

# Pre-War & T-Register Report

From Arthur Ruediger

The August meeting was held at the premises of KDF, 18 Benjamin St. Marys, and hosted by Ken and Rosemary Fisher, we thank them for their hospitality and generous offer to decline any payment for providing cheese, crackers and chips before the meeting and cakes and biscuits after the traditional pizza supper.

The weather was ideal for top down MGs, with 47 signing the attendance book, the role up consisted of a pre-war ND, 5 TCs, 6 TDs, 4 TFs and one Y-Type, Stuart Vaughn Williams in his TC was welcomed at the meeting after many years of unable to attend. Thane Martin was intending to bring the Mini Cooper while the TC was in pieces getting ready for the MG Pre-War and T- Register national rally in September but drive shaft universal joint failure in the Mini meant driving the plastic. Brian Forth graced us with his attendance, 3 in a row now, but insisted in parking the TD outside because he said it looks better in the dark.

There were 10 apologies recorded, Peter Cundy sailing off the West Australian coast, John Davies interstate, Reg O'Malley recovering from ankle surgery.

Following the re discovery of the Irving Cup & its refurbishment by Peter Auld the immediate past BOTR John Bray presented the cup for 2022 to Graham Loader, 6 attendances at register meetings and 3 at MGs, runner up was Brian Golding with 7 attendances at register meetings in his TC all the way from Murray Bridge a very commendable performance.

Apologies to Mozza who was in the frame for so long, he was not the guilty party at all. We will be happy to swing by and rearrange his trophy cabinet sometime.

## General Business

Neville Daniel reminded the meeting that, as Stage Commander, for upcoming Shannons Rally he was looking for volunteers to act as timing marshals, and parking marshals at one of the lunch stages. Volunteers get free tickets into the event.

Ken Burke advised that the starting point for the Kimber run had to be changed from Edwards Park, details in the Sept. and Oct. magazine.

David McNabb reported that Laura Smith was looking for an MG B fuel tank.

Ian Buckley has a TC exhaust system for sale. Now taken to residence in Blackwood.

Anthony Pearson wants an MG TC engine mount, he also commented on the problem that some members were having retro fitting the LED conversion to D lamps.

Lachlan Kinnear wants a TC inlet manifold.

Russell Garth, who celebrated his 71<sup>st</sup> birthday last Thursday, has a set of TF engine sleeves probably 40 thou oversized.

The response for members to display their cars at the Vailo 500 in November, to date has been disappointing, I will send out a reminder to the Pre-War & T-Register members.

Thane Martin and John Bray are feverishly working on their TCs readying them for the Pre-War, T-Type and Y-Type MG cars national rally in Canberra, 29th September to 2<sup>nd</sup> October 2023

Max Sierp has recently fitted the TF with ACPs LED globes and new headlight lenses.

## Trivia

Bob Schapel commented that Claude Baily, chief draftsman at Morris Motors was responsible for modifying an existing side valve engine to OHV configuration. That engine was used in the MG TA.

He then designed the engine that became the XPAG engine, as fitted to our T-Types. He later joined Jaguar and was involved in designing the XK engines fitted to the XK 120.

Willo Willington offered a little piece of trivia, a large percentage of the Rolls Royce Merlin engine was made under license by the Ford Motor Co. and the tool kits for the engine were made by Packard.

At the time of writing this report I have received the sad news that long time T-Register member Graham Clarke passed away on Monday 7<sup>th</sup> August. Graham had been in ill health for some time and had not attended T-Register meetings in latter years. We offer our Condolences to Jill and family.

The next register meeting will be at the home of Graham & Pat Loader.

Arthur Ruediger BOTR.1

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