



Official Journal of the MG Car Club – Sydney

# *Opposite Lock*

September 2020

In this issue

Story Behind Rover V8 Engine

Conversion Corner

Expensive Cars Ever Sold

Tour of New Zealand



# MGCC Sydney Club Calendar 2020

## SEPTEMBER

- 7 Board Meeting
- 8 Members Gathering, Strathfield Golf Course
- 12 CSCA hosted by Triumph Sports Owners, Wakefield Park, Max Wasson
- 13 All British Day , King's School. **CANCELLED**
- 16 Mid Week Muster, Bob Parkinson
- 20 President's Run Workshop, Peninsular Sportscar
- 24 Illawarra Registrar Run, Michael Hough
- 27 Club Run C&V8 Registrar, Steve Foldhazy **CANCELLED**

## OCTOBER

- 4 North Shore Sporting Club- St Ives. TBA
- 6 Board Meeting
- 11 MGCC (UK) 90th
- 9-11 Bathurst 1000, Mount Panorama
- 13 Members Gathering, Strathfield Golf Course
- 14 Mid Week Muster, Bob Parkinson
- 18 CSCA, hosted by Jaguar Drivers Club, Sydney Motorsport Park, Druitt Circuit, Max Wasson
- 18 MGCC Concours and Display Day, Allen Gower

## NOVEMBER

- 1 North Shore Sporting Club- St Ives. TBA
- 2 Board Meeting
- 8 MGA/MGB Workshop Day. MGA Registrar, Greg Keenan
- 10 MGCC Annual General Meeting and Members Gathering. Strathfield Golf Course
- 11 Mid Week Muster, Bob
- 22 Club Run MGB Registrar, John Clarke
- 26 Illawarra Registrar Run - Lunch Michael Hough
- 28-29 HSRCA Racing/Regularity Sydney Motorsport Park Gardner Circuit, Steve Perry

## DECEMBER

- 6 Club Run RV8 Registrar Alan Heritage
- 7 Board Meeting
- 8 Members Gathering, Strathfield Golf Course
- 9 Mid Week Muster, Bob Parkinson



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## President's Report

As we move into September there is no doubt this year continues to be very much a roller-coaster ride. On a positive note, August saw the club return to physical meetings. I am delighted to report that 53 members attended this our inaugural meeting at the Strathfield Golf Club. By all reports the food, guest speakers and ambiance were greatly appreciated by all in attendance. At the meeting we were entertained firstly by Gavin Luxton from Shannon's Insurance. Gavin gave us a brief run through the new Shannon's roadside service on offer to members who have their cars insured with them. There is no doubt they are competitive with interstate offers and I would encourage all members to look to the Shannon's website for more information.



Our second speaker for the evening was Colin Bond OAM. Colin is a former member of the club. On this occasion we requested Colin to talk not about motor racing but about rallying. Members in attendance enjoyed over an hour of colourful stories from Colin's years as a rally driver. I must say my favourite was a driver who believed that in the last half hour of the event he was being harassed by another driver. It wasn't till he alighted from the vehicle at the end of the race that he hadn't been harassed at all. In fact, there was no car chasing him, it was only the moon! I'm sure you would all agree that in time it would be nice to have Colin back at the club again this time to talk about motor racing, no holds barred. Additionally, it would be nice to hear from Gavin again on the progress of the Shannon's roadside service.

It is with regret that I have to report that the 2021 National meeting organized again for Albury Wodonga has been cancelled. There are two main reasons, firstly the risk of Covid19 to the older membership. Secondly, with the Victorian Government being granted State of Emergency powers for another six months there is a strong possibility that if an outbreak did develop in the Wodonga area, then the border would be closed, automatically cancelling the event. Given the expense involved in organising and marketing the event, the decision to cancel was unanimously agreed to by all but one of the club Presidents. Yours truly was the only one arguing for us to hold off till the end of the year to make a decision. As I pointed out the average age of our membership is at least 2 years less than the National average and is a younger and more progressive club.

Notwithstanding the above, our Board will be meeting on Monday 31st August and on the agenda for discussion will be possible alternatives for the Easter period. Some of us have already booked accommodation in Albury and would like to have some kind of MG experience over that period, so please do not cancell your accommodation at this point in time.

Our AGM is not too far away and accordingly I am asking all members that would like to nominate for the Board and/or Registrar positions to approach the club secretary John Bastian for nomination forms. This documents need to be submitted 30 days prior to our AGM on 10th November, so the sooner the better.

The second major item going forward is physical meetings and runs. The Board will continue to strive to hold these events. Early numbers are indicating that the Bundanoon Hotel run on 30 th August 2020 will be well supported. As with all events please make sure you advise the Registrar involved of your attendance, as it is important not just for catering purposes but also to meet Covid 19 requirements.

Finally, as advised at the August meeting, Concours 2020 is still on. The Board is of the view that we can safely socially distance and run this event, complying at all level with any council and Covid requirements. Details are on page 17 of this edition of *Opposite Lock*. Enjoy September and please support the physical meeting at the Strathfield Golf Club in September, details page 7. *Charlie Frew*

## New Members

### Welcome all to the MG Car Club, Sydney

Please make yourselves known to one of the members so that we can ensure you meet up with some like minded MG enthusiasts!



Peter Dunn	MGB
Yunlan Wang (Michael Lynch)	MGB
Mary-Beth Allen (Michael Rich)	Midget, Post-War, TC
Susan & David Grant	MGB
Graham Lewis	MGA, MGTF/ TC/TD
Jim Bennett	MGA
Mark Gillam	MGB
Richard Weddell	MGB
Michael Harrington	MGB
James Renton	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@mgcarclubsydney.com.au](mailto:editor@mgcarclubsydney.com.au)*





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Page 14-15: Conversion Corner



Page 18-19: NSW Competition



Page 20-21: New Zealand Tour Part 3



Page 22-24: The story behind the Rover V8 Engine



Page 26: Illawarra Report



September Cover:

Image submitted by Max Wasson.

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September *Opposite Lock*

Contributing photographers:

Thanks To:

Delia & Peter Rayment,  
 Michael Hough,  
 Greg Fereday, Alan Heritage,  
 Max Wasson, John Lindsay,  
 John Clarke, Seth Reinhart.



# Club Contacts

## Directors

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Editor	Hilary Wren		0407 263 758	editor@mgcarclubsydney.com.au
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TD	Vacant			
TF	Vacant			
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MGB	John Clarke	Christine	0412 890 409	parclose@optusnet.com.au
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C and V8	Steve Foldhazy	Chona	9680 4648	mgcgtsf@yahoo.com.au mgbgtv8sf@yahoo.com.au
Midget and FWD	Vacant			
Post 2010	John Lindsay	Lesly	0403 330 441	john@technispec.com

## Club officials

Club Secretary	John Bastian	Ros		secretary@mgcarclubsydney.com.au
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Library	Vacant			
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Points Scorer	Adrian Whiffen		0404 011 564	adrianw@mailboxesr-us.com.au
National Meeting Coordinator	Dominic David		0414 407 400	dom.d.david@gmail.com
Rally	Jim Richardson	Bev	9639 0638	jimandbev@bigpond.com
Regalia	Granville Harris		0414 880 374	granville2@bigpond.com
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Social Secretary	Vacant			

# August Members Gathering

John Clarke



Gavin was followed by racing legend Colin Bond. Colin is a past member of the MG Car Club who honed his considerable skills competing in MG Car Club race meetings. It would be nice to say that he learned everything he knew from the MG Car Club, but of course he is a naturally gifted driver who went on to bigger and better things over a 30 year career. He focused his broad ranging tales on his experiences in rallying in the 1960s and 1970s.



With 3 MGs taking pride of place in the forecourt, our first post lockdown in-person meeting was held on 11th August at Strathfield Golf Club. We had a great turn-out of some 50 members to sample this new venue and hear from our guest speakers, Hardie Ferodo 500 and Australian Touring Car Champion, Colin Bond and Gavin Luxton from Shannons.

Strathfield Golf Club is a new, modern and stylish venue, with 3 AV equipped large meeting rooms and an attractively decorated open plan restaurant that looks out over the golf course. Our current numbers meant that we were able to hold our meeting in the restaurant area, but when numbers increase we will have the option to move into one of the meeting rooms after dinner for the more formal part of our Members Gatherings. And what a dinner it was. Most members enjoyed an excellent meal from the special MG Car Club menu that was available to us on the night, and a few of us took advantage of the adjacent bar.



The meeting finished with Jim Hull thanking Charlie and the Board for their efforts in keeping the Club going through the COVID crisis, continuing to publish *Opposite Lock* and on the choice of Strathfield Golf Club for our first post lockdown meeting. Feedback on the Strathfield Golf Club as a venue for future Club meetings was all very positive, with a show of hands from the members.

John Clarke



After welcoming new members and reports from our Club officials it was on to our guest speakers. First guest speaker was Shannon's Business Development Manager Gavin Luxton who told us about their new road service offering. Of particular interest was the 'Ultimate' package which provides for roadside assistance for up to 8 vehicles. Many classic car owners have more than one vehicle and a common complaint is that they have to pay for road side assistance on all of them individually. This was very well received by the members and many questions followed. Details are on Shannons website if you are interested or call 13 46 46.





SEPTEMBER MEMBERS GATHERING  
TO BE HELD 8<sup>TH</sup> SEPTEMBER 2020 AT  
STRATHFIELD GOLF CLUB



September's Members Gathering will be held at the Strathfield Golf Club.

**Our guest speaker will be Bob Simpson, President of MG Restorers Association.**  
Come and try this modern and stylish new venue and join us for dinner from 6:30  
Meeting starts at 7:45

Strathfield Golf Club, 52 Weeroona Rd, Strathfield NSW 2135

**Wednesday 16th September 2020**

Mid-Week Muster – Auburn Botanic Gardens  
Chisholm & Chiswick Road, Auburn

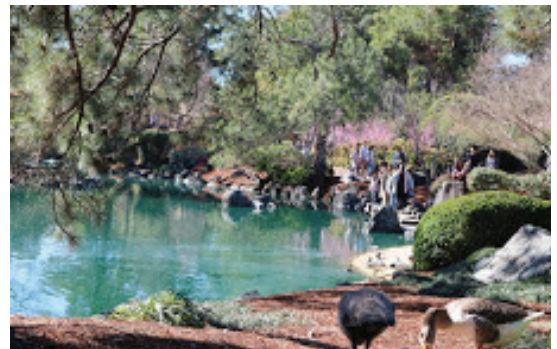
**Meet:** From 11:00am

Bring your own picnic lunch

Also bring chairs and tables to provide seating for social distancing if it is necessary.

**Contact:** Bob Parkinson 0412 968 771

[rjparko@bigpond.net.au](mailto:rjparko@bigpond.net.au)



**Wednesday 21st October 2020**

Mid-Week Muster – Nurragingy Reserve, Knox Road, Doonside

**Meet:** From 11:00am

Bring your own picnic lunch

Also bring chairs and tables to provide seating for social distancing if it is necessary.

**Contact:** Bob Parkinson 0412 968 771

[rjparko@bigpond.net.au](mailto:rjparko@bigpond.net.au)

# The MG Car Club Ltd 68th Annual General Meeting 12/11/2019

**Location:** Denistone Sports Club, 59 Chatham Road, Denistone

**Meeting:** Commenced at 7.50pm

## **Welcome:**

The President of the MG Car Club Limited, Charlie Frew, opened the meeting and welcomed all members attending.

The President then introduced Jim Hull as the Chairman of the Annual General Meeting (AGM).

## **Business:**

The Chairman declared the meeting open.

In accordance with the Constitution The Chairman informed those present that only financial members of the MG Car Club Limited are permitted to speak or vote on any matter during the proceedings of the AGM.

The Chairman reported that he had a member call him about the list of nominations not being published as per the Constitution 56.5, The Chairman advised that if the members were in agreement then the AGM should proceed. Motion passed all in Favour.

The Chairman asked for any apologies:

- Colin and Joan Porter
- John and Ros Bastian
- Richard and Angela Hyde
- Steve Foldhazy
- John Mangel
- Granville Harris
- Hilary Wren
- John Clarke
- Robert Smith
- David Noble
- Peter Moxham

The Chairman advised that the Minutes of the 2018 AGM that were emailed out on the 31st October 2019 and requested acceptance of the Minutes as a true and correct record.

Moved: Alan Heritage

Seconded: Sally Ratcliff

Carried by general acclamation.

## **President's Report:**

The Chairman invited The President to present a report pertaining to the activities of the MG Car Club Limited for the preceding 12 months.

### **The President reported as follows:**

As the year draws to a close, I am sure members will agree that the objectives of the MG Car Club Sydney have once again been met for 2019. Weekday runs and monthly register runs have been well attended additionally so have the numerous major activities of the club throughout the year. Of particular note this year was the support for the Golden Jubilee National Meeting held in Redlands Bay over the Easter long weekend and the Tour de Oberon held over the long weekend in June. The annual All British Day held at the Kings School at Parramatta was well attended and once again saw a diverse representation of the marque despite the fact that the date clashed with the Gathering of the Fateful in Wagga Wagga and another major sporting event. Our final major event for the year was the annual Concours held at Silverwater Park in October. Once again, the membership turned out in pleasing numbers and it was a thoroughly enjoyable day all round. My thanks go to all of those who participated in the organisation of these and the other club activities throughout the last 12 months.

Financially, the club returned a small loss for 2018/19 of

\$11,257.52. Whilst members may view a more comprehensive explanation in the financial results this was essentially due to increases in a number of running expenses such as the increased cost of the website in tandem with the club magazine. Additionally, there was a slight overall loss in sporting and a number of one-off costs namely the replacement of equipment and training costs associated with the changes in some of the key positions. The board are continuing to implement strategies aimed at moving the club forward in a financially sound manner into the future.

The year 2019 has seen the dawn of a new generation for MG with the modern brand continuing to break sales records across the nation. In June the club was fortunate to gather at their newest dealer ship in Ryde for a social evening.

Managerial contact with MG Motor has continued since then and I am delighted to announce that as a result of MG Motor opening their new dealership in O'Riordan Street Alexandria the MG Car Club of Sydney has been invited to participate on a number of levels. The exact details will be listed in December *Opposite Lock* and I will give a brief outline of what they are at the conclusion of the AGM.

I would like to thank individual board and committee members and those members that support the many activities of the club for their hard work throughout the year. Especially John Cunneen for his tireless commitment to the membership role, Andy for his many years of continued service and Ingo for his involvement in many roles over the years.

For those retiring this year we thank you for your service.

I would also like to make particular mention of the time and commitment that Hilary Wren has put into the editor's position over the last 12 months. We are very lucky to have her as our editor. Additionally, a special thank you to Granville Harris and Ashliegh Clarke for the work on regalia and Granville for the redevelopment of the website.

Carried by general acclamation

I consider it an honour to have been the President of the club for the past 12 months and along with the Board look forward to a prosperous 2020. I would like to once again thank the Board for their support and the members for their encouragement throughout the year. I wish you all a very Merry Christmas and Happy New Year and look forward to continuing the traditions of this great club throughout 2020.

Accepted by general acclamation

## **Treasurer's Report**

The Financial Report was received and noted.

The Chairman asked if there were any questions from the floor. As there were no questions The Chairman asked for acceptance of the report.

Accepted by general acclamation

## **Committee Positions**

The Chairman asked The Secretary, Andy Leondiou, to read out the nominations received for Director's positions, the following were read out:

Director	John Clarke
Director	Charlie Frew
Director	Hilary Wren
Director	Elizabeth Sutherland
Director	Allen Gower
Director	Max Wasson
Director	Greg Fereday
Director	Granville Harris
Director	Alan Heritage



It was confirmed that all the above were nominated in terms of the MG Car Club Limited Constitution and that all were financial members of the MG Car Club Limited.

As the Constitution requires that the number of the Directors must be not less than 4 and no more than 9, the above were elected by general acclamation.

Also volunteering to fill the Secretary's position is John Bastian, as this is an Office Bearing position and not a requirement of being a Director his appointment was accepted.

The Chairman thanked the Directors

#### Auditors:

The Chairman called for the appointment of the current Auditors, McBurney & Partners, for the 2019/2020 accounting period.

Moved: Elizabeth Sutherland

Seconded: Bob Parkinson

Carried by general acclamation

#### General Business:

The Chairman advised that a Special Resolution has been received. The Secretary advised that the Special Resolution was received within the requirements of the MG Car Club Limited

Constitution.

The Chairman put the Special Resolution, being: "To approve the increase of the annual subscription for Ordinary Members for the 2021 Financial Year onwards to \$100".

For the avoidance of doubt, The Chairman advised that this applies to all membership renewals that relate to the period commencing 1 July 2020. All other membership fees remain the same.

Moved: Elizabeth Sutherland

Seconded: Charlie Frew

The Chairman asked the Treasurer, Elizabeth Sutherland to speak to the Special resolution.

The Treasurer reported on the reasons for the increase, being increase costs to the magazine, postage, website with also no increase to membership fees for the last 10 years.

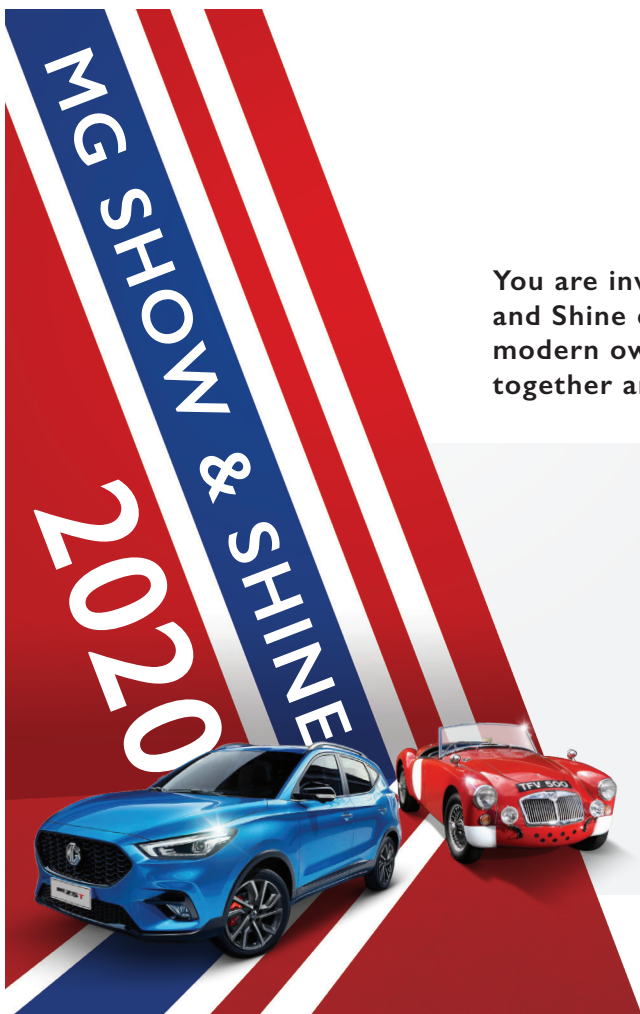
The Chairman put the Special resolution to the meeting.

Carried by general acclamation

#### Closure

The Chairman declared the AGM closed at 8.15pm and handed over the meeting to The President

*Andy Leondiou . Secretary*



the power of humanity



You are invited to MG Motor Australia's first virtual Show and Shine event! With thousands of vintage, classic and modern owners nationwide, we want to bring our MG family together and collectively raise funds for Australian Red Cross.

## HOW TO GET INVOLVED

Throughout September 2020, we'll be calling on MG owners, to share their favourite MG memories and images across our Facebook event page.

1. Search 'MG Show and Shine 2020' on Facebook and click to attend
2. Share your favourite photos and stories of your MG
3. With each MG vehicle uploaded to our Facebook event page, we will make a donation to Australian Red Cross with the goal of raising \$100,000

**CHANCE TO WIN OVER 30 AMAZING PRIZES!**

T&Cs apply. For full T&Cs and event information, please visit: <https://www.facebook.com/events/781611322652770>

# The 16 Most Expensive Cars Ever Sold: Part 2

## 9. 1935 Duesenberg SSJ

1935 Duesenberg SSJ

Price Realized: \$22,000,000

Auction House: Gooding & Company (August 25, 2018)

Landing at number nine on this list is a remarkable — and remarkably rare — 1935 Duesenberg SSJ. As one of only two SSJs ever built, the luxury race car remained in unrestored condition, retaining its original chassis engine and bodywork when it went up for auction at Gooding & Company in August of 2018. At one time owned by famed American actor Gary Cooper, the car later remained with the same owner for nearly 70 years. In an article published before the much-anticipated sale, *Forbes* described the 1930s relic as “arguably the rarest and most significant road car” to appear in Monterey that year.



Founded in 1913, Duesenberg Motors Company specialized in race cars and luxury vehicles. Due to unfortunate timing following the 1929 stock market crash, only to be met later by the onset of World War II, the American car manufacturer ultimately consolidated in 1937. With few surviving Duesenberg examples in the market, the rareness of this 1935 beauty, coupled with its famed provenance, drove bidding to uncharted territory when it crossed the auction block in August 2018, ultimately selling for a resounding \$22,000,000. In doing so, it set a number of records — becoming the most valuable pre-war car ever sold, as well as the most expensive American collector car sold at auction. It even surpassed the record previously set by Carroll Shelby's first Cobra.

## 10. 1955 Jaguar D-Type

A blue 1955 Jaguar D-Type

Photo: Patrick Ernzen © 2016 Courtesy of RM Sotheby's.

Price Realized: \$21,780,000

Auction House: RM Sotheby's (August 19-20, 2016)

Rounding out at the tenth spot on this list is a 1955 Jaguar D-Type. This flashy blue race car was driven by Ecurie Ecosse, a Scottish motor racing team, to win the 1956 24 Hours of Le Mans. After that, it passed hands only twice, and remained in the same private collection for more than sixteen years. It is thought to be one of the most important and valuable Jaguars in the world. Its impeccable racing history, together with its dynamic provenance, propelled bidding to the soprano tones of \$21,780,000 when it crossed the auction block at RM Sotheby's in 2016.



## 11. 1963 Aston Martin DP215 Grand Touring Competition Prototype

Price Realized: \$21,455,000

Auction House: RM Sotheby's (August 24-25, 2018)

Coming in as the eleventh most expensive car ever sold is a 1963 Aston Martin DP215 Grand Touring Competition Prototype, an important part of Aston Martin racing heritage. This prototype was a unique Works Design Project, developed to compete at 24 Hours of Le Mans, the world's longest-running endurance racing event for sports cars.

It underwent meticulous restoration in consultation with Ted Cutting, the car's original designer, and was fitted with its original engine and correct-type five-speed gearbox. When this rare mint green relic of '60s race cars crossed the auction block in 2018, it sold for a thunderous \$21,455,000 to become the second-highest price ever paid for an Aston Martin.

## 12. 1994 McLaren F1 'LM-Specification'

Price Realized: \$19,805,000

Auction House: RM Sotheby's (August 15-17, 2019)

With innovative, aerodynamic designs, there are some collector cars that just look fast — the 1994 McLaren F1 that sold at RM Sotheby's in August 2019 is certainly one such example. Equipped with an unrestricted GTR racing engine and an Extra-High Downforce Kit, it's safe to say this road car was destined to test the (speed) limits. With low mileage — only 13,352 clocked on the odometer at the time of the sale — and serving as one of 64 like road cars built, its rareness and well-maintained condition surged bidding forward, with the eye-catching McLaren ultimately selling for a bellowing \$19,805,000.



### 13. 1939 Alfa Romeo 8C 2900B Lungo Spider

Price Realized: \$19,800,000

Auction House: RM Sotheby's (August 19-20, 2016)

Hailing from the collection of Sam and Emily Mann, American car collectors who are deeply respected for their eye for design, engineering and automotive history, the 1939 Alfa Romeo 8C 2900B was one of five exceptional cars from the Mann Collection to head to auction in 2016. As one of only twelve remaining Touring Spiders, the pre-war automobile was meticulously maintained, and even underwent an award-winning restoration by U.K. 2.9 expert Tony Merrick. When the highly anticipated 1939 relic crossed the auction block in August of 2016, bidding climbed to an outstanding price, with the Alfa Romeo ultimately selling for \$19,800,000 and cementing its position as number thirteen on this list.

### 14. 1939 Alfa Romeo 8C 2900 B Touring Berlinetta

A crimson 1939 Alfa Romeo 8C 2900 B Touring Berlinetta

Price Realized: €16,745,600 (approx. \$18,660,461)

Auction House: Artcurial (February 8, 2019)

Landing this 1939 Alfa Romeo on our list of the most expensive cars ever sold is its rareness; it's one of only a handful still available. Fewer than 50 examples were ever made, and only five of the iconic Carrozzeria Touring Berlinettas. Of the four others, one is currently on view at the Museo Alfa Romeo in Italy. The remaining three, all located in North America, have been restored within the last two decades and two of those examples have taken home the coveted "Best of Show" award at Pebble Beach Concours d'Elegance in Monterey. This remarkable relic of '30s engineering sold for €16,745,600 when it sold in February 2019 at Artcurial, and secured its place as one of the most expensive cars ever sold.



### 15. 1961 Ferrari 250 GT SWB California Spider

A black 1961 Ferrari 250 GT SWB California Spider

Price Realized: €16,288,000 (approx. \$18,500,000)

Auction House: Artcurial (February 6, 2015)

This remarkable relic was part of the headline-grabbing barn find in France — a total of 59 classic cars that remained entombed for 50 years in an open-air, covered shed in France. With curiosity and great anticipation, the collection sped to the auction block during Retromobile week in Paris in February 2015, of which a stunning 1961 Ferrari 250 SWB California Spider was included.



The classic is one of only 37 California Spider SWBs with covered headlights, and was sold in 2015 in completely original condition. The car, too, came with impeccable provenance; not only had the car remained with the same owner since 1971, but prior to that it had been formerly owned by French actor Alain Delon until 1965. Ultimately, the car hammered at a colossal €16,288,000, far surpassing its presale estimate of €9,500,000 – €12,000,000 and landing it as number fifteen on this list.

### 16. 1959 Ferrari 250 GT LWB California Spider Competizione

1959 Ferrari 250 GT LWB California Spider Competizione

Price Realized: \$18,150,000

Auction House: Gooding & Company (August 20-21, 2016)

Closing out the list of the sixteen most expensive cars ever sold is, unsurprisingly, another mid-century Ferrari — a 1959 Ferrari 250 GT LWB California Spider, to be exact. This shining example of Italian manufacturing finished fifth overall at the 1960 12 Hours of Sebring, and came Ferrari Classiche Certified — an important stamp of approval for classic Ferrari buyers. As one of only nine alloy-bodied LWB California Spiders, its rareness most assuredly contributed to its sale price, which landed at \$18,150,000 when the hammer fell at Gooding and Co. in August of 2016.



*In Good Taste "The World's premier auctions and galleries website" . Submitted by Robert Smith*

# PRESIDENT'S RUN

## WORKSHOP MORNING

At Peninsular Sportscar Services

### SUNDAY 20 SEPTEMBER 2020



Come behind the curtain and check out Peninsular Sportscar Services, their latest restoration projects, race car preparation and some tech tips from Geoff Morse and Richard Caller.

Peninsular Sportscar Services are located at:  
37 Winbourne Rd, Brookvale, NSW 2100.



Start time is 9:00am until 12:00 pm. BBQ sausage sandwiches, tea & coffee on arrival. Please park on the street.

All welcome. RSVP by e-mail to John Clarke by Thursday 17 September at [parclose@optusnet.com.au](mailto:parclose@optusnet.com.au).

Charlie Frew



# Membership Renewal

Sheila Trotman



All memberships fell due on the 30 June 2020. From that date on you are invited to renew your membership of the club along with any family members. New family members are always welcome.

There are two basic ways to renew membership:

## 1. To renew Membership online follow the steps:

Go to [www.mgcarclubsydney.com.au](http://www.mgcarclubsydney.com.au). Click on Membership tab at top and select "Membership Renewals", log in with your username and password. If you have forgotten them, then contact me on [membership@mgcarclubsydney.com.au](mailto:membership@mgcarclubsydney.com.au) and I will send the username to you by email, the passwords are no longer available to me. You will then need to log on with your username and then use the link forgot password or similar. The link will then be sent to your email for you to log on. The link may only be temporary for about 24 hours. Both usernames and passwords can be changed by you. I can only change usernames. Payment is made online with a credit card through a secure portal and to the Sports Technology website.

## 2. Fill out the below form

Send to GPO Box 5165 Sydney NSW 2001 with payment by cheque, money order or credit card details.

Thank you, please email [membership@mgcarclubsydney.com.au](mailto:membership@mgcarclubsydney.com.au) if you have any problems regarding renewal on line.

The fees are changed from last year following the resolution at the AGM in November 2019 to increase the single member (Primary member by \$20.00. The Family membership fee remains at \$15.00

Renewal one member	\$100.00
Renewal Family of two	\$115.00
Renewal Family of three	\$130.00
Renewal Family of four	\$145.00

Sheila Trotman. Membership Secretary



## THE M.G. CAR CLUB LTD

ABN 66 000 560 538  
TAX INVOICE

GPO Box 5165  
SYDNEY NSW 2001

Tel:  
Email: [membership@mgcarclubsydney.com.au](mailto:membership@mgcarclubsydney.com.au)

"Dedicated to maintaining the Breed"

### Membership Renewal Form

PLEASE PRINT

	TITLE	GIVEN NAMES	SURNAME	DATE OF BIRTH	GENDER M/F
A					
B					
C					

#### CONFIRMATION OF DETAILS

Postal Address

	NO	STREET	SUBURB	POST CODE
A				
B				
C				

Telephone (one required)

	Business	Direct	Private	Mobile Phone	Occupation
A					
B					
C					

Email Address

#### CHANGES TO MY MG DETAILS

	Car 1	Car 2	Car 3	Car 4
MODEL				
YEAR				
REGO NO.				
CHASSIS NO.				
ENGINE NO.				
CONDITION				
COLOUR				
Body				
Interior				

The fees (\$100.00 Primary member & \$15.00 for each Family member) are for memberships valid to 30 June 2021 and include GST

Membership applications can be done on line at [www.mgcarclubsydney.com.au](http://www.mgcarclubsydney.com.au). Alternatively send a Cheque, Money Order or your MasterCard / Visa details with this renewal form to GPO Box 5165 Sydney NSW 2001.

Card No

<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
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Valid through date

<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
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CVN

<input type="text"/>	<input type="text"/>	<input type="text"/>
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Cardholders Name (Please Print)

**PRIVACY:** MG car Club members become members of the Confederation of Australian Motor Sport (CAMS). Members details are provided to CAMS under our affiliation requirements. These details will not be released to any other external party without the express permission of the member.

## Conversion Corner: 1967 MGB to MG-BEV

This project started at a meeting with my friend Sarah, who was interested in the Barina EV conversion that I did a couple of years ago. She has a 1967 MGB Mk1 roadster sports car, which had been sitting around for five years due to working overseas. I did some range and budget spread sheets and she agreed to fund up to \$25K (not including labour) for the project, for a range of about 160 kms.

I then picked up the car, luckily on a trailer as it was raining and the soft-top roof leaked. On top of that, the protracted lay-up had not been kind to it. The rear brakes were contaminated by a failed rear axle oil seal, the master brake cylinder had failed and the brake pedal went to the floor, the steering rack boots were broken, the tyres had hardened and there were even wheel spokes missing! As a result, I spent a month getting the car into a roadworthy state before I could even start the conversion process.

The MGB by the way is an interesting car to convert, as it is light (920kg), has a North-South engine configuration, long bonnet, rear wheel drive, low centre of gravity and a heavy 1,800cc cast iron engine.

I had two major design criteria decisions to make, being the battery capacity & type of electric motor.

The type of battery was an easy decision to make as modern lithium batteries pack twice the energy as a conventional lead acid battery (as in what powers the 12V system in your car). Running a 144V system requires 90 LiFePO4 batteries connected in a parallel/series configuration. I choose the 72Ah size, giving a theoretical range of about 160km.

The total weight of the batteries is about 170kg, which is distributed fairly evenly over the car in the front radiator area, behind the seats and some in the boot.

On weighting the car after the EV conversion, the front/back weight distribution was better than the original car at 49% / 51%.

I used the newer CALB, aluminium clad batteries, with plastic top & bottom headers. These are 10% lighter than the standard LiFePO4 cellular batteries and the plastic header makes mounting in the battery pack much easier, as seen below.

As I had used a DC motor in a previous conversion, I was keen to use the newer AC motor in this one. The new technology "AC" motor has no brushes and hence no maintenance is required. It also has the ability to have energy regeneration by electronically braking and this generally improves the range by 10 to 15%.

I choose the new Hyper9HV motor from Netgain, USA. The kit comes with motor, matched controller, throttle, contactor, small display and wiring harnesses. The controller is a very flexible unit, made by SME of Italy and is used for cranes, special airport vehicles, lifts, pumps, etc. The unit requires just two command signals, being enable and extra braking profile.

I used the "Regen on Neutral Operating Profiles" mode, which gives 16% braking torque on lifting your foot off the throttle and an extra 16% braking torque when the brake lights come on. The system works surprising smoothly.

In choosing the "AC" system, I decided to remove the clutch and drive the car in third gear all the time, giving a top speed of about 150 km/hr at the 7,500 motor rpm limit.

I put the project on a serious weight diet and removed such things as fuel tanks & lines, existing engine, radiators & fans, etc. I even removed the spare tire, which weighs 14kg, and replaced it with a puncture repair aerosol can weighing 300g.



Batteries in boot, showing plastic protection headers and battery charger



As a result, the kerb weight was 920kg before the conversion and only 940kg after the conversion and the handling of the car wasn't affected at all. This means that the Gross Vehicle Mass (GVM) is the same as before at 1103kgs, which kept the Vicroads assessor very happy.

However, removing the internal combustion engine creates a number of problems for the normal operation of the vehicle. I had to install an electric vacuum pump & accumulator cylinder for the vacuum assisted braking system. A small 700W ceramic heater from Bunnings for the heater/demister system was also installed. As there is no alternator to charge 12V battery, a 144 to 12V DC to DC converter was installed to keep the normal 12V car battery fully charged for normal operation of lights, wipers, radio, etc.

consulting engineer (VASS engineer) uses as a checklist. For his final inspection, he took about 2 hours, including a half hour drive and an underneath car inspection on a hoist.

The car drives very smoothly from a standing start and has great mid-range acceleration compared to the original 1.8 litre petrol engine. The AC controller has a data logging function, which is used to access the increase in performance as shown below. The quarter mile decreased from 19 seconds to 12 seconds. A great result. I'm still testing the range, which I believe it will be the 165 to 175km area. This is only intended as a city based, fun driver, small sports car.



**Performance Graph below showing 0 to 100km/h in 7 seconds**

The materials cost about \$19,000 and services like machining, welding and VASS engineer costs of another \$6,000. Using my house solar panels to charge up the car (takes about 4 to 5 hours), the project payback time is about 7 to 8 years, based on annual petrol costs of \$1,500 and annual maintenance servicing costs of \$1,500. I sold the old engine, exhaust, fuel tank, etc for \$1000, which helped offset the budget.

My friend, Sarah is very happy with the car, which I returned to her on her birthday last year.

If anybody is interested in doing an EV conversion, there is plenty of information about on the Internet and organisations like the AEVA to help out with practical advice.

**Completed engine bay showing vacuum pump, motor controller EV management CPU, DC-DC convertor and contactor for demister.**

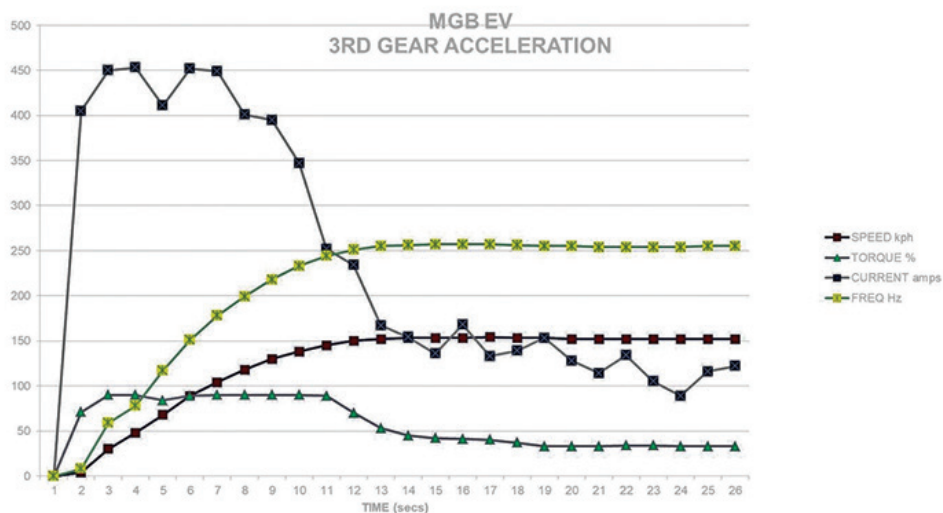
The battery pack frame was designed to withstand an impact of 20G collision

(i.e. 20 times its own weight). This was achieved by using 6mm thick structural grade aluminium, welded together.

The other mechanical challenge was to get an adapter plate and coupling fabricated to connect the electric motor to the existing 4 speed transmission. I used 15mm thick aluminium flat section for the plate and steel with a taper-lock for the coupling. This gives a very strong & vibration free connection between the EV motor & transmission.

All the main items were ordered from a WA supplier and the internet has heaps of information, such as wiring diagrams, to follow.

There is a National Guideline for EV conversions (Vehicle Standards Bulletin 14) to follow, which the Vicroads approved



*Conversion corner: 1967 MGB to MG-BEV  
By Bryan Drummond, AEVA Victoria member  
Submitted by Ros Bastian*

## How a Beer was Named After an MG



Brewing has been carried out commercially in Abingdon for centuries, including at the Abbey prior to its dissolution in 1538. In 1711 a farmer, John Morland, set up a brewery in West Ilsley, Oxfordshire, brewing fine ale and porter for pubs in and around London. In the 1860s, Morland's acquired local competitors Abbey Brewery and Eagle Brewery and moved its operation to Westgate Street in Abingdon. Reflecting its growth, Morland's changed its name to United Breweries in 1885. A new brewhouse was built in Ock Street in 1912, and the firm continued to buy up other breweries and pubs in the following decades.

By 1928, the company owned four breweries in the town: the Abbey Brewery in Thames Street; the Eagle Brewery and the Tower Steam Brewery in Ock Street; and the Stert Street brewery. Over the following couple of decades United Breweries enjoyed substantial success and reverted to the Morland name in 1944.

In 1979 the MG Car Company celebrated the 50th Anniversary of its move from Edmund Road, Cowley, Oxford to Abingdon. They asked Morland & Co. to brew a special commemorative beer for the occasion, for which they would suggest the name. The name chosen was 'Old Speckled Hen', which took its name not from a bird, but a car: a paint-spattered MG Featherlight Saloon. Back in the day, this was the MG factory run-around, fondly referred to as the "Owld Speckl'd Un" due to its mottled appearance after several years parked under the paint shop.

The vehicle, originally built as an experimental car in 1927, was called the "MG Featherlight Saloon" made from cellulosed fabric stretched over a wooden frame, and was black speckled with gold.

It became the factory's general runabout, and as it chugged around the factory, people would say in their Berkshire tones "There gus the owd speckled un....".

The MG Company held a competition amongst its employees for the design of a suitable label, and the winning entry bore the MG marque linked by a length of chain to the Borough of Abingdon Coat of Arms and was printed in the MG colours of Cream and Brown.



The bottle dressing was finished with a green foil capsule to match the background colour of the Borough Arms. The beer, an amber coloured Pale Ale, was brewed at a gravity of 1050 to denote the 50th anniversary. 25 barrels, 1200 dozen half-pints bottles, were produced, mostly for the promotional activities at MG, but also for limited distribution to Morland houses in the Abingdon area.

What had been produced as a one-off celebration brew, proved so popular that a second batch had to be brewed in time for the main celebrations which were to be held in Abingdon over the weekend of the actual anniversary.



After a most spectacular and greatly enjoyed weekend of festivities, on the following Monday the news was broken to the staff of MG that the factory was to be closed. The plant ceased production early in 1980 and the factory was demolished. However, the Old Speckled Hen continued to enjoy local support and was sold throughout the Morland estate in the same bottled form for the next ten years. In 1990, in order to fill a gap in the product range, it was decided to test market Old Speckled Hen in draught form, since high gravity cask conditioned beers were very much in demand.

The results from this exercise were extremely positive, and further tests were carried out over an extended area. Draught Old Speckled Hen was launched into the tied trade in the spring of 1990 and became an immediate success. The bottled variety was also repackaged and a canned version introduced.

The demand for the beer became so great that additional brew house capacity was required, with the result that the decision was taken to withdraw from lager production in order to make more capacity available for brewing Old Speckled Hen.



Submitted by Greg Fereday



**MG CAR CLUB OF NSW**  
**ANNUAL CONCOURS AND DISPLAY DAY**



**SILVERWATER PARK**

**SUNDAY 18th OCTOBER 2020**

Entry via Clyde St Silverwater from 7.30 am in position by 9am

Judging for all Classes of MG's and Non Marque commencing at 9.30am

Concours d'Elegance, Show & Shine Categories

Rocket Cover Racing & MG Regalia on sale

Food & Drinks available from The Abingdon Cafe

# NSW Competition MG Driver List

Steve Perry



Some Australians are very lucky indeed, as they have been participating in world-class motorsport events, while we ordinary folk have had to batten down and stay at home or in small groups due to an introduced alien virus!

Just last weekend (15th & 16th Aug), I watched one Ozzie in Formula 1 (Daniel Ricciardo), three Ozzies racing in Formula 3 (Oscar Piastrri, Alex Peroni and Jack Doohan), Will Power trying to qualify for the Indy 500, and another Ozzie in MotoGP (Jack Miller). There was a huge 300kph accident in the MotoGP race, luckily not involving Jack Miller. All riders thankfully reported as not seriously hurt in spite of the enormous speeds involved.

Australia has had quite a few drivers, 17 in fact, get to the level of being asked to test drive for a seat in F1, and just a select few who have got to race at least 1 lap in an F1 team including World Champions Sir Jack Brabham, Alan Jones. Currently, driving: Daniel Ricciardo. You probably know that Daniel is a driver from Perth who is with The Renault F1 team - a team that returned to F1 after many years of not racing. Daniel managed a very respectable 11th in his recent Formula 1 race in hot conditions in Spain, and finished a lap down, which followed position 14th and a lap down at Silverstone, UK. Daniel has been used to being up near the front few cars in his previous team, and has won 7 GP races with Red Bull racing, so I am sure he is looking forward to his swap next year to McLaren, who has greatly improved their cars' competitiveness this year.

Formula 3 is a proving ground usually for very young talented drivers who fight tooth and nail to get to F2 and then hopefully

F1. F3 have a 3 race format, including one "reverse grid" for the top ten finishers - an interesting mix. We have three Australians racing in different teams at present. Best results were a 1st place for Oscar Piastrri, 2nd place Alex Peroni & 15th for Jack Doohan. Can't recall this many Australians in F3 all at once!

In MotoGP bike racing, another Ozzie is following famous riders like; Wayne Gardiner, Mick Doohan, Casey Stoner, and currently, Jack Miller racing a Ducati. Jack came 3rd after being overtaken on the very last corner!

Now a Challenge for MGCC members - what Australian drivers have competed in competition in an MG over the years?? Peter Rose and I asked the question to our mates who compete, or who have competed, looked up Race Programs, online race and MG information, club magazines etc. The result for NSW drivers is attached, and we are hoping that you can trigger many more memories for drivers, we have not listed yet?

Can MGCC members read our list, rumble through some old memory banks, and let us know by email of more drivers and their MGs that we need to add!

We can follow up with a revised list and some more chat on MGs and their competition successes.

Steve Perry: [windywoofer@gmail.com](mailto:windywoofer@gmail.com)

Peter Rose: [peterrose12@bigpond.com](mailto:peterrose12@bigpond.com)

Surname	1st Name	MG Chariot(s)	Surname	1st Name	MG Chariot(s)
Agius	Jeff	MGB MkI	Coglan	Garry	MG TC special
Archibald	J	MG T Type special	Cohen	Tony	MGB
Ashton	Ian	MGB	Cohen	Peter	1953 MG TF
Aylmer	Mike	MGA/GTV8	Crouch	David	MG TA
Bailey	Trevor	MGB	David	Dominic	MGRV8
Baldwin	Bob	MGB	Davies	David	Birdcage 1960 MGA
Bassingwaite	Barry	MG Midget	Dibbs	Owen	MG T Type
Barlow	Darren	MG Midget	Dixon	David	MGB
Barnard	L. G.	MG TC special s/c	Dodds	Colin	1968 MG Midget
Bartlett	Kevin	MG TC	Dunn-Contant	Steve	MGB
Bartlett	Lewis L	"Hope" MG Q-Type s/c C	Warren Dwyer	Dave	1932 MG J2
Baxter	Jerry	MG TC special	Dyer	Mike	MGB
Beck	Don	MGB	Evans	Jack	MG TC
Bennett	Peter	64 MG Midget/MGBGTV8	Everett	Dick	59 MGA 1500/MG TF
Bett	Frank	MG K3	Everett	Robert	1933 MG Magna L2
Binnie	A. Holt	MG TD special s/c	Everett	Greg	1954 MG TF
Blanch	Matt	MGB	Faber	Glenn	MGB
Blaydon	Bob	MGB	Feast	R.J.	MG TB special
Blusmani	Ziggy	MGB/MGBGT S/C	Fletcher	Ray	MGB
Bott	Geoff	MGA Twin Cam	Foldhazy	Steve	MGB/MGC
Boorman	Peter	1959 MGA 1600 Mk1	George	Kevin	MGBGT
Bott	Geoff	1958 MGA Twin Cam	Girgis	Sam	MGB
Bower	Paul	MGB	Glasby	Ivan	1935 MG TB
Brabham	Sir Jack	MG TC Special	Goddard	John "Jumbo"	MG Q-Type s/c C Warren
Brown	Bob	MGTA/TC Special	Goodwin	Peter	MGB
Brown	Kent	MGB	Goodwin	Shane	MGB
Browning	Vincent	MGB	Gosbell	Mike	MG TB Special/MGTF
Bryden	Adam	MGTC & TA specials	Graham	Gerry	MGB
Bryen	Noel	MGB	Green	Rob & son	Modern MGTF
Butler	Peter	MGRV8	Gunnell	Mike	1956 MGA 1500
Buckle	Bill	MGTA	Harper	Col	MGB
Caldecoat	Peter	MGA	Harrison	Daniel	MGB
Caller	Richard	MGB	Haste	Colin	1955 MG TF



Surname	1st Name	MG Chariot(s)	Surname	1st Name	MG Chariot(s)
Carter	Clay	MGB	Hazeldine	Ian	MGA
Catta	James	MGTC	Heather	Ian (Snr) 1	929 MG M Type
Catts	Jim	MGTC	Heritage	Alan	49 TD Special/MGRV8
Chaleyey	Paul	MGTA/TC Special s	Hill	Graham	MGB
Chaplin	Michael	1962 MG Midget	Hillman	Chris	MGA/MGB
Clarke	Alistair	29 M Type/ J Type S/C	Hodgson	Darren	MGB
Cobden	Dick	MGTC Spec,The Red Cigar	Hodgson	Ross	TB/TC s/c & Cooper MG
Hodgson	Fran	MGB	Pearse	George Cooper	MG (TC Special)
Holly	Ed	MGA	Perry	Steve	MGC/MGCGT
Hunter	Percy	MGTC Special s/c	Perry	Craig	MGC/MGCGT
Illingworth	Keith	1960 MGA Mki 1600	Perry	Andrew	MGC/MGCGT
Jackson	Charlie	M-Type	Perry	James	MGC/MGCGT
Jenson	Ian	MGB	Phelan	Kerry & Trevor	MGB
Jones	Stephen	MGB	Phillips	Graham	MGB/Midget
King	Greg	1953 MG TF/MGB	Pike	Geoff	MGB
Kirk	Kevin	MGB	Powell	Phil	MGB
Kleinig	Frank	MG Q-Type s/c C Warren	Prunster	Greg	1967 MG Midget
Leese	Graham	MGB	Ray	Doug	MGBGT
MacLachlan	Bill	MGTA Special	Ratcliff	Stuart	MGC
Mason	Allan	1947 MG TC/ MGA			
Marks	Rick	MGA/MGB/MG	Elva	Redman Geoff	MG TC S/C
Marsh	Chris	MGB	Reed	George	MG Q-Type s/c Leo Kelly
Maynard	Graham	Midget	Revell	Ray	Cooper MG (TC Special)
MacKay	David	MGTC Special (The Red Cigar)	Richards	Peter	MGBV8
McManus	Brett	Midget/MGB/V8	Richmond	Joan	MG Q-Type s/c C Warren
Meyer	Damien	MG Midget	Richmond	Tony	MGB
Meyer	Simon	MG Midget	Robertson	Rodney	MG NE & MG TC Special
Middleton	Terry	1960 MGA Mki 1600	Robinson	Roy	1958 MG TC Mono
Mildren	Alec	MG TB Special	Rochlin	Robert?	1968 MG Midget
Mohacsi	Peter	Midget	Rose	Peter	MGB
Morse	Brett	MGB	Rose	Richard	1951 MG TD sc/MGA
Morse	Geoff	MGB	Rountree	Bob	67 Midget/MGB
Muras	Bob	MGBGTV8	Rowe	Ken	1949 MGTC
Murphy	Les	MG Q-Type s/c Leo Kelly	Russell	David	MGB
Murn	John	1933 MG J2	Salmon	Kevin	MG Special
Murray	Allan	MG T type special	Scott	John	MG TC Milano XPAG
Muton	Ronald (Bruce)	MG TC special	Scheffer	Chris	MGB
Najar	Alf	MG TB special	Sellers	Laurie	MGA/MGB
Newy	Geoff	MGB	Shipway	W.M.	MG TD
Nichols	Dave	Midget	Smith	Bruce	Magnet/MG Elva
Nolan	Alan	MGBGTV8	Smith	Greg	MGBGT
Nolan	Daniel	MGBGTV8	Smith	Malcolm	1959 MGA 1600 Mk1
Orlando	Robin	Olando MG Special s/c	Spain	Brian	1959 MGA 1600 Mk1
Parkinson	P	1963 MG Midget	Stevens	John	MGB
Pauperis	Ralph	MG TC Milano XPAG	Stevens	Noel	1955 MG TF/MGB
Pegler	Max	MGA Twin Cam	Spruyt	Michael	MGB
Peek	John G	MG Q-Type s/c C Warren	Spruyt	"Spud"	MGB
Stewart	Gordon	MGTC Stewart Special	Tubman	K.V.	MG K3 s/c
Stratton	Henry	MGB/MGCGT	Vallance	Ernie	1959 MGA Mki
Sullivan	Tim	MGA/MGBGTV8	Young	John	MGB GT
Swann	Robin	MGB	Watson	Chris	1954 MG TF
Taylor-Denning	Geoff	MGB	Ward	Colin	MGB/RV8
Taylor	Glen	1966 MG Midget	Ward	Dick S	MG TC Special
Tobin	Dennis	1969 MGB	Weston	Brian	Midget
Topen	Barry	MGTF 1500	Wheeler	Les	MGTC Stewart Special
Tinker	Matt	1969 MG Midget	Williams	Gary	MGB
Thomas	Bob	MGB	Williamson	Darren	MGB
Thompson	Peter	Midget	Wilson	Clive	Midget
Todd	Tony	MGA/MGB/MGRV8	Wills	Dick	MG Pre War Specials
Treagle	George	1948 MG TC Special	Whitten	Peter	MGBGT

## New Zealand Tour 2020: Part 3

Delia & Peter  
Rayment

New Zealand's 10th MGCC National Rally, Wellington,  
22 – 26 February 2020.

New Zealand's National Rallies started in 2002 and are held every two years, with the intervening year the Pre 56 MG National Rally, which tends to break up the field somewhat, however.

The Rally Headquarters for this year was at the Brentwood Hotel in Wellington where we stayed, to save travelling to and through for the night functions. This was our first NZ National Rally so it was going to be interesting to see the differences between it and our MGCC National Meetings in Australia which have been going since 1970, yearly.

### Saturday -Registration, Noggin'N'Natter, Welcome, Briefing & Dinner Brentwood Hotel:

Registration was a very casual affair. We just turned up, received a rally pack, which included a very comprehensive programme and further instructions – and that was that. Saturday night saw a short noggin'n'natter for about half an hour which, we were told, would be followed by a BBQ. This turned out to be a sit-down BBQ buffet. It was one of the most poshist BBQs we've been to!

Numbers were down 50% on previous rallies apparently with only 82 attending. This was mainly attributed to the fact that it was being held in the capital city with all its traffic. A lot of people these days in the MG fraternity don't like the traffic (no matter which country you live in).



### Sunday – Concours D'etat & Display.

The day dawned wet. We drove our way for about an hour



through and to the north of the city, before we came to the concours site. It was held on grass in front of the Southwards Car Museum Otaihangā.

In the foyer of this museum was an R Type MG, which proved a



bit of a honey pot for Peter!

It was the 25th anniversary of the MGF production so there were a good number of these on display. In fact, about half the field to be correct. Being a modern National Rally there weren't many older cars there, though they are most welcome. Judging was conducted, but it certainly wasn't as intent as at our Australian National Meetings. The day slipped by with plenty of talking and eating and more talking of course.

### Monday – Observation Trial.

At the briefing on the first night, words like rally, timed sections etc. were being banded around. We thought nothing of this for this day was meant to be an Observation Trial, something we have done for years. How wrong could we be! It turned out to be nearly a full-on rally. We set off from the hotel and by the time we made it to the start, following a directions sheet, had travelled for nearly an hour right through the city out into the northern suburbs. We had nearly done a day run at this point!

The event was suddenly being called a Scenic Trial and we were handed a 23 page long Route Book! At the start - we were clocked in but not out! As we waited in a queue for the 1 toilet, we were given a quick lesson on how to read a herringbone map. On closer inspection it was unlike any herringbone maps we had used at home. We asked for maps but were told to use our smart phone for that purpose. We looked at each other at that suggestion and thought about the phone bill, as we were on international roaming. To follow the instructions, one really needed a Halda and maps (hard copy ones). We had neither. Plus, we were meant to convert the instructions which had kilometres on into miles ourselves, whilst on the move!

Being complete new comers to the area and unfamiliar with what was around it was very difficult. We thought well, we will give it a go. The car got heated, the driver got heated and finally the navigator got heated and said let's find a place to get back on course. The first instructions that we could see at the end of the first section, which might have helped us back on course were 'go to McDonalds'. But it did not state which McDonalds or where they were! Frustrated we zoomed back to the start with the hope that someone was there. We found someone, luckily, but they didn't know which McDonalds either. They said, "Just follow us, we'll have a scenic drive, we'll have a nice morning tea on the way, and take you to the lunch stop".



Once there we had plenty of time to chatter and not worry about converting the next lot of instructions to kilometres. Sounded good to us. The road we went on was certainly scenic. NB This type of event has not been held before at a National Rally apparently!

That night there was an MGF 25th Anniversary Register Dinner at the Brentwood and from all accounts was well attended.

**Tuesday – Motorkhana and Autocross.**



The day dawned fine and so it was back up to where we had come from the day before. More travelling through the city and the traffic. Though by this time we had found that if we cut around the waterfront then we would be out of some of the congestion each time.

The motorkhana was set up on a grassy, flood plain with the odd lump, depression, tree stumps and trees to avoid. The courses sort of looked like the drawings, and fitted in around the lumps and depressions etc. Peter was offered a run in a Mk1 Midget, complete with a hydraulic hand brake. He really had fun and went only a little slower than the owner. We were asked if we wanted to be in a team for the Long Beach MG Centre Trophy. We said, "Yes", so Warwick registered us as the Nullarbor Team, which consisted of Warwick, Peter and Delia. Why Team Nullarbor. In 2016 after attending the Australian MGCC National Meeting in Perth, Warwick and Juliana came back with us in our MGs to the eastern states. We had driven over, but their car had been shipped over. It was a very memorable trip- both ways.

We did not enter the Autocross in the afternoon, because firstly it was so rough and secondly, we decided to give our borrowed



car a bit of a break, as it had to get us back to Ashburton. Also, Peter had hurt his knee on the car's gearbox tunnel (Mk11). Something which he doesn't do in our Mk1! We had fun however, just watching everyone and talking to people.

**Tuesday Night – Prize Giving & Dinner.**

It was back to the Brentwood again for the night where we were asked to dress up 'Wollywood Glitz & Glamour'.

Guest speaker for the night Anthony MacLean of MG NZ gave an insight into the new sales around the world and at the end just touched on electric cars, most of us cringed.

Trophies wise there weren't too many given out, compared to our National Meetings.

One trophy which grabbed our attention was the Long Beach MG Centre Motorkhana Team Trophy. The Nullarbor Team won



second place!! We didn't think we had a chance.

The history of this trophy is interesting: – This trophy was inspired by the prestigious California Cup for Auto tests presented by the California Centres to the MGCC UK in 1959 for annual competition between all Centres. In 2007 Paul Walbran and Family took their Midgets to the UK, entered 2 teams in the Cup competition representing the Auckland Centre. They won the trophy, a first ever for a Centre outside the UK and a performance that greatly impressed the watching Long Beach members. So much so that they presented this trophy for auto test (Motorkhana) competition between NZ Centres at the biennial NZ National Rally.

**Wednesday – Farewell Breakfast – Brentwood Hotel.**

And so, over a scrumptious buffet style breakfast, it was time to say goodbye to our new formed friends in the MG world of New Zealand. Comments like "See you in 2021 Cambridge for the Pre 56?" or "Omaru maybe for the 2022 Rally?" meant that our company had been enjoyed and we certainly had enjoyed theirs. We had been made most welcome and we are glad that we went when we did. Many thanks go firstly, to our hosts Juliana & Warwick Protheroe for their hospitality and in particular the use of their MGB (the carrot) and secondly to Michael Anderson, Director of the NZ MGCC National Rally and his Committee for their very hard work in organising the event.

*Delia & Peter Rayment*



# The Story Behind the Rover V8 engine

Alan Heritage



Ask the average car enthusiast what he knows about the Leyland P76 engine. He'll probably assure you that it started life as an American Buick and then was sold to Rover before being enlarged for the P76. All true but the real story is much more interesting than that!

To discover this beautiful power unit's real origins we have to go a long way further back. To Germany in 1954, when BMW brought out a light alloy V8 to power their BMW 501 "Baroque Angel" luxury sedan.

Look at that BMW engine and it's all there. The light alloy block and heads, the five bearing crank, the pushrod overhead valves and a capacity of 2.58 litres. Initial output was about 95bhp and soon uprated to 100bhp. (Remember they only had about 70 octane fuel in those days). Before the construction of the first prototype of the BMW 501, Böning, BMW's chief engineer had calculated the mass of the car as designed, and realized that the six-cylinder engine would be barely adequate to power the car. He proposed the development of a larger engine to power future versions of the car to the BMW management, who accepted his proposal. Böning began the design and development of a V8 engine similar in general design to the then-new Oldsmobile Rocket V8, with a single camshaft in the vee operating overhead valves in wedge-shaped combustion chambers through pushrods. The BMW OHV V8 engine differed from its Detroit contemporaries in the use of an aluminium alloy block with cast-iron cylinder liners, and in its smaller size, initially with a 74 millimetres (2.9 in) bore and a 75 millimetres (3.0 in) stroke, giving a displacement of 2,580 cc (157 cu in). The development of the V8 was completed by Fritz Fiedler, who replaced Böning as BMW's chief engineer in 1952. This was followed over the next few years with a 3188cc version giving 120bhp and then in 1958 it was given twin down-draft Zenith carbies, a hotter cam and returned these favours with 150bhp. This is as much as Chevy was getting out of 4.7 litres!

BMW's early postwar luxury platform that began with the 501 introduced in 1951.

Meanwhile across the Atlantic, Detroit was trying to reverse its belief in "bigger is better" and develop "compact cars"



## BMW 507 3.1L V8

to combat the rise of the imports. They floundered about aimlessly for some years but one result of this was that the BMW engine disappeared into GM for study.

Nobody has ever admitted the link officially. But a couple of years later, when Buick, Olds and Pontiac brought out their first compacts, lo and behold, there the alloy V8! It was modified for big volume production and enlarged to 3.6 litres. But it is still essentially the BMW design of yore.



## BMW 501 2.58L V8

In this form it was installed in one of the most beautiful cars of all time, Albrecht Goertz's gorgeous 507 coupe intended as a direct competitor for the Mercedes Benz 300SL.

Alas, BMW was in deep financial and managerial trouble at the time and these cars never sold in anything like the quantities planned. The last V8 engine was built in 1959 and, as far as anyone knew at the time, that was that. The BMW 3200 CS was a sports touring car manufactured using those engines between January 1962 and September 1965. Around five hundred were built. The 3200 CS was the final variation on



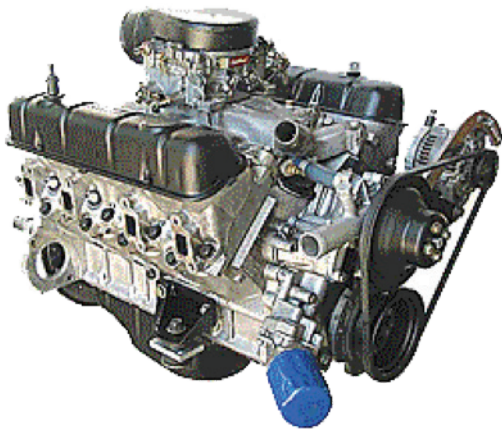
## BMW 3200CS 3.2L V8

This was very out of character for GM who were iron engine people. It had the effect of sending shock waves through the US iron and steel industry that saw the nightmare prospect of millions of engines being cast in aluminium instead of iron.





1961 Buick Special V8



215 cu in Buick V8

They didn't take it lying down. They developed light-weight casting techniques for which we can be eternally grateful and the end result was a range of V6 engines which were cheaper than and as light as the alloy V8s. The cost accountants loved them. The alloy V8 was once again put out to pasture.

We now head back across the Atlantic to where Rover was looking for a more muscular power unit for its sophisticated, but under-powered 2000 model. A straight six would not fit. They were exploring the possibility of a five cylinder (long before Audi) when the idea of that V8 alloy engine the Yanks didn't seem to want any more came up.

In January 1964 Rover gave their head of American operations, J. Bruce McWilliams, permission to investigate the possible purchase of an American V8 engine for Rover cars. McWilliams realised that the lightweight Buick V8 would be ideal for smaller British cars (indeed, it weighed less than many straight-4 engines it would replace). McWilliams and William Martin-Hurst began an aggressive campaign to convince GM to sell the tooling, which they finally agreed to do in January 1965. Retiring Buick engineer Joe Turlay moved to the UK to act as a consultant.

Rover did a complete re-engineering job on the unit which became the 3.5 litre motor so well known today. The British made engines were run on two SU carburetors, initially HS6 then HIF6 and HIF44 variants (14 years), then two CD175 Stromberg carburetors (2-3 years), Bosch L-Jetronic (7-8 years, aka Lucas 4CU Flapper), then Hitachi Hotwire (5 years, aka Lucas 14CUX), then the GEMS system (many years) and finally Bosch Motronics for 2 years. The V8 engine was still being cast in 2011, in an improved version, by Coscast in Birmingham, UK.

Sadly the Rover suffered badly with the introduction of Australia's ADR-27A emission laws and was strangled to the mere shadow of its former self. Comparison with the European version shows a power loss of some 30-40 horsepower. The Rover 3500, once a really quick car, became a power steered, air conditioned, automatic slug. Ironically the Rover V8 remained with Land Rover when it was sold to Ford by BMW.. the last mass-produced Rover V8 being made in May 2004, after 37 years of production, with the 2004 Land Rover Discovery being the last mass-produced vehicle to use it.

Land Rover had used a 3,946 cc (3.9 L; 240.8 cu in) version of the Rover V8 throughout the 1990s. Bore was increased to 94 mm (3.7 in) and stroke remained the same at 71 mm (2.80 in). The engine was revised in 1995 and thereafter referred to as a 4.0 to differentiate it from the earlier version, although displacement was unchanged. The revisions consisted of a new intake and exhaust system, extra block ribbing, revised pistons, and larger cross-bolted main bearings. The 1995 4.0 produced 190 hp (142 kW; 193 PS) and 236 lb ft (320 Nm).

Production of the 4.0 ended in 2003. The final version of the engine, used in the 2003 Land Rover Discovery, produced 188 hp (140 kW; 191 PS) at 4,750 rpm and 250 lb ft (339 Nm) at 2,600 rpm.

For the Griffith and Chimaera, TVR Power, a Coventry-based subsidiary of sportscar maker TVR, built a Rover V8-version with a 4.3 L; 261.2 cu in (4,280 cc) displacement using the 77 mm (3.03 in) stroke crankshaft and 94 mm (3.7 in) bore size. The bore and stroke were identical to Rover's 4.2 engine but Rover rounded down to 4.2 L while TVR rounded up to 4.3 L.

Leyland of Australia produced a 4,414 cc (4.4 L; 269.4 cu in) version of the aluminium V8 for the Australia-only 1973 Leyland P76. The bore and the stroke was 88.9 mm × 88.9 mm (3.50 in × 3.50 in), making it a square engine. The block deck height was extended and longer conrods were fitted 158.75 mm (6.250 in) between centres. A Bendix Stromberg two-barrel carburettor was used in place of SU carburetors.[10] This rare engine produced 200 hp (149 kW; 203 PS) and 280 lb ft (380 Nm) and, although export (to the UK) versions were planned, the closure by British Leyland of their Australian operations in 1975 precluded the widespread application of this engine.

In 1996, Land Rover enlarged the Rover V8 to 4,552 cc (4.6 L; 277.8 cu in). The bore remained the same size as the previous 4.0 at 94 mm (3.7 in), but the engine was stroked by 10.9 mm (0.43 in) giving 82 mm (3.23 in) in total. Output was 225 hp (168 kW; 228 PS) and 280 lb ft (380 Nm). Production of the 4.6 ended at Solihull, UK, in 2004. The final version, introduced in the Range Rover P38, produced 218 hp (163 kW; 221 PS) at 4,750 rpm and 300 lb ft (407 Nm) at 2,600 rpm.

A 5.0 L; 304.9 cu in (4,997 cc) variant of the Rover V8 was used in two models by British sportscar manufacturer TVR. The bore and the stroke was 94 mm × 90 mm (3.70 in × 3.54 in). These models, the Griffith and Chimaera used the 5.0 L (4,997 cc) unit in their top-end specifications. The factory quotes up to 340 bhp (254 kW; 345 PS) and 350 lb ft (475 Nm) of torque

The Australian Repco V8 F1 engine being based on Buick 215 block is technically a common misconception, as the Rover/Buick V8 had only 5 cylinder head studs around each cylinder unit and that cannot accommodate the 6 stud Repco RB620 heads. The Repco V8 was based on Oldsmobile 215 block of the same era, which was very similar in appearance, size and material, but used 6 cylinder head studs per cylinder. The subtle difference in block design/head clamping originated in Oldsmobile's intention to produce the higher power, turbo-charged Jetfire version of the small/light V8, however, the public/press tended not to be aware of that internal difference.

# ROVER V8 Engine Applications:

## 3.5L

1967–1973 Rover P5B  
 1968–1976 Rover P6B  
 1968–1990 Morgan + 8  
 1970–1989 Land Rover Range Rover  
 1973–1976 MGB GT V8  
 1976–1987 Rover SD1  
 1978–1985 Land Rover Series III "Stage One"  
 1979–1981/2 Triumph TR8  
 1980–1990 TVR 350i  
 1983–1994 Land Rover 90/110/Defender  
 1985–2006 Freight Rover Sherpa/LDV Pilot/LDV Convoy  
 1989–1998 Land Rover Discovery

## 3.9L

990–2004 Morgan + 8  
 1991–1995 Ginetta G33  
 1992–1996 MG RV8  
 1986–1993 TVR V8S  
 1989–1995 Land Rover Range Rover  
 1991–2000 TVR Griffith  
 1992–2001 TVR Chimaera  
 1995–1999 Land Rover Range Rover (P38A) SE  
 1996–2002 Land Rover Discovery  
 1994–1998 Land Rover Defender (USA-spec)  
 1998 Land Rover Defender 50th LE

## 4.2, 4.3, 4.4L

**\*4.2L**  
 1992–1995 Land Rover Range Rover  
**\*4.3L**  
 1992–1993 TVR Griffith  
 1993–1994 TVR Chimaera  
**\*4.4L**  
 1973 – 1975 Leyland P76 Leyland Terrier truck

## 4.5, 4.6, 5L

**\*4.5L**  
 TVR 450 SEAC, race version and subsequent Tuscan Challenge racers. A few Griffith and Chimaera road cars with '450 BV' (Big Valve).  
**\*4.6L**  
 1995–2002 Land Rover Range Rover HSE  
 2003–2004 Land Rover Discovery (North American market)  
 1996–2002 TVR Chimaera  
**\*5L**  
 1990–1995 Lichfield Land Rovers  
 1992–2001 TVR Chimaera  
 1992–2000 TVR Griffith  
 2002–2006 Bowler Wildcat



On the left  
 MGB GT V8  
 3.5L



On the right  
 MG RV8 3.9

*Alan Heritage*



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Ashley is wearing the ladies only quilted puffer jacket, made from quilted micro fibre with black tone on tone club badge on sleeve. \$180



Bomber jacket- a retro style black poly cotton twill jacket with red highlighted trim and taffeta lining. Press stud front. Embroidered silver club badge on front and large embroidered MG Octagon and Safety Fast motto on back. \$150



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 and navy. \$100.



With thanks to our models, Ashley Clarke and James Lombardo.







# Covid : Where to next ?

Dr. Matthew Crawford



The Ministry of Health in NSW has done a remarkable job in containing COVID - 19 over the past few months, however at this stage there is significant anxiety with the high number of positive patients in Victoria. Contact tracing has worked very well for us, as it is a significantly more advanced system than was implemented south of the border. The head of our contact tracing team is an epidemiologist that has had significant experience within the World Health Organisation tracking down and containing, Ebola in Africa, SARS in South East Asia and MIRS in the Middle East.

Up until the past few days, outbreaks had been successfully traced and contained, and that should be relatively easy to do if the daily numbers remain less than 50. Case numbers of 50 to 100, are more difficult to contain, however possible. When case numbers are over 100 per day contact tracing is unlikely to be successful, due to the sheer number of contacts that these people will have had over the days when they were asymptomatic. The only thing that works in this situation is lock-down.

The cluster outbreaks we are currently experiencing are still related mainly to overseas travellers and residents returning from Victoria. Even so there are appearing a worrying number of patients with no known source, which means that the virus is out in the community. Community spread is what can rapidly get out of control unless those infected are rapidly identified and isolated. Isolation is not something that Australians tolerate well, particularly the younger generation. Even so we are much more obedient than our counterparts in the US and South America.

We are generally social beings, and forced isolation brings with it a significant increase in mental health conditions evident in the general community but more so in the teenage group. We have seen an increase of 350% in self-harm and mental health presentations within this population and recorded 15 youth suicide deaths in the Northern Sydney community over the past three months. The self-harm seen in this vulnerable group, has moved to the more severe, with attempted hangings and major neck lacerations from sharp kitchen knives, exposing the major blood vessels supplying the brain. As one would expect, cutting and overdoses are the most common causes of self-harm. The crisis in youth appears to be moving away from COVID to major mental health issues, and the magnitude of this is something we are not adequately resourced to deal with.

These issues are not likely to go away in the short term. This virus is here to stay, and from what we see it is different from the Flu viruses we have seen in the past. The prevalence of infection from COVID – 19 seems to see the same in winter as in summer. As such we will need develop an effective vaccine before we can be confident of some control of outbreaks. The problem here is that this is a corona virus just like the various Flu viruses that circulate periodically. Vaccination does not lead to lasting immunity, However the virus will leave a population of immune cells stored within the lymphatic system that will be rapidly reactivated, when re-exposed, leading to a less severe recurrent disease process. The other problem will be maintaining "herd immunity", with an increasing "anti-vaxer" community. The offspring of this community will need to be excluded from mainstream community childcare, day care and schooling.

There is hope with vaccines being developed all over the world. These will need to be tested before release onto the market, as they themselves can have significant negative effect and

even death.

Currently, Remisidovir, an anti-viral drug developed for Ebola, however without a major benefit for that disease, seem to significantly reduce mortality in mechanically ventilated patients in an ICU setting.

In survivors of COVID-19 there is a wide spectrum of recovery trajectories.

There are those who have had virtually no residual ill effects, to those are totally incapacitated. In the incapacitated cohort there are those left with severe restriction related to microvascular disease in the lungs, heart and intestines. This has led to a decrease in lung capacity and very stiff lungs, areas of infarction of the heart (heart attack), and perforation of the bowel due to damage of its blood supply.

This cohort also has a significant number of patients, who have medically difficult to explain incapacity. This group seems to be suffering from Post-Traumatic Stress Disorder, which is quite understandable. They will need significant Mental Health support moving forward and are unlikely to fully ever recover. This is similar to that seen in veterans returning from the various war zones we have sent them to.

Looking forward, where are we going? This is difficult to predict. The Ruby Princess disaster led to a total of 948 subsequent cases mostly from the passengers and crew. Community Spread was relatively low with only 19 cases in NSW and 15 cases interstate. NSW Health has been on high alert for the past two weeks following the influx of plane loads people returning from Victoria before the border closed. The only check these passengers had was a temperature check upon arrival in Sydney and then sent on their way to self-isolate, most catching a wide variety of transport home.

Again, we could have dropped the ball here however seem to have been spared as these people were relatively easy to trace, told to self-isolate and seem to have been responsible souls in doing so. Even so, all major metropolitan and regional hospitals were put on high alert and requested to develop and practice a Standard Operation Procedure of how to manage a major influx of cases should it occur. These exercises are like those that we have developed and practice for major emergencies. They are however specific to COVID, with a set command structure, a 24hr a day on-call roster and clear responsibilities allocated to each team member.

At present NSW is looking comfortable with COVID case numbers per day being in the single figures. Hopefully, this will continue over the next few months. We have all seen how quickly this disease can get out of control, and how difficult it is too re-gain control. Social distancing, swabbing, contact tracing and self-isolation have done us well with not only COVID but also Flu where case numbers are at an all time low. The addition of face masks should case numbers remain low, is unlikely to decrease risk.

Dr Matthew Crawford

## MG HS Essence



Sydney, Australia, 31 July 2020:

The MG HS Essence has officially arrived on Australia's shores, available in dealerships nationwide. From \$38,990 driveaway, the Essence leads the HS range, as a stylish, sporting premium model that brings a range of innovative technology and comfort solutions to MG customers.

A premium way to experience the everyday

With its distinctive British styling, diamond cut alloy wheels and chrome roof rails, the MG HS is not only beautifully proportioned, but an SUV designed with sporting heritage in mind.

Whether you're getting away for the weekend, on the school run or travelling for work, the MG HS Essence seamlessly integrates into the modern Australian lifestyle, with a roomy 5-seater cabin, complete with Alcantara trimmed leather seats. Cutting edge British exterior design and a suite of extras, including heated seats and a Stargazer Panoramic Roof, bringing a wealth of style and comfort to the marque's flagship vehicle.

A touch screen control panel, Google Maps integration and Apple CarPlay and Android inclusions as standard bring the outside world to you, perfect for keeping little ones entertained and older travellers relaxed and on track towards their destinations.

Safety in the driver's seat

With a 5-Star ANCAP safety rating, Australians can continue to drive with added peace of mind backed by MG's competitive seven-year unlimited kilometre servicing and warranty. The top of the range model also comes equipped with MG Pilot – the marque's high-tech driving aid assistance suite – as standard.

Featuring lane assistance, automated braking, blind spot sensors and a 360-degree camera to provide owners full visibility when manoeuvring, MG Pilot is your extra set of eyes and ears on the road.

Value for the journey ahead

The MG HS Essence promises a vehicle that adapts to life's challenges. A spacious cabin allows plenty of room for friends and family while the ample boot space ensures bikes and surf boards can travel easily for off road adventures. With outstanding safety and top of the line technology, the value packed HS Essence is a quality driving companion that promises a reliable drive for many years to come.

Peter Ciao, CEO of MG Motor Australia and New Zealand said: "Following the sales success of the Excite and Vibe variants, we're delighted to introduce the top specification MG HS Essence into the local market. The new model combines the reliable drive experience that is synonymous with our brand, from the comfort of a premium styled vehicle that is equipped with a suite of the latest technology. We've been delighted with the way our flagship model has resonated with customers and are keen to see this continue with this new offering."

For further information about MG Motor Australia, visit: <https://mgmotor.com.au/>.



## August Mid week Muster to Bobbin Head



August mid week muster hosted by Bob Parkinson saw a great turnout on a blustery winters day with clear blue skies at Bobbin Head. The beautiful car featured above is owned by Warwick Gordon Smith and the photo was taken by Greg Fereday.



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## **Motorsport Australia**

The Motorsport Australia Board has unanimously elected Andrew Fraser as President from 1 January 2021, following the impending retirement of current President Andrew Papadopoulos.

Papadopoulos announced his retirement yesterday, to take effect on 31 December 2020. In accordance with Motorsport Australia's Constitution, the Board fills the casual vacancy before the next scheduled election is held in October 2021.

A lifelong motorsport fan whose family has been in the motor vehicle industry for generations, Fraser has significant sports governance experience, including as a former Commissioner of the Australian Sports Commission. Previously he has served in executive and governance roles in rugby league in Australia and New Zealand. A former Deputy Premier and Treasurer of Queensland, he is also currently the Chair of Sunsuper and Orange Sky Australia.

He was appointed to the Motorsport Australia Board in 2019.

"I'm honoured to have the unanimous support of Motorsport Australia to serve as President and Chair," Fraser said.

"Firstly, I want to acknowledge Andrew Papadopoulos'

extraordinary contribution to motorsport and I look forward to working with him during the transition period as I complete his term.

"I want to thank him for facilitating the succession in the best interests of Motorsport Australia, an organisation I know he loves and will continue to support upon his retirement from the Board.

"Like many organisations, and many sporting bodies, Motorsport Australia is facing a range of challenges as we deal with the consequences of the ongoing pandemic. What won't change however, is our focus on growing our sport and focusing on safety for all our participants, officials and fans.

"I am committed to growing our grassroots events. Now is the time to focus on our own backyard to ensure we have the fundamentals in place for the future."

Following Fraser's appointment as President, the Board will appoint a replacement Director to fill Fraser's existing director role in the coming months, when that position becomes vacant on 1 January 2021.

*Submitted by Greg Fereday*






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### 1955 TF 1500 MG Roadster

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This is a classic and will win trophies at car shows.

Year: 1955

Model TF Midget

Engine 1.5 litre, 4 cylinder, petrol

Transmission 4 speed manual

Odometer 12,124 km / 7,533 miles

Engine number XPEG2538

VIN HDC269400

Full Registration

Exterior colour Red

Interior colour Red Leather

Location: Bowral NSW

Price: \$55,000 ONO

Contact: Gae Crea

0429 015 100

[gcrea1@gmail.com](mailto:gcrea1@gmail.com)



### Restored MGB

My beautiful little Blue " B " which due to poor health I reluctantly sell.

This B is a Multiple National Concourse Club Winner and place getter for many years between 1988 - 2013. Many Club members know this car intimately due to its different body/interior colour and trim. This car is still in prize winning condition and is a dream to drive. Stands out among the many red, green, white B's. No other B to my knowledge this colour in Australia.

It saddens me to place this car on the market. I can only hope it goes to an existing Club member. It has been regularly serviced and is driven as often as possible in the lovely winding roads of the Northern Rivers. ( rarely missed a beat except for Lucas Electrics.) Still winning Local Northern Rivers Car club Show Days.

This is the car's second full restoration. Many might remember in 1997 on a trailer to Gold Coast Nat Meet it flipped upside down in a ditch near Warwick Qld. Restored to Win Nat Meet 2000 1st in class runner up in open.

EXTRAS. The car has alternate leather trim navy blue with blue/grey piping. Padded Seat in rear. Great paint and panels. Chrome immaculate. Engine bay and underside gloss sheen. Has English fabric Hood and new tonneau cover. Boot carpeted and lined. Tyres including spare as new. Chrome Spoked wheels Too many more immaculate features to include in this abbreviated advert.

The car is on historic plates

Location: Maitland Region, Newcastle

Inspect To Buy.

Price: Asking \$35,000

Contact: Peter 0400 497 428

[ppo16731@bigpond.net.au](mailto:ppo16731@bigpond.net.au)



### The GAF MGTC Special.

This unique LB sports racer is for sale. Over the years the car has developed into a superbly light handling ,sure braking super charged joy to drive. The totally aluminum body hand built for Bob Thompson in the 1950's by craftsmen at the Government Aircraft factory ( a bit like the master of the era) Cam logbook and C of D. Currently on Club plates. Documented full racing history available. If you are a MG buff or a boy racer this piece of history is for you.

Price: \$65,000

Contact: Brian Parkinson 0417 265 936

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

## Advertising in Opposite Lock

A **FREE** service for MGCC members -  
Classified ads will run for two months.

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](mailto:editor@mgcarclubsydney.com.au)



# Classifieds-Parts

## MGF Parts:

**NEW**

Hardtop (OEM)	1650
Hard top cover (OEM)	100
Full size VWC spare wheel & tyre (OEM)	300
Exhaust (OEM)	300
Non electric side mirrors (OEM)	300
Tonneau cover (OEM)	150
Tools delivered with car (OEM)	20
Tool kit in hard case( OEM)	110
RHR AXLE & CV Joint OEM	150
Original Carburettor	100
Non standard exhaust	20
Car Bra (new)	400
Service/Workshop Manual	120
Liquid Lever Hydraulic Suspension Pump	500
MGTF Modern Tonneau cover (OEM)	150
Sundry Items incl: lights, gear knobs	offer
NSW Number Plates MGF 666	offer

Contact: Alan Ward 9654 0696  
0403 110 777

Location: Kenthurst



## Car/general purpose, steel 4 wheel trailer

**NEW**

Length 4.470m floor  
Width inside 1.700m  
Width overall 2.30m  
Sides 300 high  
Draw bar 1.400  
Springs rockers on HD 50 ml square section axels  
Tyres good 185 x14 8 ply  
Cablebrakes  
Needs some work and paint  
Very strong frame  
No rego, has I.D. number  
Price: \$800 / ONO  
Contact: Pat Behan 0409 913 031  
Location: Bathurst area



## 1949 TC Original Engine

**NEW**

Original engine and makers plates, together with 2 rocker cover knurled knobs.

They are for engine number XPAG10123, which is probably long gone, but they may be of interest to someone with a TC. I would appreciate it if you could ask among your club if anyone is interested.

Contact: Alex Danilov 0409 104 658



## MGB Parts for Sale:

As a result of the imposed workshop clean up situation (self – isolation) I have been very stimulated and found the following items for sale.

- 1.MGB Steering rack Gaiter Kit GSV1155 NOS \$25
  - 2.MGB Boot Carpet set NOS \$175.00
  - 3.MGB Quarter Vent-window rubbers L & R NOS \$60
  - 4.MGB Front blinker ass 2nd hand \$20
  - 5.MGB Tacho 2nd hand X 3 Neg Earth \$150 each
  - 6.MGB Speedo 2nd hand X 3 \$150 each
  - 7.MGB Fuel Pump 2nd hand X 2 \$50
  - 8.MGB Rear Shocks 2nd hand Very Good condition with link arms \$100 set
  - 9.MGB Front Callipers 2nd hand Very good condition and near new pads \$120 set
  - 10.MGR V8 Front LHS Guard 2nd hand Very good condition \$1000 (Woodcote Green)
  - 11.MGR V8 New Front Cross Member Poly bush set.
- Location: Padstow Heights.  
Contact: Ross Freeman  
0412 239 118

## Wanted

MGTF 1500 or TF1250 project car wanted to purchase.

Incomplete car or with major parts is acceptable, but must have XPEG engine

Location: Glen Innes, NSW, 2370

Contact : Maurie Prior, 0438 668 162  
malleeboy01@gmail.com

## 2003 ZT

Bonnet, Boot, rear windscreen stop light and front windscreen

Contact: Ross Freeman  
0412 239 118





**Workshop Hire from \$25 per hour.**

Our new workshop in Riverstone is now available for hire to owners of vintage and classic car:

- Workshop hire \$25 per hour.
- Add \$10 for a hoist.
- Add \$30 for one on one coaching.

We also provide project management for major repair or restoration and run regular maintenance classes for beginner to intermediate owners.

**Call 0407 287329**



**LUCAS**

**Color codes  
used in wiring harnesses**

Wire Color	Function
Blue/White	High Beam
Blue/Red	Low Beam
Blue	To headlamp dip switch
Red	Side lights
Green/White	RH Turn signals
Green/Red	LH Turn signals
Green/Purple	Brake lights
Black	Ground
Brown	Most non fused +ve
Purple	Most fused constant +ve
White	Non fused, ign controlled
Green	Fused, ignition controlled
Light Green	Stabilized 5 /10v to gauges
Red	Gauge lights not on dimmer
Red/White	Gauge lights on dimmer
White/Slate	Electric tacho (from coil)
Purple/Black	Horn switch
Green/Blue	Temp Gauge (from sender)
Green/Black	Fuel Gauge (from sender)
Green/Orange	Fuel warning light

*First color is the wire - second is the stripe*

## Ashfield Cycles

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

E-bikes – great for older people or those who want a little help.

Kid's bikes – encourage those kids and grandkids to get outside and exercise.

Great deals if you mention this ad.

### Ashfield Cycles

353 Liverpool Road  
Ashfield NSW 2131  
Ph: 9797 9913  
www.ashfieldcycles.com

Mon - Wed: 9 am to 5.30 pm, Thu: 9 am to 7 pm, Fri: 9 am to 5.30 pm, Sat: 10 am to 5 pm



1978

# ASHFIELD CYCLES

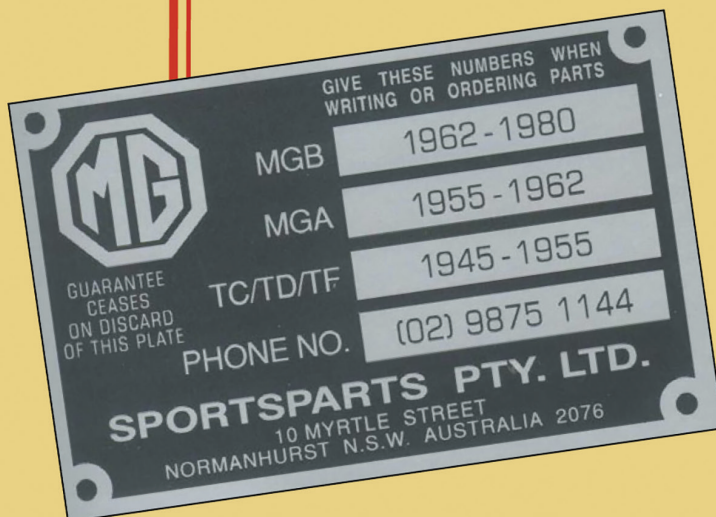


# Sportsparts Pty Ltd

*Parts and Technical advice  
for pre 1980 MGs*

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- Buy your parts or accessories from us and get free and comprehensive advice on the best way to fit them.
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