You asked about my background. Well, I've been an MGB tragic since one Saturday morning in 1963. I was 14 years old. An old boy of my school from the class of 62 came to Rugby (I suspect to show off his new toy rather than to display his enthusiasm for Rugby) and he was driving the first MGB I'd seen in the metal. When I heard the exhaust note as he drove out between Ovals 2 & 3 I was hooked.

I lived in Strathfield in those days, where one of Sydney's 4 official MG dealers was located. When I started at Sydney Uni in 1967, the bus home took me past perhaps a dozen sports car dealers, and I always hoped the traffic would delay us outside them. Of the cars I saw in the showrooms, I particularly remember a Sky Blue 65 in the show rooms of Denis Geary. I even remember the number plate: DVU999. My first brochure dates from the 1967 Sydney Motor Show. It pays to dream.

In 1968, the Mk 2 was introduced and we were amazed at the technology. An all synchro gearbox! A mate had bought a late 67 Mk 1 with OD and was mightily pissed off.

At the ripe old age of 20, I bought my first MGB. A Sandown Red Mk 2 Manual (i.e. no overdrive), it was 5 months old when I bought it in September that year. The first owner was the son of BMC's Finance Director. I'd been on the brink of ordering a similar car in Burgundy which was then a standard colour... there was no pale blue in the range at the time. (BTW, a bloke I worked with in menswear on Saturdays had a special order Burgundy late Mk 1 in 67).

I joined the MG Car Club at the National Meeting Concours in January 1970 at Vaucluse House. I've never left the membership lapse (how tragic, I hear you say).

In 1971 I traded in the red car on a Stella Blue BL. A mate had bought a second hand 70 BL in Cadet Blue late in 1970 and when I saw Stella Blue I had to have one. Another mate who was my Best Man in 1974 had a white 68 Mk 2 at the time, fitted with one of those full length fastback J&S tops.

By then I had joined the committee of the MGCC in Sydney, and filled roles including Senior Vice President, Co-Editor and others.

With the Stella Blue car, I won best MGB at the concours in 71, 72, 73, 74 and 76.

In 72 I won the concours outright and the Club Championship outright with the same car. I also had class wins in the annual Combined Sports Car Association Series for at least 3 years. And my then fiancé (and still my wife) won the ladies Championship in 1973.

A Groomsman at our wedding was a craftsman panel beater called Steve Sulis. A young enthusiast who'd been 3 or 4 years behind me at school became an apprentice at Steve’s Classic Autocraft business; he is Stuart Ratcliffe.

I kept the blue car for 6 years before succumbing briefly to an air conditioned Celica for the daily commute. Dreadful decision.

Apart from a brief dalliance with a grey 63, my subsequent MGs have been:

1984/85 - an Arianca Tan 71 BL, interestingly a September car with black block, whereas my March complied 71 - one of the first batch with the newer folding roof and rubber inserts still had red

1988/93 - an OEW Gp Sa MGA, raced in NSW for many years since by Richard Rose

1994/2001 - a BRG Gp Sb MGB GT, later raced by Peter Whitten and others

2002/2015 - an Iris Blue Gp Sa MGA, previously raced by Dick Everett

Current cars are a Ya saloon and a Harvest Gold 73 BGT.

So, that's a brief overview of my MG background.

Apart from my MG obsession, I was President of Porsche Club of NSW for 7 years and am a life member.

I'm also Deputy Chair of the Australian Motorsport Development Commission with Motorsport Australia.

Best regards,

John Young