



Official Journal of the MG Car Club – Sydney

Opposite Lock



July 2024

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2024 Tamworth National Meeting

2024 Membership Renewal

The Holy Grille

Adventures of MG Ownership

MGCC Sydney Club Calendar 2024

JULY

- 1 Board Meeting, Greengate Hotel
- 7 Cars & Coffee, St Ives Showgrounds,
- 9 Members Gathering, Strathfield Golf Club
- 14 Club Run, MGF/TF Registrar, Mark Robson
- 27 CSCA Supersprint, hosted by MG Newcastle, Pheasants Wood, Marulan,
- 28 Breakfast Run to Fairmont Resort, Julie Porter - Stephens
- 28 Christmas in July, , Illawarra Registrar, Michael Hough. **Note:** Date change

AUGUST

- 4 Cars & Coffee, St Ives Showgrounds,
- 5 Board Meeting, Greengate Hotel
- 11 Club Run, Pre-War Registrar, Robert Smith
- 13 Members Gathering, Strathfield Golf Club
- 24 CSCA Supersprint (hosted by Lotus), Sydney Motorsport Park, Gardner GP circuit,
- 25 Shannons Sydney Classic Display Sydney Motorsport Park,
- 30-1/9 Touring Run to Cootamundra Sprints. Don Young.

SEPTEMBER

- 1 Cars & Coffee, St Ives Showgrounds,
- 2 Board Meeting, Greengate Hotel
- 10 Members Gathering, Strathfield Golf Club
- 13-15 Gathering of the Faithful hosted by MGCC of Wagga Wagga, Peter Baldry
- 15 All British Day, Hawkesbury Showground
- 29 Club Run, RV8 Registrar, Alan Heritage

OCTOBER

- 1 Illawarra Registrar's Run to Graeme Lord's Workshop, Illawarra Registrar, Michael Hough
- 6 Cars & Coffee, St Ives Showgrounds,
- 7 Board Meeting, Greengate Hotel
- 8 Members Gathering, Strathfield Golf Club
- 12 Drive & Dinner, Como Hotel, Julie Porter Stephens
- 18 CSCA Supersprint, hosted by Triumph Club TSOA, Pheasants Wood, Marulan,
- 19-20 Classic Rally Club, Alpine Classic, Jim Richardson
- 20 MGCC Concours and Display Day, Silverwater Park, Jacques Calluau

NOVEMBER

- 3 Cars & Coffee, St Ives Showgrounds,
- 3 Club Run TC Registrar, John Carter
- 4 Board Meeting, Greengate Hotel
- 12 MGCC Annual General Meeting and Members Gathering, Strathfield Golf Club
- 17 Breakfast Run, Julie Porter – Stephens
- 24 MGA/MGB Workshop Day, MGA Registrar, Greg Keenan
- 28 Illawarra Registrar's Run, lunch at Greenwell Point, Illawarra Registrar, Michael Hough
- 30 – 1/12 HSRCA Summer Festival (race & regularity), Sydney Motorsport Park, Seth Reinhardt

DECEMBER

- 1 Cars & Coffee, St Ives Showgrounds,
- 2 Board Meeting, Greengate Hotel
- 8 Club Run, TD Registrar, Michael & Jacqui Gerondis
- 10 Members Christmas Party, Strathfield Golf Club, Hilary Wren
- 25 Santa comes - Get some MGCC regalia to put under your tree

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July Vice President's Report

As President John, is currently enjoying a trip to the UK, I'm penning the July message. John is planning on visiting Kimber House in Abingdon, catching up with Peter Cooke, the MG International Representative, visiting The National Motor Museum set up by Lord Montagu in Beaulieu, Hampshire, along with many other car hot spots. So no excuse John, we want a report with photos of your "holiday" in MG land upon your return.



This past month has been full of membership activities with a well attended C & V8 workshop at Glen Protheroe's garage with lots of hands on experience. Also at the end of June the classic TF club run to the Australian Motorlife Museum, hosted by John Chadban.

Bruce Smith from Sportsparts held an open day at the beginning of June, with a view behind the scenes. Bruce has been a long time supporter and has serviced the MG car club community over several decades. Bruce will be closing for daily business, but will be available by appointment on 02 9875 1144.

Coming up in the club calendar for July is the Three Passes run on 14th July, hosted by MGF/TF Register Mark Robson. An interesting drive via the iconic mountain passes to the King George IV Inn at Picton for lunch.

On July 28th, there is a breakfast run to the Fairmont Resort in Blue Mountains, hosted by Julie Porter Stephens. For both events, its easy to register, just log onto the club web site: mgcarclubsydney.com.au and go to calendar tab.

For the more adventurous amongst us there is the CSCA Super sprint at Pheasant Wood, Marulan on 27th July.

We are a sporting car club and we encourage all members to participate in sporting events as well as social drives.

On that note, our Touring Registrar, Don Young is planning a trip to Cootamundra to coincide with the Vintage Sports Car Club Event, "The Cootamundra Sprint" over the weekend of 30th Aug - 1st Sept. Please see page 27.

I attended this event last year and am tempted to put on my crash helmet and do the sprint in my MGB GT !!

Now time to remind you all that Club renewal subscriptions are due from the 1st July 2024.

While we give you a couple of months grace if you have not paid, remember that the RMS do not, and if you have your car registered on either Historic or Classic registration then you must be a current financial member of the Club or your car will be considered as unregistered.

Please renew on-line and pay using the on-line payment option with your credit card. It makes your renewal instantaneous and saves an awful lot of work for Lynn our Membership Secretary and Treasurer David.

As your editor, I would love to receive more technical contributions for *Opposite Lock* to share with our membership, be it the long term restoration that you have been putting off for years, or some little tit bit around spark plugs, heating elements, axle wear or crank shafts. All contribution are most welcome. Don't forget we are running the front cover competition again this year with the winner receiving free membership. Please send your portrait shots to editor@mgcarclubsydney.com.au Hilary

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!

John Gerbstadt MGB

Dusko Bosilkov MGB

Active members 840



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

We want to hear your story!

Please send a short story about your car by email

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





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July 2024

Opposite Lock

Contributing photographers:

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- Malcolm Robertson,
- Hilary Wren.



July 2024 Cover:
MG TF taken at the National
Concours in Tamworth

Photo by Hilary Wren.

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Monthly Club Gatherings are held
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11th June Members Gathering.

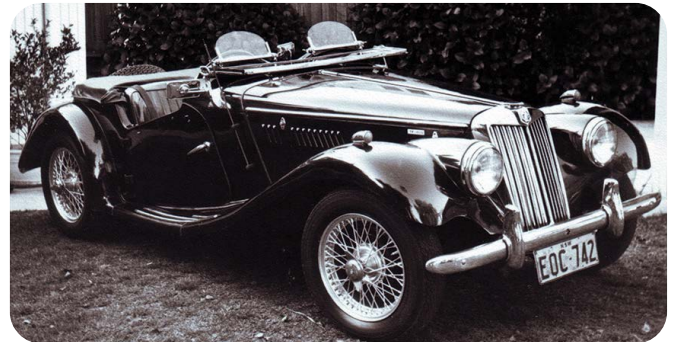
For the June members gathering we were treated to a presentation by Malcolm Robertson an expert on MG's from Canberra ,who lead us through the story of the quest for the " Holy Grille" and which car was the original MG? Malcolm had presented this talk at the National Meeting in Tamworth this year and we were grateful that he could find time to come up to Sydney for our meeting. He covered the history of the MG over the last 100 year tracing back the history of the MG brand , it's obsession with the alphabet and not necessarily in chronological order, in the quest of the Holy Grille! There has been much debate over the years as to the exact year that the first MG was built, however the verdict is that it was in 1923 that the first prototype was designed by Cecil Kimber and his team in Abingdon, Oxfordshire. Below are a few of the wonderful cars Malcolm detailed in his presentation.



Robert Smith's 1939 MG WA Saloon



Terry Prodger's 1924 MG. Super Sports 14-28



Malcolm's MG TF 1500



Marguerite Morgan's MG C Type 1931



Matthew Magilton MG NA 1934



Tony Basham's MG PA 1934



John Lackey's MG Q Type 1934

9th July

Members Gathering

13th August

For our July meeting we will welcome Winston Reinboth who will introduce us to e- "The Future of Travel": Wayfinding, Self-Drive, Self-Guided Exploration and Storytelling

"Today, we stand at the crossroads of a technological revolution that is reshaping the way we travel and explore our world. The future of tourism is being transformed by innovations in wayfinding, self-drive, self-guided travel and storytelling."

With over 40+ years of expertise in the Tourism and Hospitality industry, Winston is now embarking on a new digital journey in his senior years. His career has taken him across many cities and regions of Australia, the Pacific and Asia.

At our 9th July meeting, he will unveil a revolutionary platform tailored for modern travelers seeking a hassle-free DIY experience. Winston invites feedback on how to enhance this concept, prompting reflection on your own travel experiences particularly the "highs" and the "lows" with a view and the desire for simplicity and efficiency in planning and implementing a trip.

Join Winston as he leads the charge in redefining the way we explore the world on our terms.

Winston L. Reinboth CEO 0432 059 588

winston@godrivin.com.au godrivin.com.au Alan



Please welcome to our club, Michelle Murphy. Michelle was inducted into the NSW Rally Hall of Fame as a Rally Legends Award Recipient in 2023.

Michelle started rallying in 1994 entering the Targa Tasmania with Sharyn McKay in a Ferrari 308 GT. Michelle's husband John Sullivan entered the two women in the Targa as he was trying to publicise his accounting practice, 'Sullivans'

An excellent idea as Michelle and Sharyn won the women's trophy and came 22nd outright.

Here she met Coral Taylor, Rick & Neil Bates and her rallying story began.

A fascinating evening for all to enjoy.

Lynn

As from June 1 2024, Mobile Phone Detection Camera technology has been upgraded to expose front seat drivers and passengers not using lap sash seat belts correctly or not at all, if detected fines and demerit points will be issued ,this will apply to all registered vehicles including full rego,HVS & CVS etc.

This presents a problem to the Historic Vehicle movement as a large number of our vehicles do not have belts fitted and the authority are unable or its too difficult to exempt our vehicles (I have made an appointment with our local member of Parliament to discuss the matter).The only option at the moment that if a fine is issued you will need to defend it yourself with the authorities to have the matter dismissed this would involve personal visits and photos all time consuming ,I will keep you updated with any progress with this situation.

Jim Lovett. MGCC CMC Delegate

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The National Meeting Tamworth 2024 . The Country Ball



Far from just another Saturday night in the country, everyone who attended The Country Ball was transported to a real slice of good 'ol fashioned country hospitality.

We were ushered through the gates of the Mercure into the evening's event by two impressive and highly polished, blue tractors (easy to see why Hilary was so attracted to them). They would have rated very highly in the day's earlier event if they had taken part. Once through the gates we were greeted by hay bales a-plenty, string lighting above, coopered barrels, and most importantly..... a country pub with plenty of beer and friendly staff (move aside Slim Dusty).

Of course, such a spectacular outdoor Ball would have been sadly lacking if it wasn't topped off by rotisserie spits of both pig and lamb and a smorgasbord of salads and vegies accompanied by ample accoutrements. Not that the food required them as the lamb and pork were succulent and delicious. All skilfully prepared by the chef and staff of the Wests Club.

So! The stage was set for a fun evening! Truly set.... as only a couple of hours before the start, the band arrived and we had to quickly expand and reconfigure the stage, so all their equipment would fit and there was space enough to perform safely.

Albeit that tonight was set for fun! There was also had a serious side to it. To the side of the stage, all the Concours de Elegance medals were laid out for presentation. This year with an extra treat arranged by Stuart. Every winner also received a block of chocolate with the cover labelled and pictured depicting the winner's car.



So! As the members gathered with friends old and new, to discuss all things MG, families, events and adventures that had happened since last year's Nat Meet.

Having a few drinks and for some.... a few more. As everyone settled in on what can only be described as a perfect evening.

Many describing it as reminiscent of warm summer evenings of yesteryear. Most dressed for the event, with denim, leather frills, the odd Akubra hat and R&M Williams gear and checkered shirts.

A large number took straight to the dance grass as "Two Shots" flashed us back to the 70's and 80's and all the hits everyone still loves dancing to now. They also announced their choice for the "Best Dressed" competition.

The winners of the Concours were presented by Stuart



and Courtney and there was much celebration and cheers from the different tables in agreement. And everyone danced and sang well into the night. Everyone who attended the event was a winner of course, as we all drive a brand that has stood the test of time, in cars that have brought us many stories to share and deservedly should be celebrated for still being here for its 100th Anniversary.

A special thank you should go to Hilary for pulling together a great evening. Cheers. *Granville Harris*



The National Meeting, Motorkhana . Part B

Sunday 31st March 2024 – Gunnedah Regional Airport, Gunnedah NSW.

The Motorkhana Sporting Event is a NON Speed Event which does NOT require a Motorsport Australia Speed Licence. This was a test of driver steering & braking skills and overall control to best manoeuvre an MG around a set of witches hats in a prescribed pattern, in the quickest time. There were three (3) Tests involved, as per diagrams below, with two Tests on a brand new airstrip surface of rolled gravel into bitumen. Gunnedah Council had spent some \$8 Million stripping & resurfacing 1.6 km of airstrip only a few months before our event. Fingers were crossed that MGs would not do much damage to this still curing surface!

The use of the Gunnedah airstrip meant an early departure for Officials from the Mercure Motel at around 5:30am as it was an hour's drive to Gunnedah, and every last blessed item required for a Motorkhana had to be transported to Gunnedah & manually set up on a bare airstrip, and empty Terminal Building, (in stark contrast to the fully set up Lap Dash circuit requirements!!).

Senior Event Officials were volunteers from the local Gunnedah Motoring Enthusiasts (GME), which is a club of only about 15 members, and even two from the Bathurst Light Car Club who provided a means to hold this event, as our large Sydney Club does not have such active Officials anymore. GME did a great job in assisting me with the planning and running of this event. Geoff Hood from GME was on site early to drop off their collection of witches hats & with a big tractor and trailer to move some large barriers in place in front of the airport fuel depot, to reduce the risk of an out of control MG & driver Bar-B-Q & damage to important infrastructure.

Frantic set up proceedings got underway after Council unlocked the airport at 6:30am. Parking control for trailers, finding power connections for the food Vendor,



and a results recording room for Wes & Chris Bray who would work on their computers most of the day, and setting up sign on sheets for Officials and Drivers. I had a room set aside for Wes & Chris which had a table & power, and so they made a start whilst I directed early traffic & parking. Then, there was an urgent call to me explaining the Terminal was flooding with water, from a burst hot water mains pressure fitting in the very room Wes & Chris were setting up, and where abouts was the main water stop cock to turn it off!

In the meantime Max Wasson & Stuart Ratcliff had turned up with the support truck with our witches hats, 3 tables, 3 gazebos etc etc to set up the 3 Motorkhana Tests with support from a team of volunteers including the tireless Ric & Marg Collett from MG Vic, who had arrived with the electronic timing gear from Victoria, which they then set up. They all got so busy quickly setting up all the equipment, required in 3 locations,

using the chalk markings made the day before, that the direction signs for the competitors to find the airport etc, were not deployed! Really a great effort indeed in the end to get all this gear set up and operational in quick time.

Back to the flood - We could not find a water stop cock anywhere around the Terminal, as all such piping was already turned off!

I rang the Council Officer involved and he was not aware of its location. Geoff Hood saved the morning and the rising tide by locating this isolation valve on the other side of the airstrip, 100s of metres away! In the meantime, circuit breakers were tripping on power points feeding our food Vendors cooking equipment. Another call to Council to request unlocking of the main DB to reset, whilst Officials asked when we were to have the drivers' briefing!

I became busier than a one armed paper boy smoker with dermatitis itch, as I found a new location for Chris & Wes, discussed power sharing equipment with the Vendor to stop tripping off power supply, and quickly I set up a table in a new location with sign on sheets and we had the drivers' briefing, which was closely followed



with a driver line up ready to compete, and then directing a few volunteers to required positions. In all this rush jumping hurdles, we never held a volunteer Officials briefing before we got underway, as we were already flood and power issues delayed by nearly an hour! (I had organised a senior Officials briefing the day before for about an hour, following our chalk marking, as I knew the next day would be busy). Some relative calm returned as drivers commenced their runs, and Wes & Chris Bray had now set up and were able to record results.

The competition runs went smoothly without any breakdowns or recoveries, with drivers moving well between tests, and following Marshal instructions, and the Timing Equipment performing well, thanks to Ric & Marg Collett. A big thanks to all drivers, as the event flow then ran quicker than expected, and the first Group finished their two consecutive timed runs whilst the second Group had now turned up for their briefing. This Group also competed and moved well resulting in the timing being completed for all by about 1:30pm, which was inside my target completion of 2pm! (This time had been targeted to allow GME to commence their timed Sprint Event soon afterwards). We did have some spectator issues with wanderers about where not permitted, and I was busy for a while re-directing some Brown's Cows. A great job was done by both Peter and John Rose out on the hot tarmac, who helped remind drivers which way to safely return to the car park, as some had forgotten their briefing instructions regarding one way traffic flow!



Tamworth National Meeting Motorkhana

Whilst our event was on the GME set up had begun for their Half Mile Sprint, and this was so well organised around and behind our event out of our way, we had no interruptions from their people & equipment set up at all! Well done Geoff Hood & GME Officials!

There was one interruption however - we had NOT envisaged – an aircraft requiring to take OFF during our event, in spite of a total closure Notice formally issued by Council for this airstrip!

Drivers and Officials at the first Motorkhana Test location were suddenly confronted by a Cessna being pushed out from its hangar by an upset & demanding pilot who had landed the previous day, and now wanted to take off urgently and of course was blocked by cars & people all over the runways! One MG driver (who happened to be a retired commercial airline pilot) pointed out to the Cessna pilot that he was in error & should have read his Notes about airport Closure, and that he should now speak with the Clerk of Course! That quietened him down, and a subsequent discussion with the Clerk of Course provided a solution for him to take off during a suggested lunch break, to which I agreed. The Cessna was refuelled and pushed onto the runway to taxi past our Test patterns and took off whilst all people and cars were back out of the way. Luckily we had caught up time thanks to the competitors, and no ultimate delay to our Motorkhana occurred. Well done Clerk of Course!

All this drama meant this was no ordinary Motorkhana, but it all looks normal on the Results Sheet!

Our Sydney club fielded 9 successful competitors out of the 58 competitors:

Syd Reinhardt who picked up a 3rd Place in Class D MGTC (# 4), the Jonklaas family - Suzanne, who picked up a 2nd Place in Class ZA RV8 (# 62), James, who picked up a 4th Place in Class R MGBGV8 (#22) and Stuart, who picked up a 3rd Place in Class R



MGBGV8 (# 58); Warwick Protheroe, who picked up a 2nd Place in Class R MGBGV8 (# 17); Granville Harris who picked up a 5th Place in Class R MGBGV8 (# 23), Ian Hazeldine who picked up 3rd Place in Class ZA MG RV8 (# 60), Max Wasson who picked up 4th Place in Class ZA MG RV8 (# 70), and Zig Bluzmanis picked up a 6th Place in Class Y MG Specials (# 721), all earning valuable Natmeet points for the Sydney Club.

Congratulations to all the Sydney Drivers!

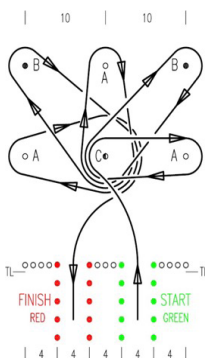
NOTE: All final results & competing MG images are available on the MG Car Club Sydney website, under 2024 Natmeet "RESULTS", and "PHOTOS".

After we finished timing competitors & then packed up all the gear again (thanks to hard working volunteers who worked away all day in very warm conditions), the Gunnedah Council official and I inspected the Test areas for wear and tear & possible damage. A few photos were taken and the Council Official made the comment it will probably need a good machine sweep to remove a fair amount of loose gravel. There could be some shared cost for this sweeping work, but hopefully an airport Hire Fee Discount as well might be forthcoming due to local Gunnedah sponsorship support to the "Weeks of Speed" celebrations in Gunnedah by White Haven Coal – just maybe was a nice feeling knowing this event was over, and a couple of MGs then competed in the GME Half Mile Sprint, including my MGC. This GME Sprint invitation had been extended to all MG drivers. The second MG was a supercharged V8 which was very quick. We both picked up unwarranted Trophies as both MGs were the only cars in our Class! My son James and I finished up around 4:30 pm with an hour's drive back to Tamworth, rounding off 12 hours of Motorkhana & Sprint circus under a rather hot sun. Hhwaddaday!

A very big thanks indeed to all the many, many volunteers to helped make this event happen!

Steve Perry

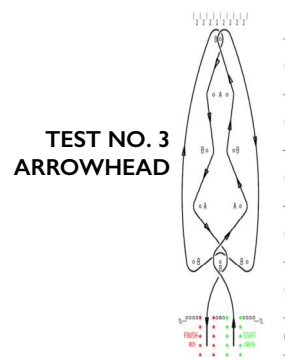
Natmeet Event Secretary (Retired)



**TEST NO. 1
MULTIPLE LOOP**



**TEST NO. 2
STRAIGHT SLALOM**



**TEST NO. 3
ARROWHEAD**

The National Meeting Tamworth 2024 . Presentation Night

It had all come down to this. It was the Presentation Night at the Centenary National Meeting in Tamworth and the MC was reading out the results for the ultimate award, the Wratten Trophy for the club achieving the best aggregate score at the National Meeting.



As he started to read through the names in reverse order of the scores, NSW did not come up. NSW had not won the Wratten Trophy since 1998 so there was bated breath at our Club's tables as the final names were read out. Bugger, NSW had come in second. So close, yet so far. Maybe next year in Albury if we can get good attendance, we can take home the ultimate prize.

The Presentation Night was nonetheless a great night. Held in the beautiful art deco Tamworth Town Hall, most people dressed in their finest art deco themed outfits for the occasion. And the venue looked lovely with tables set, native flowers on each table and a couple of bottles of complementary wine.

We had a string quartet from the Tamworth Conservatorium providing us background music and a vocalist, Brooke Gillet gave us a rendition of Sting's Fields of Gold. A fitting tribute to Tamworth and the surrounding countryside.

After the obligatory speeches, our guest speaker Malcolm Robertson, an historian and expert on MG's from Canberra, presented an excellent and well received presentation on the history of the MG over the last 100 year. "The Search for the Holy Grille"

We had a truly superb 3 course meal with either pork belly, beef vol-au-vent or arancini balls for the entrée, and with choices of roast pork, chicken with a curry sauce or a lamb shank for the main meal.



For dessert there were plates of abundant cakes on each table from which you could help yourself.

It's going to take several sessions at the gym to work off all of those. Indeed, there were many comments that the

food at this National Meeting overall was the best that anyone had had at a National Meeting.

Of course, the presentation night is not just about the dinner, it is about who won the various events. The winners of Friday night's Rocker Cover Racing were announced on the night and the class winners for the Concours were announced at the Country Ball on Saturday night. So, on the Presentation Night our MC, local radio announcer Jarred Brookes read out the names of the outright winners of the Concours, and the class and outright winners of the Lap-Dash, Motorkhana and the Discovery Run, with the medals and plaques being presented by the organisers of each of these events.

Then our Patron, Stuart Ratcliff presented the Perpetual Trophies with the Wratten Trophy going to Victoria. The names of the winners from our club was published in *Opposite Lock* in April and can also be found on the website.

One thing we also did differently this year was to present medals to the many people who helped over the weekend from all of the clubs, as well as our own. Hilary Wren our Convener for the National Meeting read out the names and asked people to stand at their tables with a few of us handing them their thank you medal.

This was appreciated by the recipients.

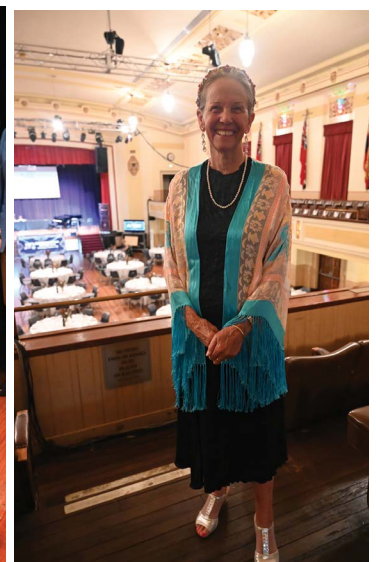
The Presentation Night is the most formal event of the National Meeting, but it was also great fun.

By then your cars have been judged at the Concours, you've got your times for the Motorkhana & Lap Dash, and you have answered the questions on the Discovery Run. There is nothing more that you can do, so it's all about the anticipation of wondering how you went.

With raucous applause and the occasional whistle as the winners were announced a fun night was had by all, even if you weren't lucky enough to get called up on to the stage to receive a medal or a trophy.

So, we hope to see you all in Albury for the National Meeting in 2025. We might even win the Wratten Trophy.

John Clarke





Sunday 15th September 2024
Hawkesbury Showground, Clarendon.



The All British Day is being held in 2024 at the Hawkesbury Showground, Racecourse Road, Clarendon
Sunday 15th September.

Access to Racecourse Road is off Hawkesbury Valley Way.

There are eighty (80) tickets available at \$10.00 each for our Club.

If members wish to have the tickets mailed to them, please mail a stamped self addressed envelope to
John O'Neill, PO Box 887 Bondi Junction NSW 1355.

Otherwise, tickets can be collected at a members gathering.

Payment can only be made through the Club website under the calendar tab.

Cars will be able to access the Showground from 7:00am to 9:30am on the Sunday.

Visitors are welcome from 10:00am.

Trophies will be presented at 2:00pm.

The event finishes between 2:30 and 3:00 pm.

Visitor parking will be available for cars with trailers for those owners who prefer to trailer their car
A site map is not yet available but will be once the Association of British Car Clubs has the final numbers
The MG Car Club to be allocated it's spot for display.

Club members will need to provide their details, including a phone number, email address
and the car and registration number of the car they will be displaying.

For the volunteers, there will be a set up meeting at an association members home on 7th September.
Set up day is Saturday 14th September 2024.



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Vale Eric Hayes

MGCC Life Club Member & Friend.

Sadly, our very good friend Eric Hayes is no longer with us, having passed away on 5th June 2024. Eric was 93 years of age and a devoted MG Sydney Club member and supporter.

Eric joined the MGCC Sydney in 1980, he then proceeded to set up the library which we all enjoy today and also held various registrar positions over the years.

Due to his lifelong commitment to our Club both he and his wife Dawn were made Life Members for their contributions.

Eric was a perfectionist and soon became a master at preparing cars for Concours with Dawn. MGB, Midget, 1100, MGF & P Types all got the Hayes touch over the years.

I went back into the archives and found that Eric & Dawn had 28 National Meeting Concours Class wins between



1982-2011. What an achievement particularly as many of the cars had driven all over Australia!

Eric liked to know how and why things worked and under took Tech classes in painting & metal plating. His love of fitting and turning saw Eric and his MY Ford Super 7 lathe, turn out some amazing one-off parts for club members.

Eric made door intrusion parts for my RV8 compliance jobs and he joined me on a trip to Geelong to the Ford emission labs to observe RV8 emissions testing in 1998.

The gradual loss of his eye sight in later years was a real blow to Eric and myself as he was unable to use his machinery correctly at the time I needed him for some pre-war restoration work!

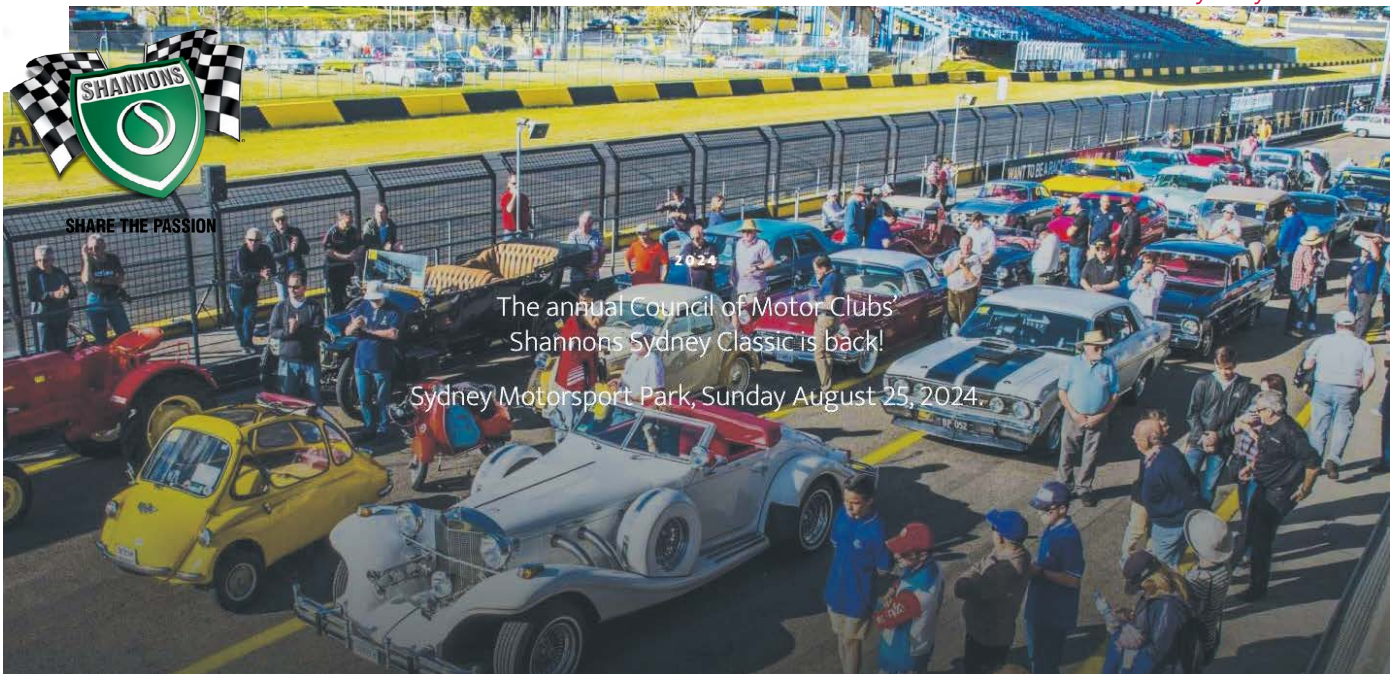
Eric liked to come to my workshop to talk about restorations, paint, thread forms and things that most people, except me would find totally boring.

Eric was not one for today's politically correct times and called a spade a spade, much to Dawn's embarrassment on many an occasion.

Eric would have wanted me to keep this short and to the point, so I will.

What started for me as a body repair job from some random old bloke (52 years of age) over 40 years ago, led to a wonderful friendship which I will cherish all my life.

Rest in peace my dear friend. *Stuart Ratcliff*
Past President and Patron of MGCC Sydney.



The annual Council of Motor Clubs
Shannons Sydney Classic is back!

Sydney Motorsport Park, Sunday August 25, 2024.

AUGUST 25th 2024

Come along and be part of the biggest display of Historic Vehicles in the State, drive a couple of laps of the famous race track then scan the many stalls along Pitt Row selling automotive nostalgia, books & parts. The club has a limited number of tickets available by booking via WildApricot cost \$25 per car with up to 4 people.

Run in conjunction is a Concourse, one of the most prestigious events of its type in the country. The club has a couple of entries so far but we would like more, we can enter one vehicle from each decade, a great Concourse to be part of. Entries close July 19th.

Contact: Jim Lovett for entry forms and details jameslovett03@gmail.com or 0407 478 866.

Membership Renewals

All membership renewals were due by 1st July. Thank you to all those members who have renewed, especially with a credit card which is much less work and provides you with an instant renewal and a membership card to either download to your phone and/or print out a hard copy.

Please note, if you pay by cheque or EFT, it may take some time for the payment to show up in your account and you may be reminded to renew even though you have paid. Therefore please pay with a credit card which is instantaneous.

If you use your smart phone rather than a computer, you might consider downloading the Wild Apricot App to your phone to access your membership.

It is important to note, that for those of you with cars using the Conditional Registration Scheme (which covers Classic and Historical vehicles) that current membership of a recognised Club is a TfNSW legal requirement of this Scheme. If you are reading this and have not yet

renewed your membership, you are in breach of the law if you continue to drive your car whilst not a current financial member. While the club will give you some scope, the police are not so inclined. Members who have not renewed by August will have their membership suspended and will need to pay a rejoining fee.

We appreciate your support and involvement with the Club and look forward to your renewed membership for the coming year.

The on-line system should be simple to follow to renew your membership. If, however, you do encounter difficulties please contact me either by email or phone and I'll be only too happy to assist you.

Lynn Calluad Membership Secretary

0433 134 207

membership@mgsydney.com.au



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MGF/Modern TF RUN – THREE PASSES Sunday 14 July 2024

Organised by the MGF/TF Register - All Welcome

Join us for an entertaining drive via an interesting and easy route through some iconic mountain passes to the Camden Valley, followed by a tasty casual lunch (optional) at the King George IV Inn at Picton.



Meet: 8:45 am at McDonalds Menai, 231 Allison Cres, Menai for 9:00 am departure.
Overflow parking beside Parc Menai

Cost: No cost for the run, lunch at your cost

Bring: Your MG/ daily drive. All models of MG new & old welcome.
Pen or pencil to write on route notes.

Navigators: Will be kept busy with the amazing views on this route

Bookings: By Thursday 11 July 2024. Please log into Wild Apricot and book yourself in for the event; or e-mail to Mark at robboMC1960@outlook.com so we can warn the hotel of numbers for lunch.

Navigation: Easy directions – this is not a navigation or observation run

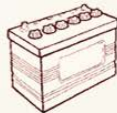
Parking: Plenty of off street parking around the hotel.

Lunch: Arriving around 11.30 am; Usual pub food at your own cost, spend \$5 or \$55, it's up to you.

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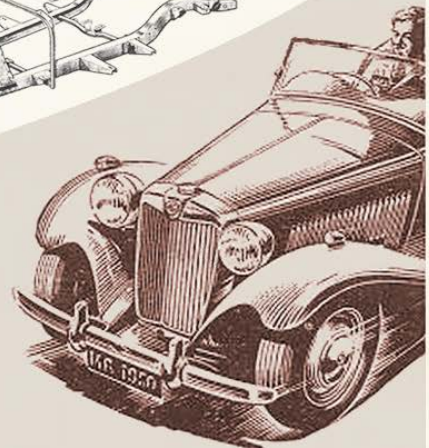
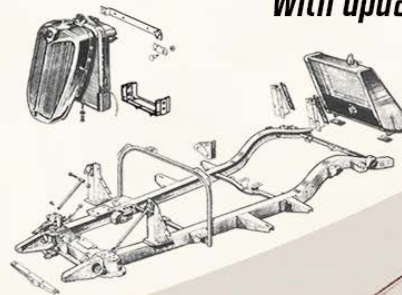


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Axle Wear on 1952 TD

Whilst driving home from the 2024 Natmeet in Tamworth, I drove through one of the notorious New England potholes, and the arm came off the splined shaft on the rear right shock absorber.

Again. It made no discernible difference to handling, but it did make a distressing clunk as the link arm hit some part of the bodywork every time it deflected. All the links should be parallel, so there should be no sideways force to cause the separation, and as far as I could see it all was good.

Nevertheless, even industrial grade Loctite had failed to prevent the separation. The fix I chose was to put a couple of spotwelds on the splined shaft. Real conservators don't like this, but better men than me have done the same, and I could see no other solution. But while I was removing the damper to enable this, I found a different problem.



The picture shows the axle. One of the U-bolts locating the axle to the springs has been partially withdrawn, and the other removed entirely, showing the deep grooves worn into the soft cast iron axle casting by the U-bolts.

You can see by the bright metal that the wear has been continuing, even though the U-bolts were now completely tight and there was no detectable movement of the axle on the springs, and you can

see how in another 100 miles or so it would have worn right through the casing, and the wheel, complete with brakes, backing plate, bearing, oil seal and half shaft would have come off.

Well, perhaps not: it would have been held on by the handbrake cable and the hydraulic pipe.

The fix is a small plate shaped to

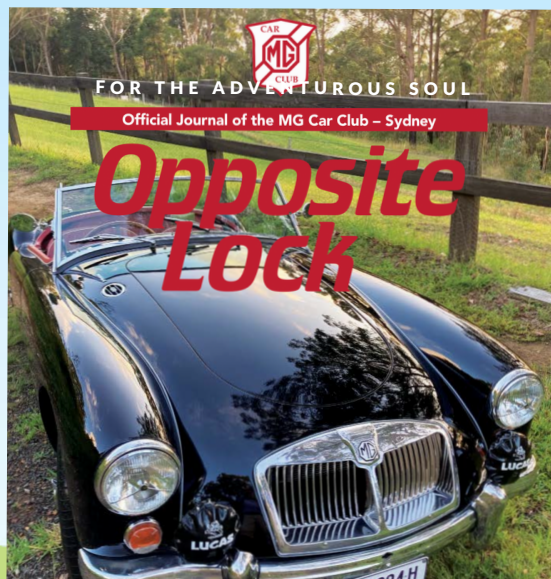


fit over the axle and around the U-bolts. This aftermarket part wasn't available in 1952, when the car was built, because no-one thought the axle would wear so much. And I don't believe it was available when I began the resuscitation of the

car forty years or so ago, because if it had been, I'm sure I would have used it.

But from the fact that it is available now, you can infer that mine is not the only car to suffer from this problem. You can possibly also infer that everyone else, including all TD and TFs, all Y-Types, and, I don't know, all MGAs knew about it already and made the fix long ago, and that I am the last to realise it, and that I need not have written this note.

Bob McCluskey



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Opposite Lock will continue to be offered in a hard copy format for the next club financial year.

July 2024 to June 2025.

Please log into the club website and go to the calendar tab where you can register your interest and pay \$10 per copy. Please note e-magazines will still be emailed to all members at no additional cost.

Join us for a pleasant drive to the Blue Mountains & casual breakfast at The Fairmont Resort, Leura.
28 Jul 2024 @ Fairmont Resort, 1 Sublime Point Rd, Leura NSW 2780



Meet: 7:45 am at McDonalds (441 Great Western Highway, Wentworthville NSW 2145) for an 8:00 am departure. **OR**

8:30am at Glenbrook Park Park St. Glenbrook. 2773.

Navigation: Easy directions (this is not a navigation run). Plenty of parking at the restaurant.

Breakfast: Members and guests can choose from the menu and pay on ordering.

Bookings: by 5pm Wednesday 24th July 2024 via Wild Apricot. (You need to register to comply with Motorsport Australia and Services NSW).

Enquiries: Julie Porter-Stephens -breakfastruns@mgcarclubsydney.com.au

Adventure into MG Ownership

In the 1950s and 60s, growing up in the inner western suburb of Croydon in Sydney, my family never had the status of car ownership until my older brother of 7 years my senior turned 17 and bought a Morris Minor 1000.

I did though have a mate, and his older brother owned an MGB – GT. Graham was one of the coolest dudes of Croydon. On a few occasions he would give me a ride if he was going my way, wow, my knees went wobbly.

Sitting in that car as a 12 year old, listening to the warble of the exhaust, I too was thinking I was pretty cool, it was those magical moments that planted the seed of one day owning an MG.

It didn't take me long – a mere 55 years to realise that magic.

I just decided one day to buy one.

I didn't want a project, I was 12 when I last sat in an MG, and if I have another 12 years to sit in another one, I'll be fine with that..... but times a wastin' – let me find one that's all doo-darred up, preferably with the key in the ignition and the engine warmed up.

I found my "Beesey" online in Launceston after swiping left (or is it right) and my love affair began.

Terry Whatley had owned the car for 40 years. He told me how he bought it off the original owner to give to and impress his then girlfriend. They lived in Darwin at the time. A week after purchase, they broke up, so Terry kept it for himself and embarked on "fixing it up a bit".

Both Terry and Beesey relocated to Launceston. Terry was a Panel Beater and couldn't help himself.

Apart young Beesey came – nut by nut, bolt by bolt. The "fixing her up" took some 30 years.

Initially she was a classic "Beesey", then Terry thought he'd prefer her to be "Just the way I wanted her to be" and she morphed to Terry's Beesey.

After 30 years of doo-darring, he put her on the market – "I just liked fixin' her up, and when I finished, well, I was finished".



Terry and I emailed and spoke and in a leap of faith I purchased the car sight unseen, such was my confidence and faith in this bloke from Tassie.

My wife Bronwyn and I went to his house, had a look, went for a drive, shook Terry's hand, had a cup of tea and a scone, and off we drove to Devonport to hop on The Spirit and get all three of us back onto the big island.



Bronwyn was sure she saw a tear in Terry's eye as we drove down his street and around the corner.

Terry had never done many Ks in the car, he'd just fixed it, so we decided we wouldn't push our new addition to the family, she was loaded onto a transporter in Melbourne and we met her back in Sydney.



I love her. Superbly restored, yep, not to classic MG lines, but to Terry's lines, and me, well I happen to like Terry's lines, and in the three years I've now owned her, the smile on my face has just

gotten wider and wider.

Yep, for the privilege to turn the key and enjoy, I paid top end pineapples – and it's been worth every Golden Circle slice .

I've even been back over Croydon way on a few occasions – as a young lad in Graham's GT, being soooo cool, the heads that turned were mainly teenage girls...

"They looking at me? Oh, no... the car and Graham – I'll just keep looking straight ahead"

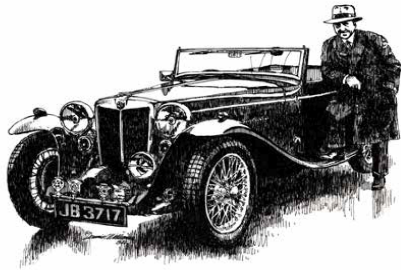
These days the Croydon heads that turn are slightly stooped and are greying somewhat, but no matter, being cool "again" on the Edwin St strip is reminiscent wonderment.



Thanks for allowing me to babble on,

Phil Newman.





CECIL KIMBER LUNCH RUN

SUNDAY 11 AUGUST

GET OUT THE MG & JOIN US FOR A DRIVE ON INTERESTING BACK ROADS AROUND GALSTON, ARCADIA & GLENORIE (ALONG WITH SEEING SOME FABULOUS PROPERTIES, GARDENS & ORCHARDS)

START: McDonalds Thornleigh, Central Ave. (Off Pennant Hills Rd)

TIME: 10.00am

FINISH / LUNCH VENUE: THE GALSTON CLUB
21 ARCADIA RD. GALSTON
(lunch at own cost)

BOOKINGS: Via Wild Apricot system

Please make your booking asap as I need to advise the Galston Club of our numbers so that they can allocate a reserved lunch area for our group

Enquiries: Robert Smith, Pre-War Registrar
Phone: (M) 0407 600632 (E) robert_smith@live.com.au

Gift Certificate
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Complimentary Weekend Drive Car.

This certificate entitles you to the use of a Tynan Motors Vehicle¹ for one weekend Friday 4.00 pm Until Sunday 3.00pm. Valid until 1st December 2024 ²Bookings essential.

Bookings please contact Tynan Marketing (02) 8545 8888

Please note driver must be over 25 and hold a valid NSW driver's licence vehicle not to be taken from Sydney Metro area. 1. Vehicle subject to availability at time of booking. 2. Excludes public holidays.

Tickets just \$5 each for a complimentary weekend drive courtesy of Tynan Motors.

Valid until 1 December 2024. Tickets will be drawn at the August Member's Gathering.

All proceeds go to the MG Car Club.

Register and purchase your tickets on-line.

On-line payment by credit card only.

Tickets will also be available for cash sale at the July and August Members Gatherings.

MGCC RV8 Run 29th September 2024

The RV8 Run will take us on a Steam Rail Experience 12:30 pm at the ZIG ZAG Railway, Clarence, NSW in the Blue Mountains.

Meet: 9 for 9:30am departure McDonalds Car Park, McGraths Hill, Mulgrave & travel the Bells Line Road

11:00am Arrive at Clarence, NSW Zig Zag train station

Plenty of parking is now provided.

Have a snack/ warm drink at the ZigZag Café Cart - or bring your own Thermos

There are outdoor picnic tables or enjoy the café carriage if raining.

Check in to receive your train tickets at the Ticket Office, the train departs at 12:30pm for a 90 minute round trip on the historic journey traversing the Blue Mountains, the track was originally built in 1886.

Please arrive on time, to enjoy taking seats in a carriage with fellow MGCC members.

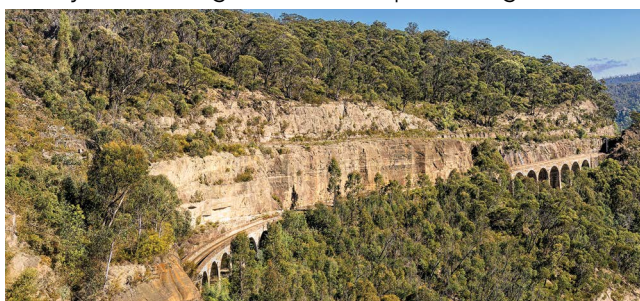
Bookings are made online to: www.zigzagrailway.com.au

Adults : \$45, Concession, including seniors card \$35.

Children 3-16yr \$27.50, Family , 2 Adults + 2 Children, \$130

Please go to their website zigzagrailway.com.au / timetable/ buy tickets/select a date, scroll to September 29th,select Time ,12:30pm, add names of passengers and your email address.

After your booking is confirmed, please register for the run on Wild Apricot or contact me 0418 459 496.



(If you lose track of your bookings, ZigZag have them readily available on their computer)

At the station you will be issued with a commemorative ticket for your journey.

Return to Sydney via Bells Line or the Great Western Highway.

The MGCC RV8 Register welcomes all members on this September run, a steam train adventure on a civil engineering masterpiece.

Contact: Alan Heritage, RV8 Registrar. Tel: 0418 459 496
alanheritage@yahoo.com.au





Gathering of the Faithful 13th-15th September

It is with much pleasure that I announce that the MG Gathering of the Faithful will be held once again in Wagga Wagga on the 13th, 14th and 15th September 2024.

Entry forms are available for download at our website: <https://www.mgccwagga.org.au>

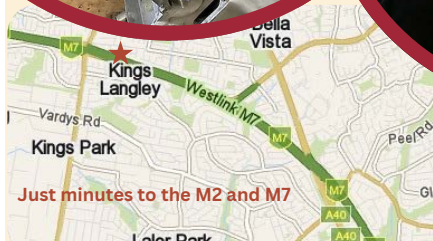
As 2024 celebrates the 100th year of the MG marque, it will be fantastic to see a great number of entrants attend with supporters from the public attending the car display of our wonderful MG's looking fabulous!

Looking forward to seeing you all at the Gathering of the Faithful in Wagga Wagga

Yours Octagonally
Darryl Ross
President MGCC Wagga Wagga

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MG CAR CLUB OF NSW ANNUAL CONCOURS AND DISPLAY DAY

SUNDAY 20th OCTOBER
2024

SILVERWATER PARK

Entry via Clyde St Silverwater

Judging both Concours d'Elegance and Show & Shine Categories
for all Models of MG's and Non Marque

Entry from 7.30 am, vehicles to be in position by 9.00 am.

Judging commences at 9.30 am sharp

Food & Drinks available from The Abingdon Café and Coffee Cart.

Club Regalia for sale.

Volunteers needed as follows;

- Friday help set out park.
- Saturday morning help load truck at Gladesville.
- Sunday morning early to help unload truck and set up. Then various roles throughout the day, followed by pack up.
- Scrutineers to assist Model Registrars.
- Sunday late afternoon help unload truck at Gladesville.

More details next month with contact details for organisers of various roles.

In mean time contact Jacques Calluud jcalluud@live.com or 0433 506 668 if you need more details.



MG National Meeting: Albury Wodonga, 18 – 22 April 2025



John and I have always seen National Meetings as a way of discovering more about various parts of our beautiful country. So, if you have never driven from Sydney to Albury here is an opportunity to not only see what there is in and around Albury and Wodonga, but to also discover some of the beautiful towns and sights along the way.

Driving from Sydney to Albury – a possible route and itinerary:

Sydney to Thirroul: Thirroul is a 1h 20 minute drive south of Sydney via the spectacular Grand Pacific Drive and the astonishing Sea Cliff Bridge.

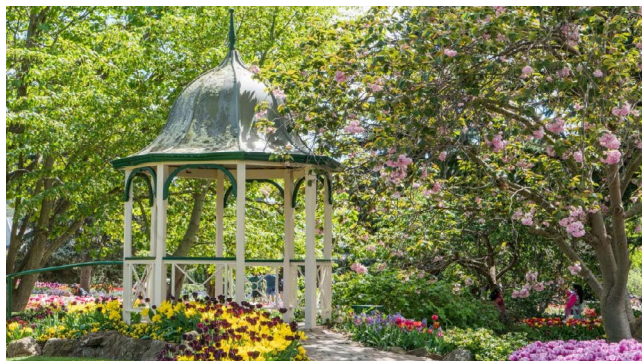
South of Loftus take the turn off to drive through the Royal National Park. Beaches, rainforest, waterfalls, rockpools, sheer cliffs – this remarkable backdrop is just an hour south of Sydney. Australia’s oldest national park delivers 15,000 hectares of nature at its finest. Enjoy the fabulous view at Governor Game Lookout where the ocean vista is framed by native forest, a magnet for crimson rosellas and yellow-tailed black cockatoos. Views from Bald Hill Lookout are just as wild, although more colourful thanks to hanggliders drifting across the horizon.



Charming Thirroul and its northern neighbours of Austinmer, Coledale, Wombarra and Scarborough invite you to stop and enjoy stunning beaches, magnificent views and incredible bushwalks. Stroll the palm tree-lined streets of this laid-back Thirroul where you’ll find plenty of boutique shops, lively eateries and grassed picnic areas.

Thirroul to Bowral: approximately 1 hour

There is plenty to do in and around Bowral, it just depends on how long you want to stop and explore. Cool climate wineries, the Corbett Gardens, the Bradman Museum and streets of interesting shops and cafes.



Bowral to Goulburn: approximately 1 hour



Standing on Goulburn’s fringe is the Big Merino – one of Australia’s iconic ‘big things’ and symbolic of the city known as the fine wool capital of Australia. For a beautiful panorama of Goulburn, head to the tower lookout

at the Rocky Hill War Memorial and Museum.

Explore Goulburn's beautifully preserved history on a self-guided heritage tour which takes you past the historic Court House, Post Office, St Saviour's Anglican Cathedral and the Sts Peter & Paul's Old Catholic Cathedral. You can also visit historic Riversdale Homestead and Garroorigang Homestead, both of which date back to the 1800s. Rail buffs will love the Goulburn Rail Heritage Centre.

You may wish to stay in Goulburn for the night or drive to Yass, depending on your timing and inclination!

Goulburn to Yass: approximately 1 hour



This is the heart of the Canberra Cool Climate wine country, so expect awe-inspiring vino experiences at every corner in this fertile region of southwest NSW. Where there's good wine, delicious food and artisan producers follow; and so, apparently, do alpacas (four farms and counting) and artists, whom you can encounter at the myriad galleries and design studios.

History and heritage abound. Begin your discovery on the Yass Town Walk and visit explorer Hamilton Hume's former residence, Cooma Cottage, now a



National Trust museum.

The historic main street of Gundaroo is also an outdoor heritage museum, 40 mins southeast of Yass and well worth a visit.

Yass to Gundagai: approximately 1 hour

Despite the diversity of attractions in and around Gundagai, you'll want to make your first stop at that famous monument. The Dog on the Tuckerbox depicts a faithful pet guarding its dead master's food container and commemorates the European pioneers who settled in the area.



The Gundagai Historic Museum delves into the history of the region. Among the stories that you can explore is that of Wiradjuri Aboriginal men Yarri and Jacky Jacky – the pair saved some 69 lives during the great flood of 1852, by using bark canoes to rescue the townsfolk. A bronze sculpture of the two heroes is on the corner of Kitchener and Sheridan streets.



If you prefer to explore history in the great outdoors, lace up your walking shoes to take on the



Architectural Heritage Walk. You'll discover the Gundagai Heritage Railway and the Old Gundagai Gaol where infamous bushranger Captain Moonlite was held. You'll also stroll past the Prince Alfred Bridge, described as the grandest bridge in the colony when it opened in 1867 – it's one of the Historic Bridges of Gundagai.

Gundagai to Holbrook: approximately 1.5 hours

Affectionately known as 'Submarine Town', Holbrook is named after the first submariner to receive the Victoria Cross, Lieutenant Norman Holbrook. Learn about his bravery during the 1914 Gallipoli campaign at the Holbrook Submarine Museum and explore a fascinating collection of submarine memorabilia and the decommissioned HMAS Otway submarine.



There's more heritage to uncover at the National Museum of Australian Pottery, where you'll find 2,000 pieces of pottery. Learn about Holbrook's pioneering past at the Woolpack Inn Museum.

Eateries and interesting shops round out what Holbrook has to offer the traveller. Baking since 1899, the Holbrook Bakery is a popular hub of tasty



delights. The Ten Mile is a relaxed eatery set inside a restored mechanic's workshop and has a large outdoor dining area.

Holbrook to Albury: approximately 50 minutes.

Obviously this itinerary can be extended and also include a side trip to Canberra where there are a myriad of attractions and activities.

Importantly, put the 2025 Nat Meet in your diary and be there to support the NSW contingent.

Stay with everyone from the NSW Club, book now.....

Albury Townhouse Motel
 461 Wilson St, Albury NSW 2640
 +61 2 6021 3000
 info@alburytownhouse.com.au

Albury Georgian Motel
 599 Young Street, Albury, NSW 2640
 www.alburygeorgian.com.au
 +61 2 60218744

Ros Bastian - Club Nat Neet Coordinator

Illawarra Register

Welcome to another month of classic motoring, and I hope that you are enjoying taking a classic car for a run, despite the cold and wet weather we have been having.

The combined Illawarra Registers of the Jaguar Drivers Club of Australia and the MG Car Club of Sydney, still plan to attend the postponed National Motoring Heritage Day at the Berry Showground, or attend the NMH held at the Motorlife Museum- located near Wollongong. Date yet to be determined.

Here is a list of the remaining Illawarra register events:

Sunday 28th July:- Christmas in July Lunch

Now to be held at Corrimal RSL Club auditorium due to renovations to Mt Keira Scout Camp. Please also note the date change to 28th July.

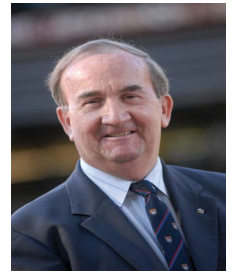
Proceeds from the lunch will go to the Scouts.

Venue: Corrimal RSL Club 168 Princes Highway Corrimal NSW 2519

<https://corrimalrsl.com.au/>. Cost \$30per person

Parking entrance is from the rear street at the back of the Club- Wilga Street

Michael Hough



To book:- Please contact Michael Hough on mhough5@mailbomb

Please do not 'just turn up' as Scouts have to pre-book and commit to the catering by the club.

September:- Visit to Graham Lord's Man Cave, Mittagong- New Date to be advised soon.

As Graeme no longer trades as a business, this visit will be restricted to MG Car Club current club members as your Club membership fees include public liability insurance coverage. This has proved to be a popular event, so Graeme has decided to host 2 visits. We will advise shortly the date for MG members.

Thursday 28 November :- Lunch run to Greenwell Point

We have started to plan for 2025, so if you have any suggestions for venues or events please e mail them to me. mhough5@mailbomb 0418 424 748

Cheers and enjoy your classic motoring.

Michael Hough, Illawarra Register



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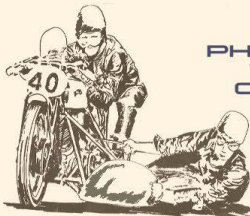
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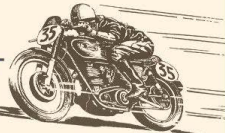
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Of History*



6th, 7th, 8th SEPTEMBER 2024

The annual All Historic Race meeting at Pheasant Wood each September is the only event in Australia that is exclusively for these machines to demonstrate the sights and sounds of our motor sport history.

The April 7th "play day" is a chance to check out your machine, the Pheasant Wood track and meet up with old friends in good time for the September 7th/8th event.

There are no paper entry forms for the April 7th play day, just give Scott Hill a call on 0428 743 847



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2024 COOTAMUNDRA SPRINTS

Saturday, 31 August 2024

Scrutineering	From 8.30 am	Drivers' briefing	9:30 am
First run	10:00 am	Last run	3:00 pm

Increased costs - Entry fee now \$150.

Unfortunately we have been struck by increasing costs, with timing, St John's Ambulance & aerodrome hire.
Early Registration Discount - \$120, if you pay prior to 1st August 2024

Dinner Saturday Night will be at the Cootamundra Services Club @ \$35 per head, payable with your entry.
Please let us know how many of you will be coming.

Let us know your preferred car number at the earliest opportunity.
Entry forms and supplementary regulations are on the website www.vscca.org.au

Contact: jeremymorris@13stjames.net.au We hope to see you all there, as it's so much fun!



Touring to Cootamundra

Friday 30 August - Sunday 1st September 2024

The MG Car Club is organising a Touring Run to Cootamundra to enjoy the Sprint Racing.

30th August Meet: 9 for 9.30 start, Ampol Foodary.
Pheasants Nest, Hume Highway

30th August : Drinks & Dinner at Cootamundra Golf Club

31st August: Enjoy the Cootamundra Sprint at the Airport,
either as a spectator or participant.
See details above for race participation.
A really fun day, admiring vintage cars doing their thing!
Dinner at the Cootamundra Services Club.

1st September: Buy Swap & Sell at the Cootamundra Showgrounds

Please book your accommodation and advise Don with your name, phone number & e-mail
Bring morning tea, light lunch
Happy Hour each day, late afternoon
Don Young 0412 600 415 don.young9636@gmail.com.



PS. For club members wishing to stay over in Cootamundra on Sunday night 1st September, please advise Don.
The photograph above is of our club member Peter Foggarty, taken at last years Cootamundra Sprint,
where he commanded a very creditable performance.

MG Car Club Regalia & Clothing

Support your club and complete your wardrobe with the MG Car Club regalia range.

Available in mens and womens cuts and sizes.

Contact: Granville Harris on 0414 880 374

granville2@bigpond.com to order.

Alternatively shop on line at our web site shop :

mgcarclubsydney.com.au



Hats- with velcro straps to fit all sizes. \$25.

Scarf - double sided jacquard knit scarf in black with a red MG Octagon on one side and red Safety Fast! on the other. \$35



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

60th Anniversary of the MGB

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

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

Made from good quality breathable cotton/ poly, stocks are limited so be quick :
Only \$45.



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With this custom, quality, Mango wood Wine/Champagne picnic table, you'll have everything needed to 'style up' your picnic experience.

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Choosing the right metering needle for your SU carby shouldn't be like finding a needle in a haystack. SU Midel has developed Haystack: Metering Needle Finder, a handy tool that can compare or match SU needles from 0.90" fixed through to .125" Check it out at sumidel.com

Use promo code **HAYSTACKMG** at checkout to receive a 10% discount off your needle order.

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View: www.peninsulasportscars.com.au

2005 MG ZT VDO Analog Is Car Clock Of The Week

Sometimes you need to leave the country to get the most interesting dashboard timepieces.



Somehow two years have gone by since our last Car Clock of the Week, despite my hoard collection of junkyard-obtained automotive timepieces having grown substantially since that time. Today's clock was made in Germany and found in a used-up British saloon in Yorkshire, England.



The last year that a new MG was sold in the United States was 1980, when the final MGBs arrived here. However, production of vehicles bearing the storied octagon badge continued in the United Kingdom well into our current century, through multiple changes of brand ownership.



The Rover 75 and its MG ZT descendant were developed mostly with BMW's money but were genuinely British cars. I found this final-model-year 2005 ZT 190 at the York U-Pull-It during my trip in January and had to buy its clock.

The Rover 75 was designed to be between the sizes of the BMW 3- and 5-Series, so it wouldn't compete directly with either one. By most contemporary British accounts, it was a good saloon. Production of the ZT version for the Chinese market continued through the middle 2010s.



The clock is still labeled for a Rover 75, though the car became the MG ZT after BMW sold MG Rover in 2000.

The blue illumination will look good when I install this clock into a car-parts boombox.

CAR LIFE JUNE 2024. Murilee Martin.

Submitted by Jock Granger



Early morning sunrise, having left early from Halls Gap in the Grampians on the recent club tour of The Great Ocean Road.

Photograph taken by Jock Granger

The MGCC Conditional Registration 2024

The club presently has 329 cars registered on the Historic or Classic schemes. Not all are MGs with a smattering of Mercedes, Toyota, BMW, Austin Porsche and a few Honda and other motorbikes for good measure.

Management of the program has been greatly assisted by the Wild Apricot Membership System. The system provides simple data handling, search capabilities, reporting, invoicing/payment and ready email notifications to individual or groups of club members.

A majority of club members now complete their registrations online making time savings by not having to post in documents. When members have uploaded their current documents they send an SMS/email to indicate they are ready.

The plate registrar then sends an invoice and prepares their documents. When the invoice is paid the document is posted using a tracked envelope.

Some of our members who do not have computers or do not use them can and do post in their documentation but their records are still maintained in the Wild Apricot system.

The process for registration has been simplified by the Department of Transport now providing online access to check key car/club details. Applicants no longer have to send in their reminder notices.

Historic Vehicle Declarations, once completed to a satisfactory standard, are kept on file to use for the years ahead. The critical document from year to year is of course a valid Pink Slip.

As current Plate Registrar I am nearing the time when I would like someone else to take over. It is a good position to have as it keeps you in touch with a large chunk of the membership who are generally very

grateful for what you do.

It involves some simple administrative tasks and a bit of computer work but anyone who can send an email or write a word document would have no trouble operating the system.

If you are interested please contact the club secretary, Matthew Crawford and put your name down for the AGM nominations.

secretary@mgcarclubsydney.com.au



Naturally I would be available to show you the ropes and help until you are comfortable with what needs to be done.

Apart from admin tasks you do have to field email or phone inquiries from existing or prospective members but that is what keeps you in touch with the base.

Brian Woolmer Club Plates





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Classifieds - Cars



1980 MG GT V8

Road or track car, purchased in 2018 by Andrew Cornish from WA with a 3.5-litre V8. Chassis GVGEJ1AG516996 it was registered in Victoria (1023 H8).

The car has been completely stripped down and a rebuilt.

It is equipped with a 4.6-litre engine, balanced & blueprinted with ARP studs & bolts, featuring a crossbolted block. 800 newton metre on the dyno.

Body is straight and no rust, all glass installed. Front & rear bars included.

Clive cam 210 deg, compression 10.5:1

Performance Ignition distributor

Heads ported and polished

Heritage motorsport outrigger rocker shaft post

Adjustable timing gear, twin roller chain

Adjustable pushrods

Billeted crank pulley

John Eales extremely rare 'swan neck' inlet manifold with 4 Weber 45DOCE Carbies,

Borg Warner LSD 3.23

Supra W56 5spd gearbox

Custom cross member & mount

Lightened steel flywheel with twin plate ceramic clutch, Extreme Clutch SA

Modified dissy pickup and front engine plate, with remote oil filter

Extractors thru the guards with strengthening plates to guards

New race radiator, oil cooler

Reconditioned steering rack

Rebuilt front and rear suspension with choice of front springs and bars

VE Commodore rotors with Wilwood 4 spot calipers

2 racing seats, Baffled sump

New half Brown Davies cage

New fuel tank New wiring loom

4 new alloy 15x6 'minilite look' rims

Price: \$25,000 ONO must be sold

Location: Surrey Hills

Contact: Ross Boyd

0418 466 337. boydsfive@bigpond.com



1969 MGB Mk II

A unique opportunity to own an incredible piece of MG history. This meticulously preserved 1969 MGB MkII O/D Roadster has been under the care of a single owner for the past 39 years and has accumulated 11,000 dry miles since its 1998 bare metal rebuild (which is supported by a photographic record). The polished and waxed underside has maintained its lustre to this day. With flawless presentation and an illustrious Concours history, this car is truly exceptional.

Beneath its ionic sleek lines, British Racing Green exterior, and polished chrome accents, this MGB has been restored to fully original condition with unrivalled attention to detail. This includes an authentic wiring loom produced by one of the few remaining machines worldwide that still manufacturers such items, and new Pirelli Cinturato tyres, sourced from a specialist European supplier, that carry the period-appropriate tread pattern. These meticulous efforts to maintain originality apply to many fittings and are responsible for the vehicle's success in numerous Concours competitions.

Opportunities to acquire exceptional cars like this are extremely rare.

Concours history highlights:

- MG Car Club NSW MGB MKII Winner 1999, 2001, 2002, 2003, 2004, 2005, 2006
- All British Day Grand Champion and Class Winner 2000
- Eastern Creek Classic Grand Champion and Class Winner 2002

If you're interested in becoming the next custodian of this outstanding vehicle please contact:

Price: \$48,000

Contact: Roger Porter

rdporter62@outlook.com



1952 MG TD

Incomplete restoration.

Receipts held for all engine reconditioning and body parts including new wiring loom and timber components.

Engine had been running but not recently started.

Some chrome work to be completed.

Majority of upholstery completed. Hood and side curtains require new paint and materials.

Colour matched hidem binding ready to install.

Price: \$19,500

Contact: Robert Goldfinch

0419 149 640

finchtrebor@gmail.com



1969 MGC GT

Primrose yellow tourer.

Manual with overdrive.

Full engine and mechanical rebuild in November 2021 by BMC Performance.

New leather seats, new tyres, new brakes, new exhaust and full suspension rebuild. New fuel tank and full pump. New electronic ignition.

Drives magnificently.

Air conditioned.

RWC. Fully registered with custom plates available. Full history & Heritage Trust Certificate.

Chassis GCDI/6595G

Engine 29 GRUH/4198

Price: \$60,000

Contact: Sam 0412 256 980

horgan@vicbar.com.au



1958 MGA

If you are looking for a Concours standard MGA, this is not the car for you. If, however, you are looking for something lots more fun to drive, while retaining the MGA panache, this may be the car for you.

The car has had a complete rotisserie restoration with every broken, worn and old part replaced or restored and upgraded.

The car runs the following upgrades and improvements:

- 5-speed manual
- 1950cc five bearing MGB engine, professionally built and balanced
- Steel crank with Carrillo steel conrods
- Roller rockers and forged pistons
- Port and polished HRG Cross Flow Derrington Head
- MSD
- Mapped Autronic throttle body EFI
- Custom ceramic headers
- Large capacity aluminum radiator with electric fan (runs cool in traffic)
- Four wheel Wilwood disc brakes
- Competition CW&P (4.4556)
- Quaife LSD
- Hoyle coilover front suspension
- Composite rear springs
- Konis with panhard rod
- Subtle widened front and rear guards running 205/60 tyres on Minilite 15" wheels
- Steel floors
- Period correct race seats with extra rear travel
- Halogen headlights
- Momo steering wheel

Price: \$60,000.

Contact: Tim Sullivan
0435 727 869

tim_sullivan@hotmail.com



MG ZT 2002.

1802.5 Auto 4 door saloon.
Reg EGDD60F Amethyst (dark blue)
166,100 kms. Full service history. Timing belts replaced at 142,178kms. Sept 2023

New radiator, thermostat, fuel rails, engine mounts, coolant pipes and valve hoses. Only two owners, last since 2005,

Always garaged, good condition interior and exterior, new roof lining. ABS, air conditioning, sunroof, central locking, parking sensors, air bags, cruise control, blaupunkt radio/CD.

Price: \$7,500

Location: South Australia

Contact: Leslie McNickle
0407 979 272

lmcnickle@optusnet.com.au

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

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1951 MG TD MK1

NEW

- * Fully restored to Concours condition
- * Meticulously restored in 2004-05
- * Reconditioned engine, gearbox, rear axle, brakes & suspension.
- * New hood, upholstery & carpets.
- * Complete respray
- * Includes a tonneau cover
- * Low kms since restoration
- * Has won various awards

Location: Canley Vale, Sydney NSW

Price: \$38,000

Contact: Laurence 0437 666 089



1968 MGB MK2 Convertible

Indigo Blue, Australian assembled. Owned since 1970.

Restored to original condition in 2013.

Used locally for Car Club events.

Price: \$28,000.

Contact: Albert Johnson
0418 968 004



MGY 1949

2nd Place in Class 2022 Sydney Concours, Black with red interior this car is a superb example of the MGYA Meticulously restored. Comes with full service history & receipts.

Location: Sydney

Price: \$30,000 ONO

Contact: Peter Sutherland 0419 314 295



1955 MG RV8 3.9L

Purchased in 2017, a pleasure to own. The car was imported from Japan through South Australia, Darwin, then onto Gold Coast.

The car has been professionally serviced and is registered till August, 2024. Woodcote Green, with a black hood & beige leather interior. The hood & seats were replaced in 2017. 23,190 km on the clock, tyres were replaced in 2019 with Supercat tyres through Bridgestone at 21,749 km. Garaged in a locked garage under a dust cover. Both the engine and body are in good condition.

In 2019 received 2nd place in the MG Car Club Show & Shine.

Price: \$56,000

Location: Cronulla, NSW

Contact: Barry Braithwaite
0419 403 487

gabraithwaite@gmail.com



1955 MG TF 1500

All matching numbers - Chassis 9587, XPEG 3486, full rego history; original number plate available.

The vehicle is currently disassembled but partly restored with many photos available on request.

Reconditioned engine/gearbox/diff/springs/straight chassis/carbys/etc plus many smaller assemblies restored or new.

New quality wiring harness/double duck/carpets/hubs/fuel and water pumps/etc.

New English Ash timber kit, new leather/vinyl trim kit (seats and interior panels).

Most chrome is re-chromed or new, bumpers/overrides/knock offs/door hardware/etc all to Concours standard.

All parts are catalogued, next to no items to be sourced as most assemblies are complete with nuts, bolts and rubbers (remaining work is primarily assembly labour, paint and panel).

Location: Brisbane Queensland

Price: Negotiable

Contact: Oswald

0403 210 013

oswaldc@bigpond.net.au



1972 MGB 5-Bearing 18V Motor

This engine is surplus to my needs and has been meticulously stored.

- Has new starter motor
- New water pump
- New high tension leads
- New oil filter
- Reconditioned generator and distributor
- Fitted with original H.I.FSU carby and exhaust manifold

All in good working order and will fire up.

Price: \$4,500 ONO.

Contact: Zig 0414 693 841

z.bluzmanis8@gmail.com

Hudson Supercharger

Fully refurbished Judson supercharger for MGA for sale.

Housing honed, end plates resurfaced, all new vanes, bearings and seals.

Complete with rocker cover with built-in oiler and fully refurbished original glass bowl Holley carburettor.

Spare intake manifold, all spacers, bolts, etc. different sizes pulleys to change boost levels, manuals.

Will fit MGB.

Price: \$6,000 ONO

Location: Dulwich Hill

Contact: Christophe 0402948817

1christophe.roose@gmail.com

TF Radiator Shell False Nose

including Medallion and Dummy Cap for sale.

Picked up at a Local Swap meet is in very good condition however not appropriate for my TD.

Price: \$250.

Contact: David Suters

whipstick02@gmail.com

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.

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ASHFIELD CYCLES

Classifieds - Parts



MG Boot.

Ideal for a restoration. Has 2 very small dents, and a little bit of surface rust at one end. There is mechanism on the inside but no button and there is no Octagon.

Price: Make an offer, cash only

Location: Pick up from Bathurst

Contact: Bob Bell : 0408 793 955



Wanted

MG TC 19" wire wheels in good condition. I have some in poor condition that I could restore however before I do, does anyone have any 19" wheels with good slimes and spokes surplus to requirements that they wish to sell?

I can repaint if they need it.

Location: St Ives Sydney

Contact: John Martin

0401 007 421

john_m_martin00@hotmail.com



MGB steering wheel

Original type for an approx. 1974 model with no slots in the spokes wanted in good condition.

Also wanted, an airbox for a BGTV8

Contact: Warwick Protheroe

protheroe@xtra.co.nz

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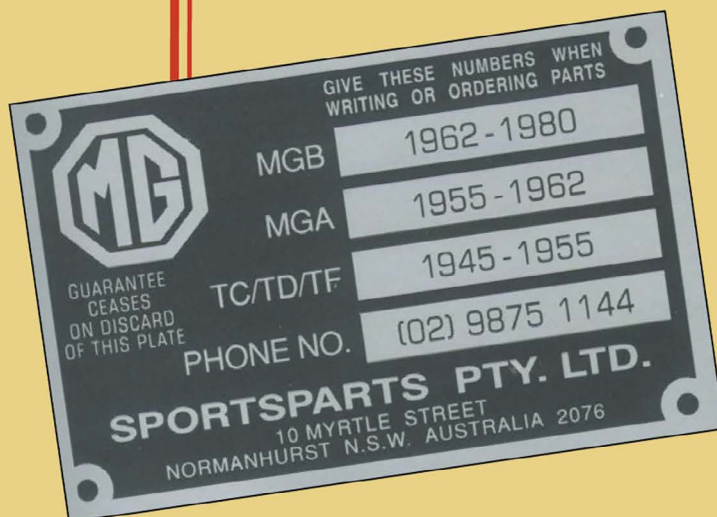


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