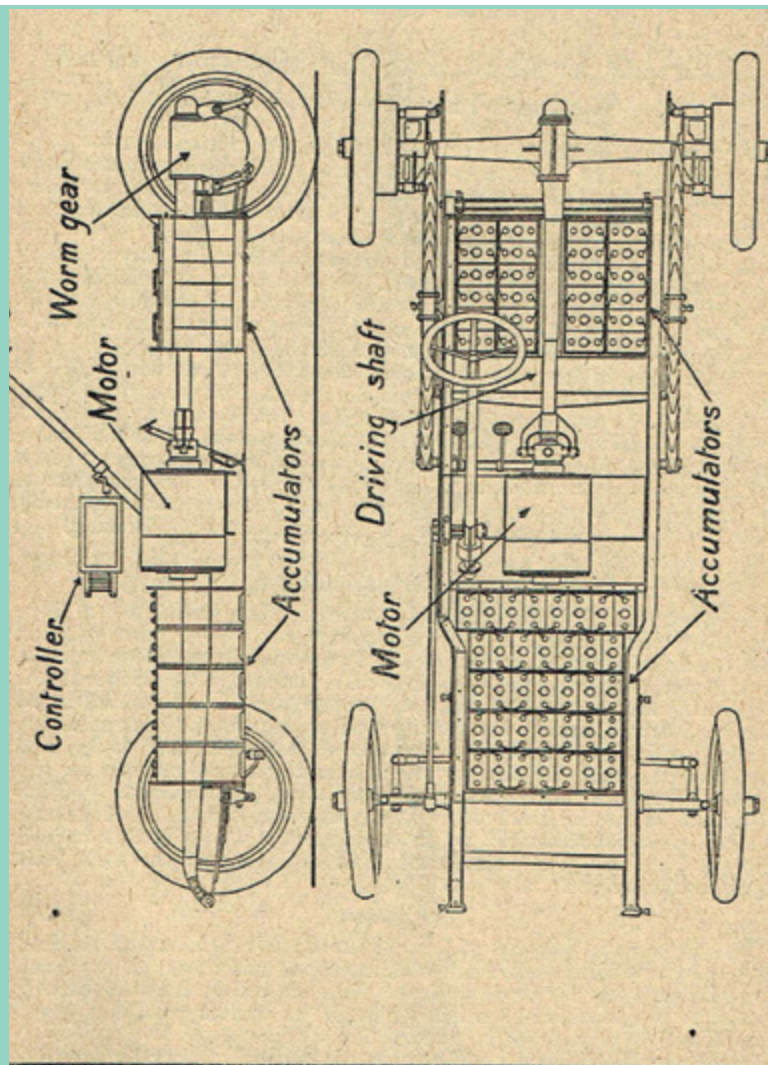
It is not difficult for anyone who understands a petrol motorcar to obtain a sound general idea of an electric car. If the usual gearbox and engine be removed, and in place of them an electric motor and set of batteries be substituted, there is little difference. The electric motor practically acts as its own gearbox, though there is no gearing in it. Thence it drives through the usual propeller shaft to the back axle.

The position of the battery depends on the particular design and power of the car. In some types it is slung about midway in the frame, the motor being placed further back. The forward position under the bonnet is, however, a very convenient one for small private cars, owing to its accessibility. In certain makes the battery is divided into two sections, one being carried at each end of the car. This equalizes the weight.

Batteries

The accumulator battery may be of the standard lead-sulphuric acid type, or the Edison nickel-iron alkaline type, this latter having come into extensive use for traction work. It is important that the battery should be capable of being rapidly charged as well as possessing great durability. It should not be of excessive weight.

On these points the nickel-iron battery shows up very favourably. On the other hand, the lead-sulphuric acid battery has been developed to a high state of efficiency; the plates are made capable of withstanding high charge and discharge rates, and the deterioration is much smaller than it used to be. Furthermore, it is much lighter for a given capacity than formerly.

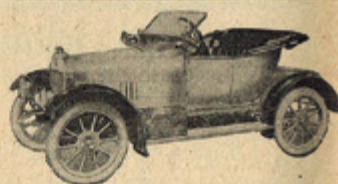


Two views of an electric car chassis, showing the disposition of the chief components. It will be noted that the Edison batteries are placed so as to provide an even distribution of the weight.



THE SWIFT "10"

A great success because it ensures a greater amount of satisfaction than is given by any other car of similar type. That has always been the record of the Swift "10," and when we are again able to offer this model to motorists, the extensive experience we are gaining by handling delicate government work will be valuable in helping us to make the Swift "10" of still greater efficiency. At all events, the slight inconvenience of waiting for a Swift instead of purchasing an inferior car now will be amply repaid when the "10" comes back.



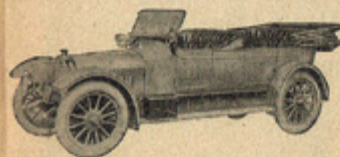
THE SWIFT MOTOR

LONDON 152-4, LONG ACRE, W.C.

1917 CARS

THE SWIFT "15"

This publication goes to press at a time when our entire works are under Government Control, and, in consequence, the manufacture of the Swift "15" is, for the time being, suspended. We desire to point out to motorists, however, that when we resume production, our 15 h.p. model will more than ever maintain past records for efficiency, durability and economy; and motorists may take it as certain that many refinements made possible by the valuable experience we are gaining now, will be incorporated in the new models.



CO., LTD., Coventry.

DUBLIN 15-17, SOUTH KING STREET.

The battery can either be charged in position by making the connection with the supply cables, or it can be taken out of the car and a fully-charged one substituted, this change taking but a few minutes.

The Controller

The starting, reversal and speed manipulation of the electric car is effected entirely by a simple piece of mechanism known as a "controller." It takes the place, when compared with the petrol car, of the starting handle, clutch, change-speed lever, throttle and accelerator, these functions all being combined in the movement of a small lever on the usual steering wheel. This lever actuates a series of contacts in a sort of switch box, so that the connections between the battery and the motor are made in a particular way.

A description of these connections is much too technical to go into here, but it will suffice to know that the driver has full control of a series of movements that give speed, power for climbing, reversal, braking, etc. The latter, for convenience, is usually effected by a pedal, which cuts off the current to the motor and partly short-circuits it through a resistance. This movement converts it for the time being into a dynamo, and thus the momentum of the car is quickly used up, but without any strain or shock to the car or its mechanism. A second pedal is usually fitted to actuate an ordinary mechanical brake acting on brake drums on the rear wheels.

The Electric Motor

The previous descriptions given of the dynamo and motor as applied to the lighting and starting of the petrol car apply equally to the general principles of the motor used exclusively for driving an electric car. There are certain windings of the coils of the field magnets which are special to this class of motor, but in its fundamental parts it is the same as a starting motor.

The power available is proportional to the weight and size of the car, but a minimum is 5 h.p. nominal: this, however, can be greatly increased for short periods, as the electric motor has a high overload capacity. The perfect uniformity of the turning effort, and the fact that the maximum torque is obtainable at slow speeds, render a large and powerful motor unnecessary.

The electric motor is perfectly dust and weather proof, and the only revolving part, viz., the armature, runs on ball bearings, and these require very little attention.

Instruments and Auxiliaries

One advantage that the driver of an electric car has is that he can see at a glance how much electrical power the car is using at any given moment. On the dash is mounted an ammeter and voltmeter giving the current indications. Another useful instrument is an ampere-hour meter for showing the condition of the battery both when charging and discharging. This corresponds to a petrol gauge or fuel meter to show at any moment the amount of fuel available. Heating, lighting and equipment can also be run off the main battery and, similarly, any other auxiliaries such as a horn, electrical tyre pump, etc.

Cost of Running

The disparity between the electric and petrol cars in all-round cost of upkeep is nowadays not so marked as it was. Users of commercial electric vehicles with access to a cheap supply of current find that the cost for current works out at less than 1d. per mile.

A small car, 22½ cwt., capable of 16 miles per hour on the level, can be run at a cost of a little more than ½d. per mile for current,

providing current be available at 1d. per unit. This, of course, is a low figure, and the cost will vary with the locality where current is generated. Obviously, on a large scale it will be cheaper than in a district with only a small power plant not specially adapted for supplying charging current. Thus, the usual high voltages for lighting of 100, 200, 250 volts are not adapted for charging batteries requiring 50 or 60 volts and a considerable amperage. The high voltage requires converting down by a motor generator.

The small amount of attention required is one of the best offsets of the electric compared with the petrol vehicle. Providing that the batteries are in a charged condition, it is always ready to be driven instantly. There is no starting up, ignition, carburation or lubrication, nor other numerous detail points on the transmission system to be attended to.

The uniform drive is conducive to long life of the tyres, though, owing to the increased weight they have to bear, these have to be of a proportionate strength to suit the work.

Petrol-electric Vehicle

This combination of the two principles of car propulsion is one that has an important future, though little has been done with it so far other than heavy work, for which it has proved successful. Electricity, however, now plays such an important part as an auxiliary to every petrol car that it would be but a comparatively small step to employ it on a much larger scale. The chief advantage obtained by combining a dynamotor and battery of accumulators with the petrol engine is that the flexibility of the engine is so greatly increased that the gearbox and reverse can be dispensed with and all the present minor advantages are obtained on an even more efficient scale, viz., starting, lighting, ignition, heating, horn, etc. The dynamotor simply takes the place of the gearbox, and when the road conditions do not call for much power it generates current and charges the battery. Thus a big reserve of power is always at hand, so that when the engine is more heavily taxed and in the ordinary way would require the gear changing, the current is simply switched on to the dynamotor and the extra power is at once obtained with a perfectly uniform turning effort, and the power can be graded as desired by the controller switch. The large battery provides all the auxiliary current and the usual magneto, starter and dynamo are not needed; further, if the petrol becomes exhausted the car can be run a considerable distance on electric power alone. The manipulation of such a car also is simpler than the petrol type as there is no gear or clutch manipulation. The drawbacks to the system are that a fairly large engine is required, one not less than 20 h.p., and the dynamotor and battery mean that there is considerable added weight and it is a more expensive car to manufacture.

DEFINITION OF ELECTRICAL TERMS

Volts.—A term or unit indicating the pressure value of the current. For example, the pressure or voltage of an accumulator is 2 volts for each cell. The pressure of the sparking current may be as high as 20,000 volts. It is a unit comparable to the pounds per square inch used when speaking of steam or water pressure.

Ampères defines the rate of flow of current along the wires as distinguished from the pressure forcing it along. It is a unit that may be compared with the gallons per minute unit used when dealing with hydraulic measurement.

History of the Four Door Y-Type Tourer

MGY A 6737 started life as a four door sedan built in 1951. It was owned by Philip White a Sydney solicitor who engaged a panel beater-painter from the Central Coast to carry out minor body repairs and a respray of the car. Unfortunately, on its travels up the coast the car blew off the transport vehicle landing on its right side and roof windy Moonie-Moonie Bridge. This severely damaged the superstructure. We happened to be travelling in the opposite direction at the time, and saw the car sliding along the bridge whilst lying on its right side.



The next time I saw the car was in 2006 on a visit my regular auto body shop. The car was undergoing minor rust repairs. The bottom sills of the rear doors were being replaced. A refurbished engine had been fitted with, the original engine being replaced by XPAG/SC/16551 from Y 6774, another one of Philip White's cars. The car caught my eye at the time, as something that I would like to acquire as novel project. Unfortunately, I had just I acquired a YT as well as two unloved YA's from Kirrawee in Sydney at the instigation Alf Luckman, who had been The MGCC Sydney's long serving Y Types registrar. The YA's had been out in the weather for some thirty years and although they proved a useful source of mechanical parts, they were not of any use for body panels.



As it would have been uneconomic to repair the four-door sedan of Phillips White's to original condition, Alf had convinced him to convert the car to a four-door convertible Y type. Philip enlisted the help of his panel beater & welder brother and together they cut the roof off and modified the centre pillars to support the doors. As the front screen frame was also distorted it was also removed

and a YT windscreen fitted.

Just after I acquired the YT, the Four Door Tourer became available at an attractive price, as it was clear the Philip was not going to be able to complete the project due to illness. The car came with significant history, both written and in photographs supplied by his wife Kaye. Again Alf asked me to purchase the car, as he could see that it would be completed. The car was purchased in October 2009, and squeezed into the already overflowing workshop. My youngest daughter had hoped it would be ready for her wedding day, but alas she had to make do with our YA and YT and a loan of Peter Fogarty's YA to accommodate the bridesmaids. The complexities of getting this project off the



ground were somewhat more than restoring a vehicle to its original condition. We needed to engage the services of an engineer who would supervise the project and dictate what modifications were required to the body structure to allow it to comply with the Roads and Traffic Authority requirements.

It soon became clear that the body of the car needed to be reinforced such that it would have similar strength to that of a unitary constructed car, despite sitting on a chassis.



A fully welded steel floor was required however, the chassis had been constructed with a solid beam supporting the rear of the gearbox. This then meant that the gearbox tunnel, and the removable sections of the floor/fire wall needed additional bracing to increase strength and allow removal of the gearbox and engine. Cross bracing was placed in the scuttle and across the rear seat back.

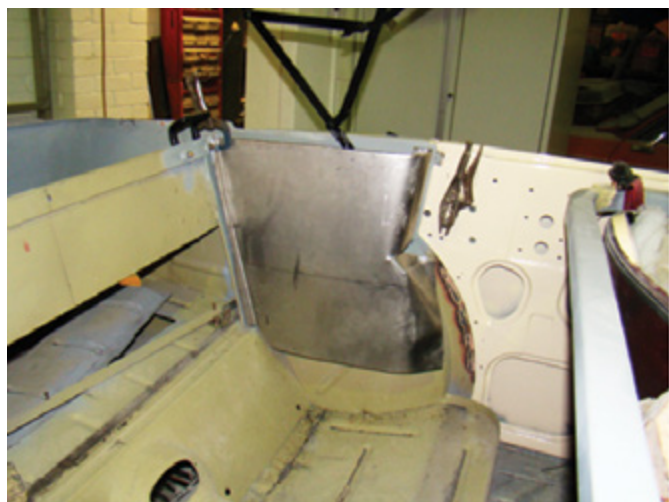
The junction of the rear seat platform and body structure was strengthened at the rear door by the addition of welded steel pockets to house the hood bows. The area below the seat platform next to the rear doors was fitted with little lockable cabinets,



welded between the floor and seat platform where the kickboard had been. The doors required strengthening where the upper hinges were placed in their new position.

The brackets to reinforce the hinge mechanisms inside the doors were sourced from the doors of the Kirrawee cars. Additional strengthening was placed in all doors to prevent side intrusion.

A "Taxi bar" was placed between the door pillars to strengthen the body from side impact intrusion, and to act as anchor points for the seat belts. Retractor seat belts were needed as were head rests. The mountings for the rear retractor belts were placed in the boot, and those for the front seats were placed under the floor in sealed housings. Both sets of belts had "eyes" for the belts to slide through at shoulder height. The rear "eyes" were secured to the reinforced seat back and the front ones to the "taxi bar".



A recess was fashioned behind the rear seat to accept the hood when folded down. The boot

space was modified by raising the floor to accept a standard 15" X 4.5" 60 spoke MGA wheel with a 165X 15" tyre, i.e. the same as those on the other wheels. To gain access to this tyre the boot floor needs to be removed. When the body and chassis were assembled in their complete configuration, a deformity test needed. Four heavy individuals totalling 400 kg, sitting inside the car, were required for the measurement of any deflection of the body and chassis structure. Deflection was measured at less than 2 millimetres.

Mechanical modifications included the addition of a supercharger a modified Toyota CS 14, a Dellow Toyota Corolla five speed gearbox conversion, a steel crankshaft, slightly modified camshaft, and the engine was balanced, TF valves were fitted and the head was ported and polished. Front power assisted MGA disc brakes were fitted as well as a Morris Minor 4.55 differential centre.

A high flow fuel pump with a pressure regulator was used to supply the increased fuel consumption of the engine. To cope with the increased power being delivered to the rear wheels, the rear 3/8inch wheel studs have been increased in diameter to 7/16inch MGA type. To provide a perfectly flat surface for the Austin Healy hubs to bolt to the rear brake drums these have been replaced with cast aluminium Nissan 180B drums.



All of this required drilling the hubs, half shafts and the brake drums, to provide a much more solid base for attachment of the rear wheels. Ignition is provided by a 123 electronic distributor.

To finish the front scuttle was modified to look like a T type. The original dash was modified to accept a TF instrument cluster that was inverted and modified to fit around the steering column. This housed the speedometer, tachometer and the oil pressure, ammeter and fuel gauge.

The History of the Four Door Y-Type Tourer

A water temperature gauge and boost gauge were also fitted into the centre of the dash between the instrument cluster and the glove box. Laminated burr walnut was applied to the front dash and the wood pieces covering the tops of the doors. Between the two front seats, a cocktail cabinet was constructed, also covered in burr walnut. The area above the modified dashboard has been covered with laminated burr walnut. Side curtains have been made from modified YT side curtain frames, fitted into stainless steel tubes mounted through the wood on top of the doors into the door frames, and held in place by modified MGA knurled side curtain nuts.

As the hood is fitted further back than in a YT, the hood frame needed to be lengthened to reach the

seats, a maroon soft top, with maroon carpets and a selection of tonneaus.

LED lights are fitted where possible to brighten up the dim light provided by the original Lucas electricals, as well as high and low tone Lucas horns.

Following completion of the car, it required sign off by the engineer with a six-page document listing all of the modifications made as well as its new weight at 1040 kg an increase of 49 kg on its original weight.

The car has had two outings, the first to Annual National MG Car Club Meeting in Warners Bay NSW, a run of 600 km.

The second run was to Gympie in Queensland for the MGY 75th Anniversary meeting, a run of 1600 km. The car performs well and keeps up with traffic on the freeway at 110 km/hr with the engine doing 3,500 RPM.

On the way home from Gympie, it suffered a regulator failure, which has subsequently been resolved.



front screen using a sliding mechanism such that it could be folded back to its original size to fit in the recess behind the back seat.

Following completion of the body work, the car was transported to the trimmers to be upholstered in biscuit coloured leather with red piping for the



MGY Four Door Tourer with the Mary Valley Rattler in the background.

Matt Crawford

HAPPY BIRTHDAY MGB

SEPTEMBER MEMBERS GATHERING



Join us at the Strathfield Golf Club on Tuesday 13th September to celebrate MGBs 60th
With a very early and original pull handle MGB and other MGBs on display
Talks from our own John Lindsay and Tom Aczel and a birthday cake to help celebrate
This promises to be a fun and interesting night
MGB 60th birthday polo shirts with the above logo will also be available
The event will be in the form of a cocktail party subsidised by the Club
Don't forget to bring your MGB.



2023 MG National Meeting 7-11 April

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. If you have already done this, encourage your friends to make an expression of interest.

Tim Edmonds, President, chairman2023natmeet@adam.com.au
Chris Bray, Registration, registrar2023natmeet@adam.com.au
Sandra Cardnell, secretary2023natmeet@adam.com.au



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

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.

Next Event: Please don't forget our Christmas in July activity on the 24th of July at Mt. Keira Scout Camp. Currently we have 40 + starters booked. Please let me know immediately if you are coming and haven't already done so. Cost \$35 per head for a two-course lunch and great atmosphere. I attach some photos of previous events at Mt Keira Scout

Camp and will provide some photos of this year's event for next months *Opposite Lock*.

2022 Program Dates




Please enter the following dates into your diary:-



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
Nov Sat 13 -14 Nov		MG Car Club Run To Wings Over Illawarra 2022
Nov Thu	24	TBA

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

Michael Hough





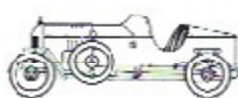



M.G. Centenary in Australia 1923 - 2023

To celebrate the Centenary of Classic M.G. Cars in Australia,
a National 11uk Rally will be held from Friday 22nd September 2023
to Thursday 28th September 2023.

Fifty Classic M.G.s will each start in Adelaide, Melbourne, Canberra
Sydney and Brisbane, and after 2500km and 6 days of M.G. Driving
will arrive in Canberra for a 250 car display of M.G. Models
from 1923 to 2005 and a Centenary Celebration Dinner and Show.

Checkout our Facebook page - <https://www.facebook.com/MG.Centenary.Rally>
or email us at :- m.g.centenary.rally@gmail.com



The Gold Coast MG Car Club has had made metal grill badges to commemorate the 60th Anniversary of the MGB.

The club is selling the badges for \$50 each plus postage of \$10.50 (up to 2 badges)
It would be appreciated if you could circulate this email to you members, or place a notice on your website or in your club magazine.

Badges can be ordered through the Club's online store at <https://www.goldcoastmgcarclub.com.au/club-clothing-regalia/>

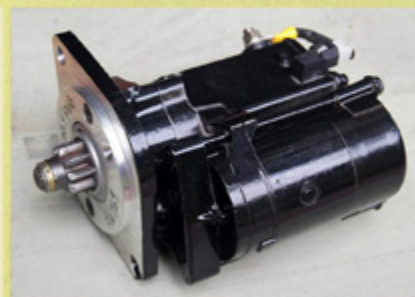


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CMC Shannons Sydney Classic August 14th 2022



UPDATE

A reminder for those that have last year's Yellow Area A 2021 ticket that this ticket is valid for this year's event on Sunday 14th August

Entry to park in the display area is only available with a ticket and these have all been allocated.

Gates open at 7am. It is advisable to arrive early as between 8 – 9am long queues form.

Ensure the ticket is affixed to the windscreen before arriving at the gate – no ticket, no entry!

A small change in procedure this year - at the gate you will be handed a voucher, not the 'goody bag'. Continue through the tunnel and turn right into the area behind the pits. About half way along on the right is a green shed. In front of this is the MG Car Club area. Look for the MG Car Club tear-drop sign. Take the voucher to the CMC Pit Garage which is located in Pits 1 to 4 to collect your 'Goody Bag'.

The track drive for the MG Car Club is at 1:45pm – ensure you are back at your car in time to form up on the dummy grid.

Bring your own food and drinks or use the catering facilities available at the track.

Enjoy the day meeting other club members, viewing the cars on display and visit the CMC Trade Stalls and CMC Markets. These are a

fabulous collection of car and non-car merchandisers, taking up every one of Sydney Motorsport Park's 50 double garages in the main pit building with thousands of wares, specials and collectables!

If you do not have a ticket you can still attend by general entry from 10am with parking in the general parking area. Tickets available from the web site www.sydneyclassic.com (not from the MG Car Club)

Greg Fereday



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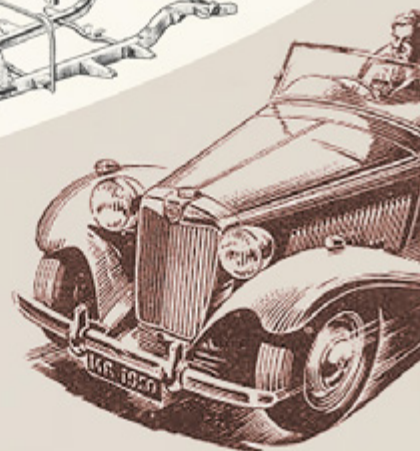
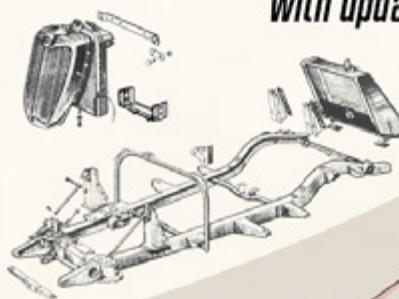


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54 years after the running of the legendary 1968 London to Sydney Marathon an event has been organised that retraces much of the original route across Australia – the 2022 Perth-Sydney Marathon.

What a great opportunity to organise one of your clubs runs to finish at the venue, look at the Marathon cars, mingle with the crews & join in the celebrations.

Approximately 75 cars are in the Marathon & will have driven nearly 6,000km across some of Australia's best & most challenging gravel & bitumen rally roads not to mention travelling through outback cattle stations, the Flinders Ranges & Victorian & NSW Alpine Mountain roads & tracks.

Some of the original historic cars entered in the Marathon include:

Hillman Hunter - the sister car of the winning Hunter driven by Andrew Cowan

Ford Falcon XT GT – driven by Harry Firth to 8th place

Austin 1800 – driven by Tony Fall to 24th place

Volvo 144S – driven by Gerry Lister to 13th place

Holden Monaro HK GTS – driven by Barry Ferguson to 12th place

Meet several of the original crew members, including Gerry Lister, Max Winkless, Barry Ferguson, Dave Johnson, Bob Holden & John Vipond.

DATE: Sunday 6TH November

VENUE: William Inglis Hotel

155 Governor Macquarie Drive, Warwick Farm

TIME: Marathon cars scheduled to arrive from 2pm

FOOD: from 2.00 – 5.30pm a food bar will be on site for you to purchase food & beverages

Please let us know if your Club will be attending & approximately how many cars / members we could expect to attend.

Website: www.perthtosydneymarathon.com.au

Facebook: <https://facebook.com/LondonSydneyMarathon/>

Robert Smith



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mgcarclubsydney.com.au



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.



Also available are a selection of club essentials.

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



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Gathering of the Faithful-Wagga Wagga 9-11th Sept 2022

After two years off, we are very excited to invite you to register for the 2022 Gathering of the Faithful, in Wagga Wagga on the 9th-11th September 2022.

The G.O.F. Committee has been busy organising our 2022 event.

This year we would like to highlight the following:

We will need to wait until closer to the date to confirm COVID-19 restrictions. We will be monitoring the NSW Health website and creating a COVID-19 Safety Plan.

We will be keeping entrants posted with any updates via email.

This year we will celebrate the 25th Gathering of the Faithful.

We ask entrants to dress with a touch of silver at our formal dinner on Saturday night!

The Noggin'and Natter on Friday night will be at the Mercure Wagga , however, this year, it will be a two-course meal rather than a buffet.

Our Saturday night dinner is at also at Mercure Wagga. Please remember this venue is centrally located when booking your accommodation.

Another impact of COVID-19 is the delay in confirming our sponsors.

Our sponsorship helps keeps costs down and pays for any bonus extras (like wine). We have taken the

wine selection off the registration form for now – if we confirm sponsors in the lead up to our event, we will give you the same type of wine you selected last time (or reach out to you via email if you are new). We will let you know via email as sponsors come onboard.

We will be judging the cars on Saturday rather than Sunday. This means Sunday can be more relaxed after our big night out.

The breakfast and trophy presentation will still occur on the Sunday morning, breakfast starting from 8am, but we should be able to finish earlier for those of you travelling on Sunday.

Please bring and wear your club badges again this year. This array of colours and styles demonstrated the wonderful variety of entrants from different clubs all over Australia. However, do not worry if you forget to bring your badge as we will have plain badges for entrants to write their name on as needed.

Please e mail gof@mgccwagga.org.au for expressions of interest and the registration form.

The Wagga Wagga G.O.F. Committee look forward to seeing you in September.

Siobhain GoF Coordinator



CAR CLUB, RV8 REGISTER RUN: SUNDAY 25th September 2022

Members are invited to join the MGCC RV8 Register Run

We will be joining MG Clubs in other States of Australia and around the world in celebrating the 30th anniversary of the launch of the RV8 at the British International Motor Show, with cars rolling off the assembly plant at Cowley using the body shells from the British Motor Heritage factory at Faringdon in Oxfordshire at that time. A 16 person group formed the total Adder Project production team; each body taking 27 man hours to complete. The first pre-production model was assembled on the 10th June 1992 in LeMans Green for display at the British International Motor Show.



The first production car, in LeMans Green, is being held in an MG museum as photographed during a visit by MGCC Sydney members: Bob Parkinson, Tony Todd, Alan Heritage.

To celebrate the 30th Anniversary, the RV8 Register of the MGCC Sydney has organised a Brunch Run to the Central Coast where we hope to re-enact or better the 25th Anniversary celebrations where we assembled a photo shoot of 24 RV8s from local MG clubs.

The event will be a sit down breakfast. Let's see if we can break the record of 24 RV8s.

Check the MGCC Sydney Website and Running Boards for future details. mgcarclubsydney.com.au



For expressions of interest in attending the event.

Contact:

Alan Heritage,
MGCC RV8 Registrar
0418 459 496

alanheritage@yahoo.com.au



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1972 MGB Mk 2

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 carbide
- 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

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A **FREE** service for MGCC members -
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Please advise the Editor

via email or phone if:

sold prior to two months,

or

you wish to continue the ad

for another month

please email:

editor@mgcarclubsydney.com.au



1960 MGA 1600

Engine No. 16GAUH28067

Chassis No. YGHN28967841015

Registration No. MGA021. 12 mths

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 Contact: Brian
Waghorn 0418 213 606

brianw@shireprint.com.au

Classifieds - Cars



MGB GT 1972

NEW

Comprehensively refurbished body and engine around 2013-2015; rust removed and full respray. I bought the car in 2019, and developed it further to make it more suitable for road events, particularly navigation-oriented rallies. The car now has Frontline Developments (UK) front and rear (5-link) suspension, power steering, dual-circuit brakes, VTO (Minilite copy) wheels and extensive sound-proofing.

Engine has been enhanced with 45DCOE Weber and cold-air supply, and 123-ignition programmable distributor. Gearbox is overdrive, with switch on gear knob.

Most gauges have been replaced with VDO, and critical gauges relocated into line-of-sight. The electrical system has been redesigned with extensive use of relays, fuses and proper connectors. MX5 seats have been fitted.

Full specifications (including original improvements) are available on request.

Price: \$36,500

Location: Canberra

Contact: Bob Moore, 0417 254 578

bobmoore@bigpond.com



MGB GT Sebring Replica fitted with a 4.6-litre Rover all alloy V8 paired with a Ford five-speed manual transmission to a 3.09* Quaife limited slip differential.

- Fully road registered 1000 Klm.
- Engine: Rover alloy 4.6l fully rebuilt
- Offenhauser dual port inlet manifold fed by Holley 450 cfm carburettor
- Gearbox & diff: T5 fully rebuilt all new bearings five-speed coupled to a light weight flywheel driving through a clutch fitted with a concentric in line throw-out bearing
- Diff is fully rebuilt 3.09 with a Quaife LSD, all new bearings
- Electric power steering, electric power windows, electric mirrors
- All lighting is LED incl low/hi beam head lights. Instrument lighting blue
- Lights to interior, engine bay and rear hatch area, all from drivers seat
- Front suspension: Frontline coil overs, bigger discs with 4 pot calipers and



EBC pads

- Rear suspension: Frontline five-link, trailing rods. Panhard rod, coil overs 2 pot calipers and EBC pads, integrated handbrake
- All brake lines are braided SS.
- Radiator is all copper & brass four rows larger than standard, large fan controlled by thermostat
- Wheels & Tyres: Front Superlite 17 x 8 with 235-45 R17 Hankook Ventus RS 4. Rear Superlite 17 x 9.5 with 255-40 R17 Hankook Ventus RS 4
- Complying half cage, race seats with lap sash to both sides and a five-point harness on drivers side
- Openable glass sunroof
- Spare set 15 x 7 wheels
- Matching colour soft car cover

Built by 2 "Mature Gentlemen rev heads" because they could, unfortunately medical issues force sale. All receipts available over \$100K, many photos and all details of build to serious people.

Location: Pullenvale. QLD

Price \$85,000 ONO

Contact: John Bosci +61 419 692 775



MG RV8 Chassis No.683

One for the enthusiast of originality with low kilometres, a known history and original logbook.

This car was purchased new by the CEO of Audi Japan. When he decided to sell the car, an Australian employee of Audi Japan purchased the car and brought it with him back to Australia. Due to a further overseas posting he did not use the car and I purchased it, also obtaining all the original Japanese documentation.

This RV8 has the factory optional CD player, original tool kit, and torch and even the extremely rare commemorative key ring issued to Japanese purchasers.

The car has covered only 27,800 kilometres and is in a condition which reflects such limited use and my careful ownership,

At the time of my acquisition and subsequently, the following have been done. Fuel pump, primary and secondary fuel filters replaced, new Michelin tyres fitted, to original spec. front springs replaced, new clutch master and slave cylinders, brake pads replaced, new boot struts fitted. In addition a space saver spare was fitted, with its own carpet cover, to increase boot space. The original spare and carpet cover also are included. I have also just had a new high torque starter motor fitted to overcome a common intermittent RV8 problem.

I am offering the car, my second RV8, here at a very fair price before considering a wider advertisement. I am only considering a sale due to my limited use (3,050 kilometres in a little over 9 years!).

Price: \$59,500

Contact : Graham Leese 0418160735

jillandgrahamleese@hotmail.com



Classifieds - Cars



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

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www.peninsulasportscars.com



1972 MGB Mk 2

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 carbie
- 4 speed synchromesh with overdrive 3rd and 4th gears
- Pull handles, banjo axle, strap fuel
- Chrome wire wheels with good tread on tyres. **Price:** \$25,000

Contact: Sharmer57@hotmail.com



1974 MG BGT "Rubber Nose"

Mechanically the car is great & drives 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, 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. 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. **Location:** Sydney

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

info@pscars.com.au

www.peninsulasportscars.com

Classifieds - Parts



Wolseley 4/44 Engine.

NEW

Wolseley engine on a stand.

The block is 0.020 over and will need to be taken to 0.040 to be serviceable.

The crankshaft is standard with no measurable wear (crank will fit an MG)

This is a complete short motor with some parts to convert to MG.

I'm looking for a sensible offer and hope it gets another MG on the road.

Contact: Ian 9639 8131

ianfrost@dodo.com.au



MG XPAG TD 1250 Engine #1839

Block \$2,000.00

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

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

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**

Those items not sold by 31 July 22 will be sold to the highest bid received.

Location: Breakfast Point, Sydney.
Price: Job Lot **\$3,000.00**

Contact: Stewart McAlister;
0419 214 585

bsmcaster@bigpond.com

Plugging into the future

From a sparky in Melbourne

It's Not Insurmountable BUT! It Really Aint Gonna Work!! Leastwise Not Yet Any Way.

From An Electrical Contractor In Melbourne.

I recently did some work for the body corporate at the Dock 5 Apartment Building in Docklands in Melbourne, to see if we could install a small number of electric charging points for owners to charge their electric vehicles. We had our first three applications and we discovered:

1. The building has no non-allocated parking spaces ie public ones.

This is typical of most apartment buildings so we can not provide shared outlets.

2. The power supply in the building was designed for the loads in the building with virtually no spare capacity. Only 5 or 6 chargers could be installed in total in a building with 188 apartments!!

3. How do you allocate them as they would add value to any apartment owning one. The shit-fight started on day one with about 20 applications received 1st day and with many more following.

4. The car park sub-boards can not carry the extra loads of even one charger and would have to be upgraded on any floors with a charger as would the supply mains to each sub board.

5. The main switch board would then have to be upgraded to add the heavier circuit breakers for the sub mains upgrade and furthermore:

6. When Docklands was designed a limit was put on the number of apartments in each precinct and the mains and transformers in the streets designed accordingly. This means there is no capacity in the

Docklands street grid for any significant quantity of car chargers in any building in the area.

7. It gets better. The whole CBD (Hoddle Grid, Docklands) and Southbank is fed by two sub stations. Port Melbourne & West Melbourne.

This was done to have two alternate feeds in case one failed or was down for maintenance.

Because of the growth in the city /Docklands and Southbank now neither one is capable of supplying the full requirement of Melbourne zone at peak usage in mid- summer if the other is out of action. The Port Melbourne 66,000 volt feeder runs on 50 or 60 year old wooden power poles above ground along Dorcas Street South Melbourne. One pole is located 40 cm from the corner kerb at the incredibly busy Ferrars St/ Dorcas St Intersection and is very vulnerable to being wiped out by a wayward vehicle. The infrastructure expenditure required would dwarf the NBN cost & that's not including the new power stations required! These advocates of electric vehicles by 2040 are completely bonkers! It takes 5-8 years to design and build a large coal fired power station like Loy Yang and even longer for a Nuclear one, that's after you get the political will, permits and legislative changes. Wind and solar just can't produce enough. Tidal power might but that's further away than nuclear. Most Australians don't understand this yet!

It's just a greenies dream in the foreseeable future other than in small wealthy countries. It will no doubt ultimately come but not in the next 20 years.

The grid simply cannot support it in most places in Australia!



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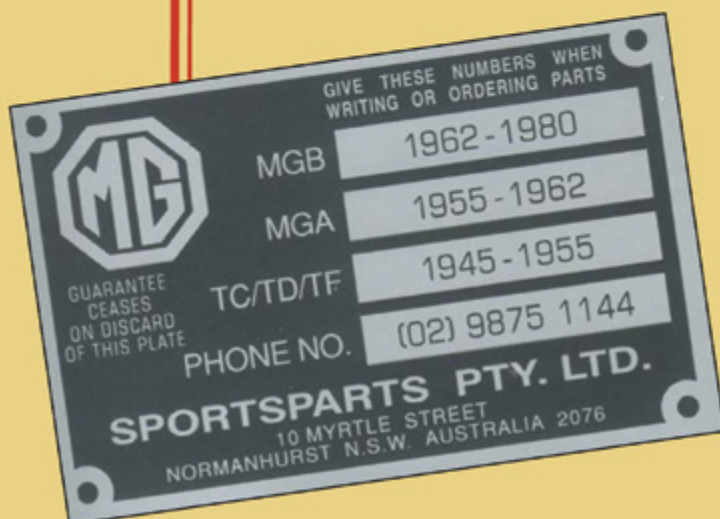
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