



Official Journal of the MG Car Club – Sydney

Opposite Lock



May 2023

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2023 MG National Meeting
Brief History of MG

100 Years of MG
MG Cyberster Launched

MGCC Sydney Club Calendar 2023

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- 7 Cars & Coffee, St Ives Showgrounds,
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- 9 Members Gathering, Strathfield Golf Club
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OCTOBER

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Melbourne*
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Gerondis
- 12 Members Gathering, Strathfield Golf Club
- TBA Club Run, MGTF Classic Registrar,
Wayne Blair Speedway night



May President's Report

Welcome to May, always a great month to get out and enjoy a drive in our cars.

And as always a very special welcome to our new members this month.

We look forward to seeing you all at our numerous social and sporting events. And of course, at our monthly meeting where you will be able to engage with the very heart of the club. On a personal note, please feel free to give me a call if I may be of assistance.

On behalf of the forty + NSW members who journeyed across to SA, I would like to extend a grateful thank you to all involved in the organisation of the Adelaide National Meeting. That's a big thank you to you Tim, your committee and to all involved. The registration was seamless, the Rocker Cover Races a lot of fun and the Concours was one of the best organised that I have attended. The highlight to me though was the theme night. What a thrill with everyone attending in costume as I am sure you will see in this month's *Opposite Lock*. The venue was superb, and the band just kept on playing. A great night well done! Whilst all the events went off without a hitch I have only made mention of a few, if only to spur on our own members to join our growing National force as we prepare for Tamworth 2024. So, please volunteer to make 2024 a great Centenary.

There are numerous events and tasks that you may choose from and, to assist in this process they will be listed in next month's *Opposite Lock*.

If you would like to assist us in the preparation of the Tamworth event, please send one of the Board an email and we will add you to the list.

The two major events coming up this month are the Cars & Coffee at the St Ives Show Ground on Sunday 7th May, followed by a run and then lunch at the Terry Hills Tavern. This event is hosted by the Pre-War Register Robert Smith. Join the event by registering on the club website. www.mgcarclubsydney.com.au. The second major event for the month is the CMC National Heritage Day. Details are in this current month's magazine on page 23 and on the website.

The Board is seeking the assistance of a club member to volunteer as the clubs Sporting Liaison Co-Ordinator. This role involves the allocation of the Sebring race car to numerous members and events. Assisting the Sporting Captain with the organisation and running of the clubs Motorkhanas, and act as the club's liaison officer with MG Motor Alexandria, which is the company owned dealership. Over the next twelve months the Board would like to organise two "runs" to promote the club through the dealership. Whilst not a Board position, this is an excellent way to become involved with the sporting side of the club. It can be a stepping stone to becoming Sporting Captain in the future. If you think this is you, please contact John Clarke or myself and we will meet up to discuss the initiative further.

I will be in the UK for most of May so, I wish you all a fun filled month and look forward to seeing you all in June.

Safe driving

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!

Geoffrey Gettens	MGB
Nigel Miller	MGB
Gerry Wagstaff	MGB
Alan Bird	MGB
Jaclyn Cush	MGC
Paul Harrison	MGB
Stephen Green	MGC



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 & decided to now join the club.

We want to hear your story!

Please send a short story about your car by email

and do not forget some pictures!
to: editor@mgcarclubsydney.com.au



Barlow Museum NSW, replica for the world's first motorised vehicle, the Karl Benz's tricycle.



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Page 31 Marque of the Century



May 2023 Cover: "Christie" a 1938 2 litre MGSA owned by Harry & Cathy Hickling and driven at the National Meeting in Adelaide by their son Keith. The coachwork is in the style of the Keller cars built in the 1930's by Swiss firm Reinbolt. Photo taken by Jill Smith

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

52, Weeroona Road, Strathfield.

May 2023

Opposite Lock

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Alan Heritage, Ros Bastian,

Ivanna, Matt Crawford

Michael Hough, Hilary Wren.

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May 9th 2023 Members Gathering-
Strathfield Golf Club.

Unfortunately due to circumstances beyond our control we will not be able to have a link up with Mike Brewer at our May meeting as advertised.

Mike Brewer from Wheeler Dealers UK is the owner of a number of classic cars including an MGA.

We are currently working with Mike with regards to his schedule and hope to be zooming in later in the year with him.

June 13th 2023 Members
Gathering- Strathfield Golf Club.

The MG Car Club welcomes back Gillian Lewis from the National Maritime Museum. Sydney.

On this occasion Gillian will talk about the "Mutiny on the Bounty" and the incredible open boat voyage that followed.

What led to the mutiny and how Captain Bligh and his 18 supporter survived one of the greatest feats of survival and endurance in modern history.

Last year when Gillian spoke about the submarine attack on Sydney harbour, you may recall that you could have heard a "pin drop" in the room. This talk I'm sure will hold us equally spellbound.

Greg Fereday



Dr Warwick Gordon- Smith's MGC 1948, recently seen at St Ives Show Ground.

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TOUR de BATHURST 10 -12 JUNE 2023

Saturday: 9.00 am start at Café 2773, 19 Ross St Glenbrook (breakfast at own cost)
After crossing the Blue Mountains enjoy some great country roads before our lunch stop and more scenic roads.
Arriving in Bathurst for a Noggin & Natter.
Evening dinner at the Bathurst Golf Club.

Sunday: Following breakfast some more fun driving roads before enjoying a country pub lunch & exploring the region further.

Sunday evening: our theme dinner dance at a special fun venue
Theme: be creative with the letter "B"

Monday: Farewell breakfast then enjoy exploring Bathurst with a great heritage sites driving tour before heading homewards or on to your next destination.

Book in early as numbers are limited.

Robert Smith: 0407 600 632

Matt Sexton: 0417 017 007

Log into the Club Website www.mgcarclubsydney.com.au /Events Calendar to book.

The MG National Meeting - Adelaide 2023.

Congratulations to the MG Car Club, Adelaide SA, for putting on such a great event, so well run and thoroughly enjoyable. You have lifted the bar so much higher for us to celebrate the Centenary in 2024 in Tamworth, we have much to learn and do.

I have had some great input from our members who enjoyed the Easter weekend in Adelaide so much so, that I will extend the articles into the next months *Opposite Lock*.

Call to Arms: MG Car Club, Sydney.

Our Club has the honour of hosting the 100th Anniversary of the MG Brand No small feat! Believe me!

Especially after our experience in Adelaide! There were 120 volunteers in Adelaide to make the event run so smoothly, so I kindly ask please will you put your hand up to help us achieve.

The committee can't do it by ourselves, we need a well co-ordinated team of volunteers to pull the event off successfully.

Many club members have already responded, thank you. Please, for others interested could you send an e mail to me of your willingness to help with your area of interest and expertise to

editor@mgcarclubsydney.com.au



We are in the process of compiling, interest, expertise and availability for a co-ordinated approach.

The National Meeting 2024 website is now up and running for you to lodge your "expressions of interest" to participate in the event.

Log into www.mgcarclubsydney.com.au

Just click on the top bar tab 2024 National Meeting and follow the prompts.

I look forward to seeing you in Tamworth.

Thank you. *Hilary.*

Getting to the MG National Meeting - Adelaide 2023.

More than 1400 kms from Sydney to Adelaide in an MGA over two days is no small feat for a car that is now over 60 years old, let alone for a driver who predates it. My passenger was my young wife, Sue.

The last MGCC National Meeting Sue and I attended was in Geelong, 40 years ago. New Tyres and a full service by the MG Centre beforehand, along with a couple of shake down runs increased my confidence. A few key spares, which I had no idea how to install, along with an upgraded NRMA membership provided further comfort.

We set out for Adelaide alone on Day one and joined a small MGCC Sydney convoy on Day 2. Most of the NSW attendees seemed to do the same along different routes.

The first night for us was in Millewa, Victoria (650 kms) followed by a longer day (850 kms), travelling west across central Victoria, crossing the border at Bordertown (Bob Hawkes birthplace) and onto Adelaide. A really enjoyable experience in itself and the car ran like a dream.

It didn't 'cease to proceed' but I think it did develop leprosy along the way and various little bits began to fall off. Fortunately none of these bits were mission critical to the continued running of the car.

The mighty MGA 1600 Mk1 can happily do 110kms per hour at 4000 rpm all day.

The NSW contingent occupied about 80 % of the Morphettville Motor Inn and the car park remained a popular place to hang out and catch up over the next 4 days. Fellow MGCC Sydney siders included, among others, John Clarke, Jacques & Ana Valente, Robert & Jill Smith, Leone Johnson, Hilary Wren, Granville Harris & Ivanna, James & Claudia Lovett, Stuart & Sally Ratcliff, Charlie & Pam Frew along with two of their lovely Grand daughters. Alan & Shirley Heritage, Peter Baldry, Dom David, Matt & Margaret Crawford, Ros & John Bastian, Arthur Pugh, Michael & Glenda Gilmore, Nigel & Belinda Martin and Harry & Cathy Hickling along with their son Keith.

MG's From TA to ZD.

Matt Sexton



Day 1. Good Friday

Easter Friday was an easy day with only the need for registration, where we received our 'goodie bags' and event instructions for the weekend. That and the need to wash or optionally detail our cars for the Concours the next day. Regardless of our respective chances we all entered and put on our best face by at least washing our cars in between yacking. In my case, my car is far from a Concours quality car but I got it to the point where it could pass muster by a short sighted registrar at 50 metres. Yep that is an A, and I was in.



The Welcome evening was our first social function attended by nearly 300 people from 17 MGCC's across Australia. Rocker cover racing was the main event in between noisy socializing. Rocker cover racing consists of a gravity ramp down which 2 competing MG rocker covers, modified to include wheels, are released to find the fastest in a round robin, knock-out competition. A lot of budding engineers with too much time on their hands opted for ultra-thin disc wheels vs rubber wheels, with or without ball bearings, pointed noses vs the aerodynamic brick face of the standard Rocker cover, added weights vs ultra-light weights, smaller front wheels vs bigger front wheels vs 4 wheels of the same size. Nothing seems to make a logical difference except luck and the quality of the paint job. It was a great evening and I was struck by the friendliness and openness of everyone



there and their enthusiasm for nothing more than MG's and a great weekend.

Matt Sexton



Day 2. Easter Saturday. The Concours

Saturday is the traditional day for the Concours at the National Meeting: this year held at Wigley Reserve in Glenelg. Around 230 MGs starting arriving from 8am and were directed by the helpful marshals into their 31 Classes, from Class A (Pre-War Touring, Class B and C Pre-War Sports) through to Class ZE (current SAIC vehicles).

At 9:30 the judges attended their briefing and commenced the task of assessing all the vehicles. Vehicles were assessed based on the 6 components: exterior, interior, engine, chassis, mechanical and originality. This is a long process: the judges actually mark every car for each component, not just the first 2 or 3 in each class.



Around 2pm the class winners were called out, congratulations to our Club members: John Clarke (Class O: MGB GT Mk1 and MkII) and Stuart Ratcliff (Class ZD: Longbridge). The Judges then assessed these cars and determined the winners in 3 divisions: Pre MGA (a South Australian MG TD), Post MGTF (a Victorian MGC GT) and Modern (a Victorians MGF).



John Clarke

A gentle breeze off St Vincent Gulf kept the day cool and pleasant with a cloudless sky. Nearby cafes did a great trade and many attendees enjoyed promenading along Glenelg beach and the Patawalonga River front.

Well done to the South Australian Club for an excellent Concours in a delightful location run particularly well



Stuart Ratcliff.



John Bastian

The Concours was held in a park at Glenelg about 10 minutes from our Hotel. I am sure you have all been to a Concours in Sydney but a Nat Meet Concours is something else. The sheer number and variety of MG's is breath taking. Multiply Sydney by 5. You will see MG's you have never seen before and it is a fascinating experience. In all ranges of condition there are really some remarkable cars to take in. Taking the time to talk to their very friendly owners reveals a wide range of interesting tales and histories. From first time hopefuls, some of whom only finished their restoration the night before, to a 14 year consecutive winner with an extraordinary MGB special going for his 15th trophy, to an

"Laugh Lines!" I replied, to what I thought was an honest question. He replied... "Mate, nothing is that funny". Back to the hotel car park for a noggin and natter in the Car Park before a Disney themed event.



exquisite MG TD Arnolt by Bertone, to an awesome MG K1/K3. With plenty of coffee and food nearby it was a really enjoyable day. Class winners were announced at the end of the event with overall trophies to be announced at the Presentation evening on the Sunday. My humble entry came 6th out of 15 in my class mainly due to a higher score on originality rather than presentation and finish.



Good food and great Music. The Lovett's (Mickey and Minnie) were the first on the dance floor and, with the rest of the NSW Contingent, we were the last ones ushered off the floor just before midnight. Again lots of friendly interaction with other clubs from all over Australia, including a couple who had driven from Perth!

Matt Sexton



Like its owner.... I was asked if the lines on my face were laugh lines or wrinkles.



2023 National Meeting – Glenelg, South Australia

Congratulations to MG South Australia on a well run and fun Nat Meet.

All events ran smoothly and venues catered well for each particular social function.

Those of us who followed the Observation Run route and the Kimber Run route were treated to some lovely MG roads and terrific scenery. The Gorge Road at the beginning of the Kimber Run was particularly scenic and a thoroughly enjoyable drive. The sporting fraternity were able to drive on the international standard track at The Bend Motorsport Park, a real treat.

The theme night was Disney characters and I had asked Sydney club members to come dressed either as Mickey or Minnie mouse. Ninety five percent of those attending heeded the call in some way or another (even if it was to just wear mouse ears!) and so we did look somewhat unified. Thanks to all who heeded the call! And, the mice were the only ones left on the dance floor at the very end of the evening: way to go Sydney!

There are lots of other articles in the magazine about the 2023 Nat Meet for you to enjoy the fun and vibe.

Well done South Australia!

Ros Bastian

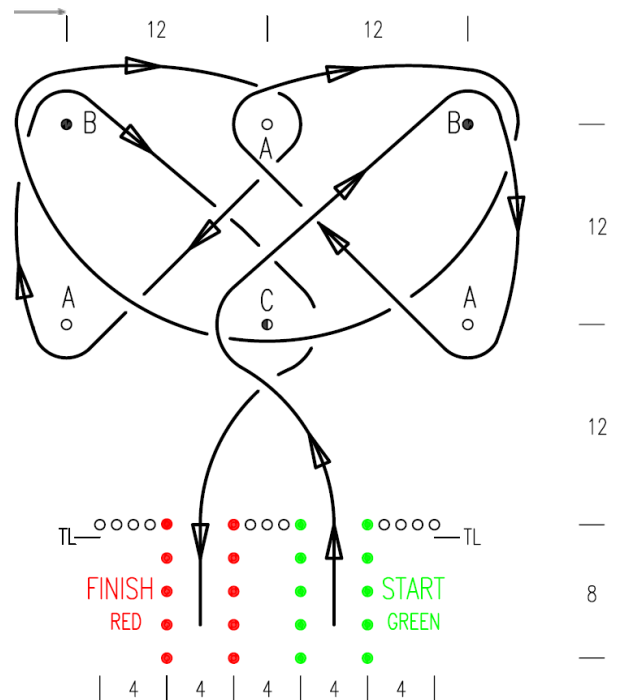


Day 3. Easter Sunday. Motorkana & Kimber Run

The Motorkhana for the Natmeet was held at The Bend Motorsport Park, Tailem Bend which was approx. 100ks from the Sydney accommodation. It was on Easter Sunday the day after the Concours. The area was perfect a huge skidpan and plenty of additional parking. It wasn't easy for spectators to watch the courses due to the layout. The courses that were chosen were difficult and ones that I don't remember ever being used before Happy Birthday, Loopy Slalom and Try Angles. You could tell from the results the clubs that had practiced.

Sadly we only had two entrants from our club Warwick Protheroe who actually lives in New Zealand in his MGBL and Stuart Ratcliff in his ZT 260. Gone are the days when most members would have a go at the Motorkhana to get points for our club in the quest for the Wratten Trophy. Warwick placed second in his class after practicing in the paddock back in New Zealand. Stuart didn't place too many WDs.

During the event the competitors were split into three groups depending on the class of their car. When each group started cars commenced on all courses and rotated through them having two runs on each before moving on to the next one. The event was very well run as was the whole Natmeet



Sally Ratcliff

The Kimber Run from a "newbie" Perspective

Easter Sunday saw those of us not into the "competitive" nature of the Motorkhana making our way to the meeting point of Marion Fitness and Leisure Centre
The Kimber Run. Touted as "...the opportunity



to enjoy a casual drive through the Scenic Adelaide Hills ending in the historic town of Hahndorf...". Michael and I were looking forward to revisiting this fantastic German settlement. We have been before, but there is always something to see and do in the town. So, it was with a degree of excitement that we set off from our accommodation in our two little MGs: Michael in "Cecilia", the MGB and myself in "Abby" the MGF. This was to be the first driving event we would participate in at our first ever MG Nationals.

Negotiating the speed humps to get to the car parking at the Centre is problematic when you have a vehicle that is as low as an "F". Despite my best efforts, I scraped over three of the four humps, sending my anxiety levels up just a slight amount. Had I managed to negotiate the Sturt Highway, through three states, avoiding all but a few of the potholes along the way, only to lose parts of the nether regions of my vehicle on of all things, car park speed humps? All was well, however and after a coffee and a drivers' briefing, we were on our way.

This was when I realised that driving solo on such a run was not going to be easy. We wanted to take the two cars on the run and so, like a number of other drivers, we were without the aid of a navigator. It is not very practical (or safe, for that matter!) to hang on to a binder with a straight line navigation map in one hand whilst driving and so I decided to take a leap of faith and play "follow the leader". We have both been to Adelaide before and knew many of the routes through and out of the city. It had been, however, many years since we had negotiated the Mount Lofty road. It soon seemed that I had lost my "leader" (those blasted traffic lights!) and had to rely on my wits, which were more concerned with negotiating the corners, keeping up the revs and changing gears accordingly as I steadily climbed towards the summit. I am not the most confident driver on narrow, windy mountain

roads and so I was rather chuffed with myself when I managed to indeed be the "leader" of a small convoy of MGs into the lookout carpark (although, I fear that many of those following behind me were probably cursing because I was so slow!). That climb was well and truly worth it, because the views from the summit, over Adelaide and across the Gulf, are spectacular. It is also a sobering reminder when you see the blackened trunks of the trees from the Ash Wednesday and subsequent fires as you make your way up to the summit: evidence of the extremity of those events from way back in the 1980s and more recent times.

Things came unstuck for me navigation wise when I left the summit. A number of incorrect turns (that leap of faith again!) and an overshoot of the turnoff to the Oval saw me (and it must be said, many others who shall remain nameless who obviously struggled with the navigation!) being forced to endure the mobile carpark that was the parade through the township of Hahndorf. I have it on the best authority that Hahndorf is busy on a Sunday at the best of times, but Easter Sunday apparently ramps it up to an entirely new level!



Large numbers of tourists attempting to get the best selfies containing Autumn leaves and old cars creates a minefield of potential hazards. I managed to escape without a scratch (although my aggravation was at an all time high), despite the worst intentions of a BMW driver who crossed onto my side of the road to go around a car that was parking: how dare I be in his way! I finally found the Oval, regathered my temper after a short "rant" and with pleasant company, enjoyed the lunch of "schnitty" and apple pie.

Our niece and her family live in Mount Barker and were eager to come and have a look at the cars: oh and say "Hello" to us! We all "oohed" and "aahed" over the diverse range of the marque that was on display, but our great niece only had eyes for "Cecilia" as she sat in the driver's seat pretending to emulate her "poppy Michael".

Glenda Gilmore

After lunch, all participants went off in a variety of directions, exploring the town and its surrounds. Some reported to me that they visited the Heysen house and marvelled at the talent of that most prodigious artist family. Others ventured back into the village and perused the local wares and others pushed out further into the surrounding hills. I can imagine that there were several navigation couples who went into various pubs or cafes to have a beverage or three in an attempt to repair relationships after the tribulations of the morning's navigation disasters. ("Left here: no not that left: the other left! You bloody idiot!" and other terms of endearment!) We visited the "Prancing Pony" in Totness (a working brewery) with our Mount Barker mob and chatted the afternoon away, planning a meet up for the following afternoon in Lobethal. Our trip back down the Freeway was relatively uneventful, especially when you compare it to Sydney roads. Tootling



along Cross Road in a minor traffic "jam" (by Adelaide standards!), we had a "cheer squad" in the lane alongside, with a young boy waving at us from his car seat with a big smile on his face. This is Adelaide as we know it. The vast majority of drivers are considerate to those of us driving older cars and give you space. I am pleased to report that no more BMW drivers tried to kill me and we returned to the motel with plenty of time to enjoy the hospitality of our fellow Club members and a yarn about all things MG and other things besides. It never ceases to amaze me how welcoming our Club has been to our little family, for which we are incredibly grateful.

Both Michael and I thoroughly enjoyed the day's events and we have learnt much about how to "do" things MG-style. Next year is going to be amazing!

Glenda Gilmore



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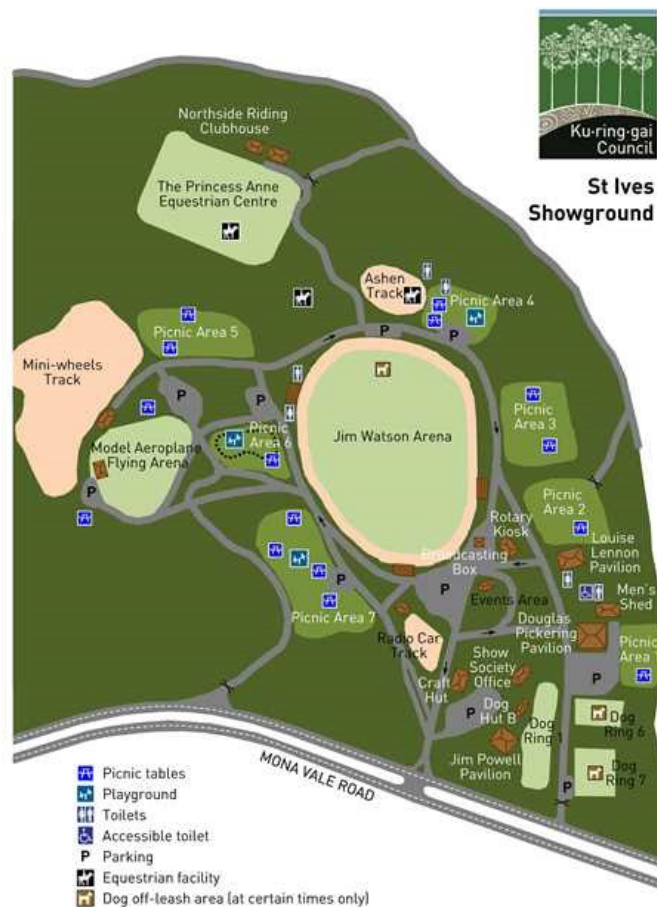
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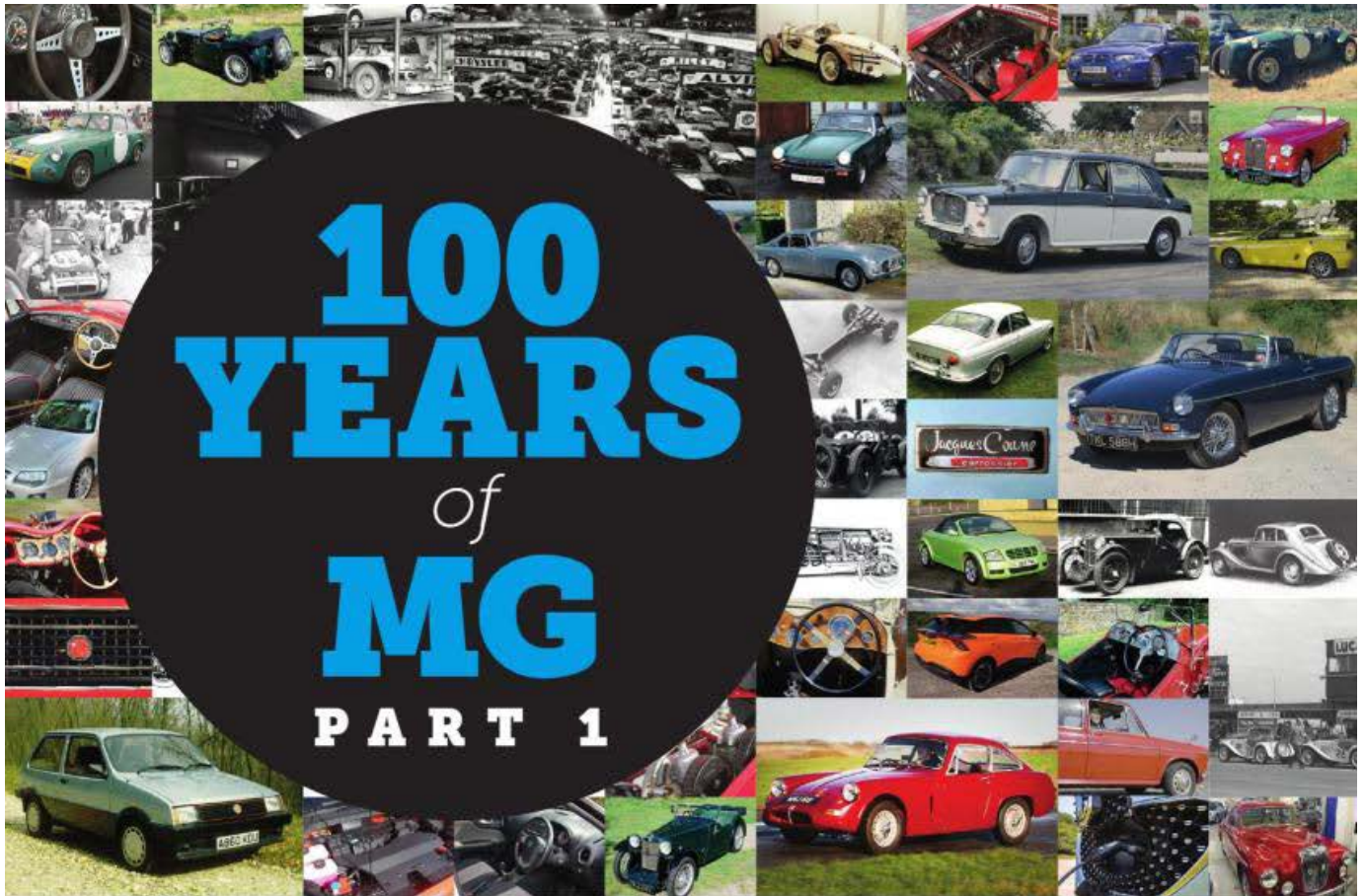
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Developments

A Brief History of MG.

- 1922 Cecil Kimber was appointed General Manager of The Morris Garages, the service arm of Morris Motors and personally owned by William Morris.
- Late 1923 Kimber sold one of six two-seater sporting bodies from the Oxford coach builder Raworth on a Morris chassis from the Queens St showroom to Oliver Arkell. It was registered FC 5855 August 23.
- 1924 Morris Garages Super Sports 14/28 followed by the 'flat rad' version in 1926. Kimber builds a special aimed at the Land's End Trial, and on the 27th March 1925 that car was registered as FC7900, better known as 'Old Number One'.
- 1927 the Morris Garages had its own stand and exhibited as a motor car manufacturer at the Olympia Motor Show.
- 1928 The MG Car Company formed in March; 2nd April the Octagon registered as a Trade Mark.
- 1929 M type Midget produced at the newly constructed purpose-built factory in Edmund Road Cowley.
- 1930 Production moved to Pavlova leather works in Abingdon.
- 1930 M type Midget enthusiasts formed the MG Car Club at the Roebuck Inn in Stevenage.
- 1930-1935 production of two-seater sports cars continued with a plethora of models being available, C, D, F, J, K, L, N, P, Q, R types.
- 1935 The MG Car Company sold by William Morris to Morris Motors.
- 1935-1939 larger saloon and tourers produced known as S, V, W, types with 1.5, 2.0 and 2.6 litre engines.
- 1936 T series Midgets introduced. Production continued until 1955.
- 1955-1962 the new aerodynamic MGA produced followed by re-incarnated MG Midget in 1961.
- 1962-1980 MGB produced with over 500,000 examples.
- 1980 the Abingdon Factory was closed and subsequent MGs were built at Longbridge, the original Austin factory.
- 1982-1991 MG versions of the Metro Maestro and Montego saloons produced.
- 1993-1995 RV8 with remodelled MGB body and Rover V8 engine.
- 1995-2005 MGF and MGTF with mid engine Rover K series, accompanied by MG versions of Rover 25, 45 and 75 saloons.
- 2005 MG Rover Group collapses and purchased by Nanjing Automobiles who in turn were acquired by SAIC in 2009, who own the brand to this day.
- 2011 the MG6 was launched followed by the MG3 in 2013. All UK assembly ceased at Longbridge in 2016, but the Research and Development department remains there together with a Design Studio in London.
- 2022 MG4 introduced with first electric platform for MG.
- 2024 Rumoured introduction of electric MG sports car.



MG National Concours in Adelaide 2023.



In the beginning...

Since we are celebrating 100 years of the MG marque this year, perhaps the time is right to review that first century. **Malcolm Green** starts the series with a look at the very first steps on that journey.

It is certain that no MGs would ever have been built without William Morris, later Lord Nuffield, setting up Morris Garages, and so that is where we have to begin our story. Morris had mechanical aptitude and learned to ride a borrowed penny-farthing as a child. When he was 14 he bought his first bicycle, a so-called safety cycle with solid tyres. He frequently stripped and rebuilt this machine, an activity that was to teach him a lot about how bicycles were built and how they worked.

Having abandoned his first choice of career in medicine because of a need to start earning, he went to work for a bicycle repairer. However, he was an entrepreneur at heart and with capital of just £4 he soon left that job and went into business on his own. Working from his father's house and with the front room there as a showroom, he built a good following locally as a bicycle repairer. His reputation was also enhanced by personal success as a cycle

racer and by 1900 he held seven local championships.

As work increased, Morris moved the showroom to rented premises at 48 High Street, Oxford and the workshop and storage to nearby 1 Queen Street. The inevitable move towards mechanical transport came in 1902 when he built a motorcycle powered by an engine that he assembled using ready-made castings. This was a success, and he and Joseph Cooper went into partnership to sell, service and make motorcycles. They took on premises in Longwall Street and the venture was a success, but the partnership did not survive a difference of opinion between the two men. Another partnership followed, but this too was a failure and ended 12 months later leaving Morris with a £50 debt. He decided that in future he would never go into business with anyone else.

Once Morris also began repairing cars, the motorcycle premises proved useful for storing cars that were in

for repair. By 1903 he had another business, offering a taxi service and cars for hire. In 1910 an increase in trade required more space. The Longwall Street premises were rebuilt and the business became The Morris Garage, later changed to The Morris Garages as more premises were acquired. The garage was also an agent for many cars from the likes of Humber, Singer, Standard and Wolseley. The next step for Morris was to move to building his own car, and at the 1912 London Motor Show he announced that next year the first Morris car would be produced. He issued a detailed specification, and this tempted dealers Stewart and Arden to place an advance order for 400 cars. They were later appointed Morris main dealers for the London area.

One impetus for this desire to build his own car was the success of imported Fords. Ever keen to promote British manufacturers, Morris thought there should be a local volume car producer. Having gained experience dealing with customers' preferences and of the service requirements of various makes of car, he put this knowledge to good use in designing his own. He purchased the majority of components from outside suppliers and acquired a



disused training college at Cowley as his factory. Although the first Morris was not the cheapest car on the market, it soon gained a reputation for its strength and won awards in reliability trials. The first Morris Oxford used an 8.9hp White & Poppe engine, but the 1915 model Morris Cowley shown to the press late in 1914 had an 11.9hp American Continental engine and American axles, gearbox and steering gear.

The outbreak of war eventually stopped Morris production and his factory went over to supplying military items for the armed forces. When the armistice was declared in 1918, there was an initial boom in car sales and the price of the Morris Oxford two-seater went up to £535. By 1921 sales were falling though and prices were cut by £25. By the time of the Motor Show that autumn, the price was down to £415, with similar reductions for other models in the range. As with other manufacturers at that time, Morris sold cars as rolling chassis as well as complete off-the-shelf models. This allowed customers and dealers who wanted closed cars to have them finished by outside coachbuilders. But in 1924 Morris added a saloon model to the range. Continental pattern engines were still used, but were now made in England in a factory that had been used by Hotchkiss et Cie for military work, but was now redundant and unused.

We are now approaching the start



With the expansion of his business, William Morris obtained premises in Queen Street, Oxford as offices and showroom. By the time this picture was taken in the mid-1920s, he had rebuilt what had been a rather dilapidated and unsuitable showroom to better suit serving a well-heeled Oxford clientele.

of MG, and the person who was most responsible for bringing the marque into existence was Cecil Kimber. In 1921 William Morris had appointed him as assistant to the sales manager of Morris Garages in the hope he could deal with the difficult trading environment. Cecil Kimber had been born in 1888 into a comfortably well off family. They lived in Dulwich, then a growing and fashionable area, and the family firm of Hughes & Kimber had exhibited their innovative

copper and steel printing plates at the 1855 Paris Exhibition.

In 1896 Henry Kimber and his brother Walter opened a separate printing supplies business in Manchester and this meant the family had to move to Stockport. Cecil then went to Stockport Grammar School, after which he went to work for his father at the supplies company. Kimber also attended evening classes at Manchester Technical School. He had developed an interest



Looking more like a hotel than a car sales venue, the interior of the Queen Street showroom was furnished to impress. Around the edges of the balcony there were a series of illustrations of Morris Garages body styles, as well as an illuminated sign for MG Sports. Glass display cases contained items likely to appeal to owners, with others set out on the cabinet tops. To the rear of the showroom is the area where parts and accessories could be purchased.



This picture of the Queen Street showroom was probably taken around 1926/27 as one of the cars in the picture is a flat radiator 14/28 MG. By this time Cecil Kimber had been in charge of The Morris Garages for about five years and was in the process of moving MG assembly to a purpose-built factory. A Wolseley saloon is prominent amongst the cars on show, and posters on the wall behind these probably feature other makes.

in motorcycles and would cycle long distances to see them ridden in time trials and other events. In 1906 Kimber was able to buy his first motorcycle, a single-cylinder Rex. He had joined the Warrington and District Motor Club and started to enter club events, in 1907 exchanging his Rex for the more powerful twin-cylinder version. All this came to an end one day when he was riding a friend's motorcycle and was hit by a car. His right leg was so damaged that after unsuccessful attempts to mend it, the hospital wanted to perform an amputation. Luckily the bones eventually started to set just in time and the leg was saved, though it ended up two inches shorter than the other and left Kimber with a limp.

As the accident was the fault of the other driver, Kimber was awarded £700 compensation. Using some of this, he bought his first car – a 10hp Singer. He continued to work for his father earning just £1 a week. As he had by then met Rene Hunt and marriage was on the cards, in 1914 he asked for a raise, but this was refused. Instead



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Southern Highlands Run



Where: Nepean Dam
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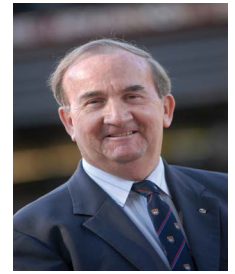
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At this point in time the next air show is scheduled for Friday 1st March - Sunday 3rd 2024.

- Enjoy your classic motoring!

Michael Hough
Illawarra Registrar

National Motoring Heritage Day 2023.

Next month, May 23, is a combined run for both The Jaguar Drivers Club of Australia and the MG Car Club of Sydney Illawarra Registers, to the National Motoring Heritage Day at Berry Showground and I will report in detail on the run next month.

In the meantime, I can report a very successful and relaxing combined run culminating in morning tea at Audley Weir Dance Hall café.

Please see the photos taken at Audley weir café and a reminder that Illawarra Register events are, deliberately, relaxing social runs. Finally, this month, A reminder that:-

- Wings Over Illawarra will not unfortunately run in 2023

- Wings Organisers have agreed to transfer the running of the Event to the organisation that has run the famous Avalon Air Show.

- As a result the name of Wings Over Illawarra will change to "Airshows Downunder - "The Shell Harbour Air Show. "

- The first Airshow under this name will be a 3 day event which will run in early 2024.



Nationals Tamworth 2024

There will be updates all year from the planning committee however, obviously, it will need to be 'all hands on deck'.

For those planning ahead, Sydney has reservations at both The Mercure Hotel and the Stockman's Motel in Tamworth.

The organising committee will be staying at the Mercure Hotel where the National Meeting headquarters will be set up.

This is also where two of the social functions will be held.

The Mercure Hotel. Sully Park, Kent Street, Tamworth .

Contact: 02 6765 1200

For those people with trailers or wanting more immediate access to cars for cleaning, the committee has booked out the Stockman's Motel.

There are a limited number of rooms at this motel so book in early if this is where you would prefer to stay.

If you are making a booking at Stockman's Motel ask for Zoe. Be sure to mention that you are with the Sydney MG Car Club. These rooms will be held up until two months prior to the National Meeting. You will need to leave credit card details to secure your booking.

However, there are a limited number available.

Stockman's Motel, 2-24 Spains Lane, Tamworth, NSW.

Contact: 02 6765 8525

Roll on 2024!

I am sure that for the organising committee it will come all too quickly. If you can help in any way please contact Hilary editor@mgsccsydney.com.au or any member of the Board.



Ros Bastian

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The 2024 MG Cyberster Officially Announced



At the Shanghai Motor Show on 16th April the fully electric MG Cyberster was finally revealed for release in Europe in their Summer of 2024 and confirmed for an Australian launch, however no date has been set for Australia.

Full details are still to be revealed, and it differs in style from the previous concept cars



shown, but it does have scissor style doors opening upwards, and will be fully electric, most likely offered in two choices with a single motor, rear wheel drive version, or a dual motor, all wheel drive model.

The single motor version will use a 231kW electric motor, while the dual motor car will combine a 250kW rear motor with a 150kW front motor to develop 400kW combined, enough for the 0-100km/h time estimated to be under 4 seconds. Driving range has not been announced.

Documents show the soft top will be available in black or red, and a choice of 19 or 20 inch alloy wheels.

Prices are not confirmed, it is unclear if it will be priced near to the Mazda MX5, at around \$50,000 or aimed at the BMW Z4 and Porsche 718 Boxster at \$100,00 to \$150,00.

Dimensions are larger than previous MG 2 door sports cars, over 640mm longer and nearly 400mm wider than an MGB, and larger than both the Mazda MX5 and BMW Z4. Length is 4535mm, width is 1913mm and it sits at 1329mm tall, on a wheelbase of 2690mm, with weights of 1850 to 1985kg expected.

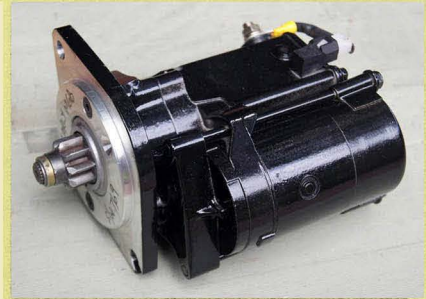
These images show a conventional round steering wheel, but previous spy photos have shown a Formula One style yoke steering control as a possible option, possibly using a 'fly by wire' steering system as used by Lexus.

Greg Fereday



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This year's National Meeting was hosted by the M.G. Car Club of South Australia and attracted approximately 330 M.G.s from most corners of the country.

The Concours was held at Wigley Park in Glenelg and in spite of the overcast weather the display was spectacular with an interesting mix of models ranging from M-types to the latest electric powered cars.

Of particular interest to our group was the attendance of six Twin Cams MGA's. Three roadsters and three coupes. This is, I believe, the first time three Twin Cam coupes have been together any where in Australia.

(Only two were sold here new!)

Unfortunately the two local South Australian



twin cams did not attend, sorry you were not there Alan & Gary.

Bob Somerville on behalf of the MGA TwinCam group.

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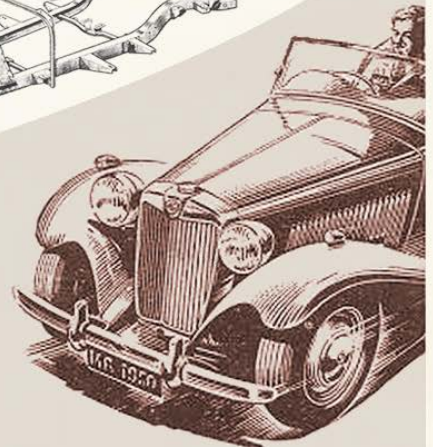
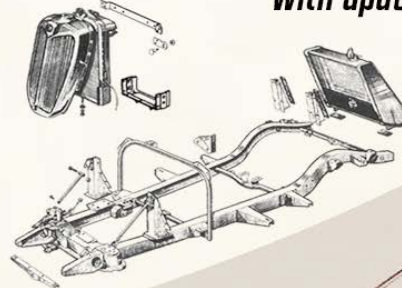


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60th Anniversary of the MGB

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When it's time to check out, collect your hire car, a Mercedes-Benz E-Class3 and make your way through the English countryside to the Four Seasons Hotel Hampshire. This elegant Georgian manor house will be your base for the Goodwood Revival.

Enjoy two incredible days at the Goodwood Revival. The event showcases some of the most exquisite classic cars, motorcycles and planes with an extraordinary weekend of historic racing. It is the only sporting event of its kind to be staged entirely in a period theme. Experience the romance and glamour of motor racing as it used to be at one of the world's most famous circuits.

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On Sunday, you have tickets to the Commanding Officer's Table. Mingle with like-minded motoring enthusiasts and enjoy excellent views along the start/finish straight. Includes breakfast, four-course lunch, afternoon tea, drinks and paddock access.

Following the Goodwood Revival, take the scenic route back to London with a stop in Windsor before returning the hire car and checking in to 11 Cadogan Gardens Hotel in Chelsea. Finish the tour with four nights exploring London at your leisure.



MG Marque of the Century

MG cars had their roots as a sales promotion sideline of Morris Garages, located in Longwall St, Oxford. This was a retail sales and service centre for Morris' cars. Cecil Kimber joined the dealership as its sales manager in 1921 and was promoted to general manager in 1922.

In 1923, Kimber was inspired to improve sales and as such developed a range of his own special versions of sporting bodied Morris Cowley and Morris Oxford cars. These had lower suspension, higher performance engines, better steering box, raked steering wheel and a sloping front windscreen. They were initially known as "Kimber Specials".

The MG octagon badge was created November 1923, however it was not registered as a trademark by Morris Garages until 1 May 1924. The M.G. octagon motif first appeared in advertising and on cars in 1924, but it was not until the company was listed as an autonomous company in 1928 that the cars became generally known as MGs, instead of special bodied Morris.

Matthew Crawford



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Registered to December 2023

54,000 miles

Owned for past 7 years with trouble free motoring

Runs & drives well. No rust

Always garaged and all mechanical work carried out by MG specialists.

4 new tires

Roof in excellent condition.

Runs unleaded petrol, extensive service history back to 2001

City driving is a breeze with automatic transmission

Price: \$25,000

Location: Dural

Contact : Mark Coupar
0429041804

mcoupar@bigpond.net.au



MGB 1967

Urgent sale needed.

The car is a little rough in the paintwork, carpet, tyres, but runs very well with a modern Toyota Celica 5 speed gearbox installed by a previous owner.

Comes with hard-top & soft-top.

The car runs very well, but hasn't run for about 3 years, unregistered.

Price: \$15,000 ONO

Contact: Rod Norris
0403 915 763

Classifieds - Cars



MGA Mark 1. 1957

NEW

I have owned the "A" for over 50 years. Over that time I have upgraded the front brakes to MGB disc brakes as the original drums tended to fade when needed.

The car has a five bearing MG short motor installed by John Mullens which includes a woolly camshaft making for great torque going uphill. I added an oil cooler and a three core radiator and a new wiring harness over the time.

The hood was replaced and remains unused as I've always preferred the top down to driven and the car has always been garaged.

The car is presently on historic plates which expire in July and has always been garaged. It runs very well. I would like to meet someone who will continue to give care & attention to the car as I have over the years, to carry on the fun. I'm happy to answer any questions.

Specifications

Year 1957

Model MGA

Mark 1

Engine 1.5 litre, 4 cylinder, petrol

Transmission 4 speed manual

Odometer 79,662 km / 49,499 miles

Chassis number

MGA51640382302

Engine number

18GGRWEH27740

VIN MGA51640382302

Registration: Historic

Exterior colour Grey

Interior colour Navy Blue

Price: \$45,000

Contact: Stephen Dickson

sjd.consulting@icloud.com

0404 66 5559



MGA Mark 1. 1957 2 Door Roadster (Maggie)

4 cylinder 1500 petrol 5 speed manual gearbox

Original colour scheme, wonderful dove grey duco with red upholstery.

Comes with hard top and side curtains (no soft top)

A desirable sports car which has significant documentation dating back to the 90s. Huge portfolio of work carried out by current and previous owners including full engine rebuild & much more.

Most recently (2022) invested over \$10K on a fully reconditioned Datsun 5speed gearbox, tail shaft, new clutch & pressure plate, near new tyres. Great fun car to drive, historic club plates

Location: Orchard Hills NSW

Price: \$57,000

Contact: Allen R Barlow

0408 353 585

allenbarlow9@gmail.com



MGY 1949

2nd Place in Class 2022 Concours, Registration MGY949

Black with red interior this car is a superb example of the A series MGY Class. Acquired in 2005 the car was meticulously restored by a prior owner and comes with full service history and receipts. The car runs well and handles beautifully.

Location: Sydney

Price: Reduced to \$22,500

Contact: Peter Sutherland

0419 314 295

Petersutherland1@bigpond.com



MGB 1966

I purchased this car brand new from the MG dealership Parramatta Road, Burwood on the 30th September 1966 and I am still the owner.

All original documents with supporting attachments are available.

The vehicle is a multiple Concours d'Elegance class winner at National Meetings.

A professional full body restoration was undertaken, with photos of the process, completed on in February 2004.

The car has always been garaged and used predominantly as a recreational vehicle.

The car has been regularly serviced and has only travelled 87,158 miles.

Useful additions have been purchased along the way which I am happy to discuss.

Price: Open to offers.

Contact: Colin Baxter.

0417 907 718.

cgbaxter@bigpond.net.au



1979 MG MGB Roadster

Serviced regularly & in excellent condition.

Manual transmission & runs well.

Odometer: Driven 50,724 km

Exterior colour: Red

Interior colour: Black

Fuel type: Petrol

Registration: BR4 8CZ

Location: Sydney

Price: \$25,000

Contact: Tim Campbell

0408 407 933

cast2tim@gmail.com

Classifieds - Cars



1997 Red MG - F soft top convertible

5 speed Manual, 2 seater
93861 kms, 4 cyl 1.8L

NEW

Service history, mid-engined rear wheel drive, Interior good condition except for splits in the vinyl on the seats & a small crack on dash

Minor cosmetic dents & scratches
Keyless entry and immobiliser
Hydrogas suspension works, no leak
New Pioneer audio unit & 2 Sony speakers behind seats, Kicker speaker in each door.

Head gasket is cracked
Car runs well but will overheat

Price: \$1,500

Contact: Michelle Ricks

0421287612

mishyricks@gmail.com. Plus below



NEW

1997 Mulberry MG - F soft top convertible

5 speed Manual, 2 seater, 121,088 K
4 cyl 1.8L, No service history

Mid-engined rear wheel drive
Interior in good condition, some cosmetic dents & scratches
Keyless entry & immobiliser

Hydrogas suspension has been replaced with a coil spring

Runs well, Kenwood audio unit and 2 Sony speakers behind seats, Kicker speaker in each door. Worn clutch difficult to get reverse

SRS warning light on, leak in the front left corner of the roof.

Price: \$2,500 **Contact:** Michelle Ricks



MG TD 1951

The ending of a relationship is sad and so it must be that The Earle's 1951 TD is for sale.

Members of MGCC Canberra for 35 years we purchased the TD 33 years ago this year and it has been part of the both families. The Earle family and Canberra MG Car club.

Many events and travels over the years attending Shepparton, Wollongong, Newcastle and various wheels day, charity days and whilst I was social secretary weekends away to Sutton Forrest, Mandurama.

If you have that loving feeling of a MG TD Midget and you have always wanted to jump in and drive with the wind in your hair then this is the car for you. There is nothing to do on this vehicle. Just GO.

The car has continued to be kept in Concours condition all these years, regularly serviced and all mechanical work completed by professional mechanics. All records available. The TD is in excellent condition both mechanically and coachwork.

Location: Canberra

Contact: Yvonne to discuss price and viewing.

earlemail@bigpond.com



Classifieds - Parts



MGB Hood Frame

c1970 & complete with tattered material. Selling for a third party.

Price: Offers over \$100 please

Location: Newcastle or Central Coast on request.

Contact: Rob Dunsterville
0457 612 152 text beforehand.

robertanddenny@gmail.com

MG F Factory Workshop Manual

The original 2 volume 848 page in good condition. The car has gone [very regretfully] so the manual should find a new home.

Price: \$300.00. Collect from Parramatta or can post.

Contact: Dion Durston
0429 035 754.

dion1066@gmail.com



MGB

Boot lid & rack \$550

Wheels & tyres \$550

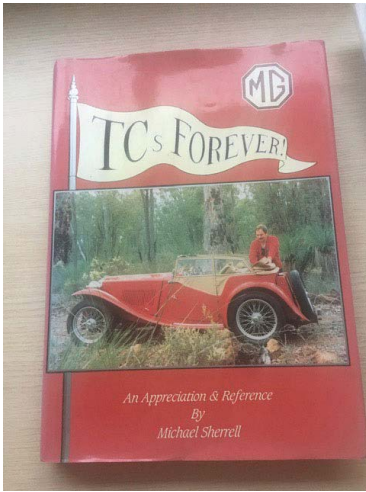
Nankang 165/80R14 845

Contact:

Phillip Bruce 0407 910 106

cheryl.waygood@icloud.com





Signed 1st Edition.

Price: \$250

Location: Greenwich

Contact: Kerin.

0409438513

dkvista@bigpond.net.au



Classifieds - Parts



NSW full registration plates MGA 003. I am about to sell the car these are attached to. I will transfer plates to another car or place on hold with RTA in the next few weeks.

The plates can be transferred to your car or if for a future date placed on hold with Service NSW for up to 12 months.

Location: Surry Hills. NSW

Price: \$1000

Contact: Bruce Eewan 0432 096 493
bruce.ewan1@gmail.com

Wanted



I am looking for a parking space for my 18yr son Benjamin's MGB.

Last year I gave him my 1968 MGB and this year he has moved to Sydney to do engineering at UTS in Ultimo.

At the moment the car stays with me in Medowie (north of Newcastle), however he would like to garage it in Sydney so he can drive it on weekends and club runs etc. He plans to join your club if able to keep his car in Sydney.

Neither of us know Sydney well enough to find where to find a garage etc. Are there any enthusiast parking garages, or members who may offer this?

We are of course willing to pay to have it parked.

He works weekends at Repco.

The car is in excellent condition, it won second in Sydney MGB Concours with the previous owner several years ago, and I have been a member of MGB Newcastle.

Contact: Don Hudson.

donvet@ozemail.com.au

0418 419 164

Spring based replacement suspension set up for the MGF.

I'm a longstanding MG owner in the UK and a member of the UK MG Car Club for forty years. The MG Centre in Sydney used to manufacture a spring based replacement suspension set up for the MGF. I recently contacted them only to find it's no longer available new. I emailed Stuart at the MG Centre who was helpful.

Do any of your club members have an unwanted used set up they would be prepared to sell?

Contact: David Prescott. Lancashire England. UK

idblcouk@gmail.com



TC Gear Box, Morris 10 Motor

TC Gear box . Price: \$500

The motor is out of a Morris 10, but not complete and the same as a TC, the rocker cover is missing, oil filter, and oil filter clamp. But the head, rocker gear and other parts are available.

Price: \$600 for the motor and motor parts.

Many other parts available-negotiable.

Location: Collect Dora Creek. About 1 hours drive north of Hornsby.

Contact: David Phillips 4973 4202.
phillips47@bigpond.com

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or

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for another month

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editor@mgcarclubsydney.com.au



Wanted

MG B 1964 Mk 1 R/H ¼ window (ventilator) with frame .

Contact: Barry Sutton
0410 739 862

MG TF 1500 IN CONCOURS CONDITION

Contact: Peter Anderson
0428 464 738

peteranderson17@bigpond.com



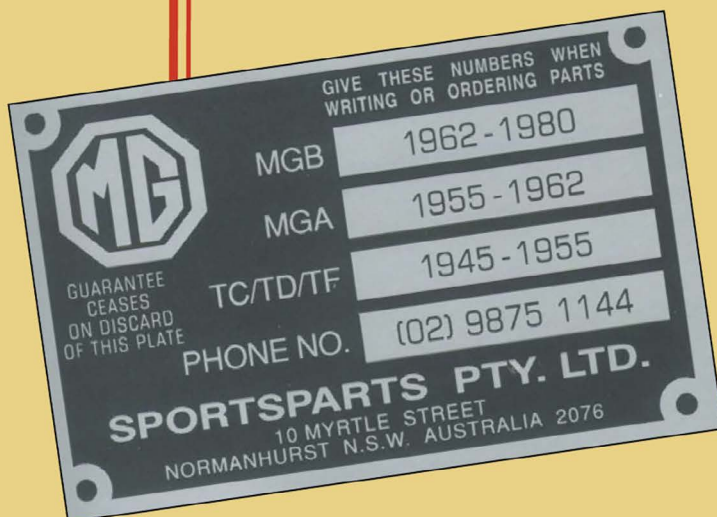
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