



Official Journal of the MG Car Club – Sydney

Opposite Lock

September 2024 In this issue:

Notice of AGM

Cyberster Launch

NSW Rally Hall of Fame

One Last Hurrah



MGCC Sydney Club Calendar 2024

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.
John O'Neill
- 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 Calluud

NOVEMBER

- 3 Cars & Coffee, St Ives Showgrounds,
- 3 Club Run TC Registrar, John Carter
- 4 Board Meeting, Greengage 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
- 25 Santa comes - Get some MGCC regalia to put under
your tree



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September President's Report

It's show time. We are at that time of the year again when get ourselves and our MGs out from winter hibernation, prepare our cars with a good wash and polish and put them on show to be admired. We have just had a great day at the CMC/Shannon's event at Eastern Creek, and this month we have the fabulous All-British Day to be held for the first time at the Hawkesbury Show Ground on the 15th of September. And of course, on the 20th of October we have our own Concours and Display Day at Silverwater Park. Put them in your calendar, start preparing your cars and join us on the day.



We also have our AGM coming up in November. We do have vacant positions on the Board so if you would like to start canvassing the numbers and caucusing your mates for a board coup now is the time to start. Nomination forms are in this edition of *Opposite Lock*.

In other news, we have decided to sell the Club's MGB Sebring replica. Every time we take it out it gets lots of attention. But unfortunately, for various reasons it has not been fulfilling the role we had in mind for it, so we have decided to sell it. The Sebring really is a fabulous and easy car to drive. Doubtlessly the best handling and performing MG I have ever driven and would make a wonderful addition to anyone's garage. It is fully complied and on Classic rego. Max Wasson is handling the sale and it will go up for auction at Donington's in November. Once all the details for the auction are known we will advertise it in *Opposite Lock* and with the other clubs.

Good news is that we have someone to take over from Brian Woolmer as our Conditional Registration Registrar. Clive Milwood has put his hand up for this. Clive has been a member for 4 years, is a retired police officer and most importantly owns a classic TF. He and Brian are arranging a handover and I'll let you know when the formal changeover occurs.

Bad news is that Granville Harris will be relinquishing his role as our Regalia Officer following the AGM. Granville has served in this role for the past 6 years. During this time, he has done a truly outstanding job with regalia. Improving the range, quality and sales. Indeed, we have often had comments on how good our regalia is. But that is not to say that someone new doesn't have the opportunity to stamp their mark on it. So please we do need someone to step up and volunteer to take over this important position. If you can help then let me or any of our directors know.

And in breaking news the RMS has listened to the feedback and has changed the number plates for vehicles registered under the Classic scheme for modified cars. Instead of the chunky plates with green letters the new plates are similar to those for the Historic vehicles but larger and with the letter C at the end and will say NSW Classic Vehicle underneath. They can be purchased for a one-off fee of \$55 for people already on the scheme at the time of registration renewal.

Well, that's it from me for another month. So take advantage of the great weather we are having, get out your MG and enjoy all of the wonderful activities we have for our members.
John Clarke

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!

Robert & Astrid McPherson MGB

Andy Payne MGB

Peter & Denise Clague Y-Type

Kenton Hart MGB

Alan Wright MGB

Michael Mathews MGB

Chris Thomas

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@mgsclubsydney.com.au*



So pleasing to see club member Greg Fereday out and about again enjoying his MGB.



Page 6-7 Members Gatherings



Page 12 All British Day



Page 16-17 Cecile Kimber Run



Page 13 RV8 Zig Zag Railway



Page 14 Sebring Auction



Page 26 Illawarra Register

What's Inside

- 2 2024 Calendar
- 3 President's Report
- 3 New Members
- 4 What's Inside
- 5 Club Contacts
- 6-7 Members Gatherings
- 8-9 Notice of AGM
- 10 Rally & Racing
- 11 Gathering of the Faithful
- 12 All British Day
- 13 RV8 Zig Zag Railway
- 14 Sebring Auction
- 15 Membership Renewals
- 15 Southern Highlands Run
- 16-17 Cecile Kimber Run
- 18-21 One Last Hurrah
- 22 MG Concours Day
- 23 Cyberster Launch
- 24-25 2025 National Meeting
- 26 Illawarra Report
- 27 Conditional Registration
- 28 Regalia
- 32-35 Classifieds



September 2024

Opposite Lock

Contributing photographers:

Thanks To:

- Micheal Hough, Seth Reinhardt,
- Alan Heritage, Greg Fereday,
- Michelle Murphy, Robert Smith,
- Jock Grainger, Claudia Lovett,
- Ros Bastian, Hilary Wren,
- Jacques Calluad



September 2024 Cover:

Todd Barker MG SA taken on a recent run in Southern NSW.
Photo: Hilary Wren

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and the Council of Motor
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web: mgcarclubsydney.com.au

Magazine contributions:
editor@mgcarclubsydney.com.au

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

52, Weeroona Road, Strathfield.

Club Contacts

Directors

President & Registrar Rep	John Clarke		0412 890 409	parclose@optusnet.com.au
Vice President & Communication	Hilary Wren		0407 263 758	editor@mgcarclubsydney.com.au
Club Secretary	Dr. Matt Crawford	Margaret	0457 411 681	secretary@mgcarclubsydney.com.au
Sporting Captain	Max Wasson		0418 431 928	mwasson126@gmail.com
Membership Secretary	Lynn Calluau	Jacques	0433 134 207	membership@mgcarclubsydney.com.au
Treasurer	David Milling		0419 634 909	treasurer@mgcarclubsydney.com.au
Board Position/CMC	Jim Lovett	Claudia	0407 478 866	jameslovett03@gmail.com

Model Registrars

Pre-war	Robert Smith	Jill	0407 600 632	robert_smith@live.com.au
TC	John Carter	Carol	0416 292 929	johnmartincarter@gmail.com
TD	Michael & Jacqui Gerondis		0411 390 285	mgerondis@optusnet.com.au
TF	Wayne Blair		0421 675 050	waynedavidblair@gmail.com
MGA	Greg Keenan		0430 098 514 4626 3218	gregory.keenan@bigpond.com
MGB	John Clarke		0412 890 409	parclose@optusnet.com.au
Postwar Saloon	Dr. Matt Crawford	Margaret	0457 411 681 9546 6215	matcrawford@bigpond.com
Magnette	Peter Baldry	Lesly	0407 102 279	leslyandpeter@gmail.com
RV8	Alan Heritage	Shirley	0418 459 496	alanheritage@yahoo.com.au
F and TF Modern	Mark Robson		0402 435 541	RobboMC1960@outlook.com
C and V8	Glen Protheroe		0408 466 140	stradanut@gmail.com
Midget and FWD	Vacant			
Touring	Don Young		0412 600 415	don.young9636@gmail.com

Club Officials

All British Day Coordinator	John O'Neill		02 9387 7488	director@oneillstrata.com
Concours & Display Day	Jacques Calluau	Lynn	0433 506 668	jcalluau@live.com
Breakfast Runs	Julie Porter Stephens			breakfastruns@mgcarclubsydney.com.au
Motor Sport Australia Rep	Max Wasson		0418 431 928	mwasson126@gmail.com
Club Plates	Clive Milwood		TBA	clubrego@mgcarclubsydney.com.au
CMC	James Lovett	Claudia	0407 478 866	jameslovett03@gmail.com
Illawarra Register Coordinator	Michael Hough	Wendy	0418 424 748	mhough5@gmail.com
Library	Alan Heritage	Shirley	0418 459 496	alanheritage@yahoo.com.au
Member Liaison	Jan McKenzie	Brian	9724 1969 0408 473 037	jbmck1@bigpond.com
National Meeting Coordinator	Ros Bastian	John	0409 693 848	ros@bastians.com.au
Rally	Jim Richardson	Bev	9639 0638	jimandbev@bigpond.com
Regalia	Granville Harris		0414 880 374	granville@rapidaquaticsolutions.com.au
Regularity	Stephen Perry		0434 275 970	windywoofer@gmail.com
Website	Seth Reinhardt			web@mgcarclubsydney.com.au

13th August Members Gathering

At our club meeting in August, it was a great honour to welcome our guest speaker, Michelle Murphy. Michelle was inducted into the NSW Rally Hall of Fame as a Rally Legends Award Recipient in 2023. She gave us such an amazing encounter of her Rally driving experiences over the past 3 decades.

One of the few amazing female rally drivers of our time. 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. There was no stopping the girls, as they excelled and batted off all competitors.

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

What a fascinating evening for all to enjoy, in soaking up the adrenaline from such an amazing career experience from a very gustry lady. We take our hats off to you.

Lynn Callaud



With Miles Bates in 1997



2001 Tasmania Rick Bates Car Rescue



1999 Tarmac Tas Champagne



1999 Rally Melbourne Winery



Coffs Interview 2000



10th September Members Gathering



The Great Ocean Road Touring Event.

The first week of May 2024 saw over 30 hardy club members embark on a 9 day tour to Southern Victoria.

Touring the beautiful scenic coastline of the Great Ocean Road & the Grampians.

Organised by our touring Registrar Don Young.

The scenery was sensational and the touring company great fun every evening.

At our gathering on 10th September a slide show of the tour compiled by Matt Crawford will be presented by Hilary.



8th October Members Gathering

For our October meeting we will welcome back Gillian Lewis from the Australian National Maritime Museum. Gillian joined the Australian National Maritime Museum as a volunteer guide in 2008 when she retired from a successful sales career in the commercial building industry and has been a member of the Museum's Speakers since 2014. Gillian comes from a family with a history in the merchant and Royal Australian Navies. She has a special interest in the loss with all hands of HMAS Sydney (II) in November 1941 after a battle with a German raider. For several years she volunteered her time to search genealogical data bases for living relatives of Sydney crew to be DNA tested to assist in identifying

the unknown serviceman (a body of a crew member found in a raft 2 months after Sydney was sunk). In 2021 she completed a 9 year volunteer project obtaining permission and funding for a grave monument to a Polish-Australian pilot and recipient of the Distinguished Flying Cross during the Battle of Britain who was in an unmarked grave in Sydney for over 70 years. She is also interested in WW1 history, particularly the Western front theatre of war and is a passionate traveler having visited over 120 countries so far.

At our October meeting Gillian will give a presentation on the voyage of James Cook's Endeavour.

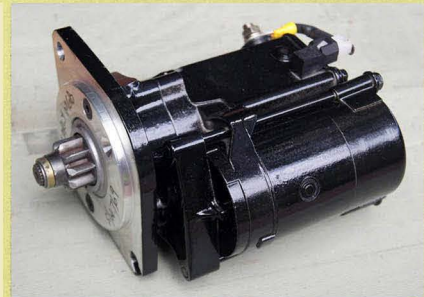
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Notice of the AGM MG Car Club Limited



Notice is hereby given that, in accordance with the Constitution, the Annual General Meeting of the MG Car Club Limited will be held at Strathfield Golf Course, 52 Weeroona Road, Strathfield 2135 on Tuesday 12th November 2024 at 7.30 pm.

Business

- To accept the minutes of the 2023 Annual General Meeting, Posted in Dec 2023 *Opposite Lock*
- To elect Directors for the year 12th November 2024 to 12th November 2025.
- To receive and consider the Balance Sheet, Statement of Profit and Loss and the Reports of the Directors and Auditors in respect of the twelve months ended 30th June 2024.
- To transact any other business which may be brought forward in accordance with the Constitution.

Please Note

- Only current financial members of the above Club shall be entitled to stand for office, vote or nominate / second candidates for election.
- Any current financial member entitled to vote and unable to attend in person is entitled to appoint a proxy, utilising the Proxy Form below .
- Any current financial member may nominate a qualified person (one only) for election to the Board by using the Nomination Form below.

Directors Nomination Form

I Membership Number.....Signature.....

being a current financial member of the MG Car Club Limited, hereby nominate

.....

for the position of Director at the Annual General Meeting of the Club to be held on 12th November 2024 and at any adjournment thereof.

Seconded

Signed Membership Number.....

Acceptance

I Membership Number hereby accept nomination as a Director.

NB: The completed form must be lodged with the Honorary Secretary at least 30 days before the scheduled date for the Annual General Meeting.

Email to secretary@mgcarclubsydney.com.au or hand to Secretary or President at the October Members Gathering.

MG Car Club Limited, Proxy Form

I, as a financial member of the MG Car Club Limited, hereby appoint

.....(Name)

of.....(Address)

As my proxy, to vote for me, on my behalf, at the Annual General Meeting of the MG Car Club Limited to be held on 12th November 2024 and at any adjournment thereof.

Signed thisday of 2024

Member Name..... Member Number

NB. The completed form must be lodged with the Honorary Secretary at least 48 hours before the scheduled time for the Annual General Meeting. Email to secretary@mgcarclubsydney.com.au or hand to Secretary or President at the October Members Gathering.

MG Car Club Limited – Other Club Positions

In addition to the positions of Directors, at the Annual General Meeting of the Club to be held on 12th November 2024 and at any adjournment thereof the following positions are to be filled.

N.B. there is no form to be completed for these roles.

Please advise the President John Clarke, any Director or the Club Secretary Matthew Crawford before or at the AGM if you are interested in any club positions or would like to renew.

There is a presumption that if we have not heard from any current officials to the contrary, that you are willing to continue to serve.

Email secretary@mgcarclubsydney.com.au

Club Officials

Model Registrars

Club Treasurer
Club Secretary
All British Day Coordinator
Breakfast Runs
CAMS Representative
Club Plates
CMC
Illawarra Register
Club Library

Club Concours
Touring
Member Liaison
Membership Secretary
National Meeting Coordinator
Rally
Regalia
Motor Sports Australia
Website

Pre-war
TC
TD
TF
MGA
MGB

Postwar Saloon
Magnette
RV8
F & TF Modern
C & V8
Midget & FWD

We currently have the position of Regalia Captain vacant together with Midget and FWD



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The 2024 Alpine Classic Rally Club, entries now open.

Come out and enjoy some of the finest roads and scenery NSW has to offer. This year's event encompasses just under 800km over the weekend of the 26th and 27th of October, consisting of very minimal unsealed sections! The course this year starts at Lithgow, and winds its way to Bathurst, and back to Lithgow.

The Alpine Classic holds a special place within the Classic Rally Club, and this year will be again be no exception. We have catered for all levels of experience, to make sure all entered have an enjoyable event.

Classic Rallying is a wonderful way to not only enjoy getting your pride and joy out for a great run, but gives you the opportunity to be able to work together as a team, and enjoy the social aspect, catching up with other crews and seeing how much fun this style of event can really be.

Important things to note – we can only accept 80 entries – that's it! So if you want to be apart of this year's event, you should look at getting an entry in.

Just remember – if you don't have a classic car – no worries, all you need is a team of two up for a weekend of great driving roads and a sense of fun.

All required forms are located within the 'Download' tab found on the website, thealpineclassic.com.au.

So get your entry in, we know you'll enjoy it.

It is also a great idea to book your accommodation early to avoid disappointment.

If choosing to stay for the Friday night (25th), the officials are staying in Lithgow at the Zig Zag Motel. This is always a good option. Their contact details are <https://www.inzgroup.com/zig-zag-motel-lithgow> and (02) 6352 2477.

We are overnighing in Bathurst this year, with the dinner to be held at the Bathurst Panthers Club. Officials are staying at the Country Lodge Motor Inn.

We look forward to having you along this year.

Alan Walker - Event Director 0432 511 709

Lauren Walker - Event Coordinator 0401 877 704

Lui MacLennan - Event Secretary 0418 645 623

<https://www.thealpineclassic.com.au/>

<https://www.facebook.com/thealpineclassic>

Classic Rally Club Inc.

<http://www.classicrallyclub.com.au/>

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SYDNEY ANTIQUE MACHINERY CLUB INC.

40A Racecourse Road, Clarendon, NSW 2756

ABN: 83 626 540 927

21/07/2024

Invitation to the "Clarendon Classic" Rally 2024

The Sydney Antique Machinery Club extends an invitation to members of your club to display at our annual "Clarendon Classic" Rally on the 21st and 22nd of September 2024. The event will be held at the Hawkesbury Showground, Racecourse Road, Clarendon, opposite the Richmond RAAF Base. Setup is on Friday 20th of September 2024 from 8.00 am.

The event will feature all kinds of antique and vintage machinery including stationary engines, tractors, trucks, buses, cars, motorcycles, boats, steam power, model and unique vehicle displays. We are again co-hosting the "Kenworth Klassic" truck display of historic and working trucks.

We will also be running active tractor displays, including a tractor pull sled (no competition, Display only), and junior tractor drivers' activities.

This year's themes are "Chrysler cars, Wolesley equipment, Chevrolet trucks, vintage motorcycles and pre 1940 tractors.", but of course all exhibits are most welcome.

Exhibitors are welcome from all clubs.

Registration and proof of liability Insurance is required to enter active working display areas .Online registration before the event is preferred.

We will be having a welcome BBQ for exhibitors on the Friday night, at a cost of \$10.00 per person and a Saturday night dinner at a cost of \$25.00 per adult, and children under sixteen \$10.00, pre-booking is encouraged to secure your tickets. Limited tickets will be available at the registration office. Pre booking can be done on the Registration form which you can find on our website closer to the event.

Free onsite camping is available for exhibitors on the Friday, Saturday, and Sunday nights, also powered sites are available on a first in first served basis. There will be onsite security at the rally grounds. Please note, the Showground is an alcohol-free area, and open fires are totally banned. Dogs are permitted on a leash only.

As in previous years, we hope to have steam train rides running on the Richmond Line both days of our rally and Vintage double decker buses which will link our rally with Richmond Railway Station.

There will be a variety of food and coffee vans available onsite, and something for the kids with rides and jumping castles etc. Tractor pulled ride trailers will run for most of the two days.

Please visit our website: www.sydneyantiquemachineryclub.com for additional information

Regards,
Ray Galdes
Secretary

Email: secretary@sydneyantiquemachineryclub.com

Website: www.sydneyantiquemachineryclub.com
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6", 7", 8" SEPTEMBER 2024

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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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.

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

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 bring along the grandchildren for hands on fun with "Thomas the Tank engine"

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



MG's out and about at Cars & Coffee at St Ives Showground this first weekend in September.

Club Sebring- Le Mans Replica to go to Auction

The Board have made the difficult decision to put the Club Sebring up for auction with Donington's in November.



1969 MGB MK11.... Le Mans Replica

Chassis No. YHN6 732.

Built in Australia in January 1969.

Engine: 1800+ 60 thou (186cc)

Power :105 RWHP Hot Bits: HiPo Pistons, cam, head, weber extractors etc

Brakes; Disc/Drum Transmission: 4 Speed + 1 (OD)

Differential: LSD 3.9:1 ration Wheels: Minator (UK) alloy splined knock-off 15"x 6"

Significant drive train engine modifications along with the suspension, brakes and Sebring style additives to the body

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Membership Renewals 2024-2025

Thank you to all those members who have renewed their membership for the 2024-2025 financial year.

We have noticed that several of you have not renewed your membership of the MG Car Club for this financial year. We would like to remind you of the many benefits we provide to our members including:

- A monthly magazine emailed to you or for a minimal charge mailed as a hard copy.
- Technical and other support from our model registrars.
- Cheap concessional registration under the Historic and Classic schemes for eligible cars.
- Social and sporting activities including:
- Club runs and breakfast runs to interesting locations
- Monthly meetings usually with a guest speaker on various motoring, historical and general topics of interest.

- Regularity, super-sprint and other sporting activities
- An annual Concours as well as participation in the CMC/Shannons and All-British car show days.
- A National meeting held in conjunction with other MG Car Clubs throughout Australia.
- And most importantly the camaraderie of enjoying your MG with other like minded enthusiasts.

So we would love to see you renew your membership with the MG Car Club and join us in the many activities we offer our members.

Also please remember, if you are not a current financial member of an approved Car Club and your car is on one of the concessional registration schemes, even if your registration has not expired, your car is considered by the authorities to be unregistered.

You can renew your registration on-line or by contacting me on membership@mgcarclubsydney.com.au.

Lynn Calluad Membership Secretary 0433 134 207

NOVEMBER



Southern Highlands Run 'Lunch at Sutton Forest Inn'

Sunday 3rd November

T.C. Run - All Cars Welcome

Come enjoy the great country roads
via Buxton, Balmoral, Hilltop, Bowral,
Moss Vale & Sutton Forest
ending with a lunch at Sutton Forest Inn
Join us and enjoy the day!

Directions:
Meet at McDonalds Narellan
CRN of Northern Rd &
Camden Valley Way.
10:00 am



Book Now:
Wild Apricot App
www.mgcarclubsydney.com.au
John Carter - 0416292929
johnmartincarter@gmail.com
RSVP. 30th October - 2024



Cecil Kimber Lunch Run August 2024



This year's Cecil Kimber Run started off with 10 am assembly at Thornleigh Maccas. Robert Smith gave 25 drivers and 18 or so navigators a very good briefing on what to expect in both hazards and scenery along the route. He explained the run would take us through Hornsby and Galston Gorge to the Galston, Dural and the Arcadia areas. Luckily we didn't come across any horses, livestock or cyclists.

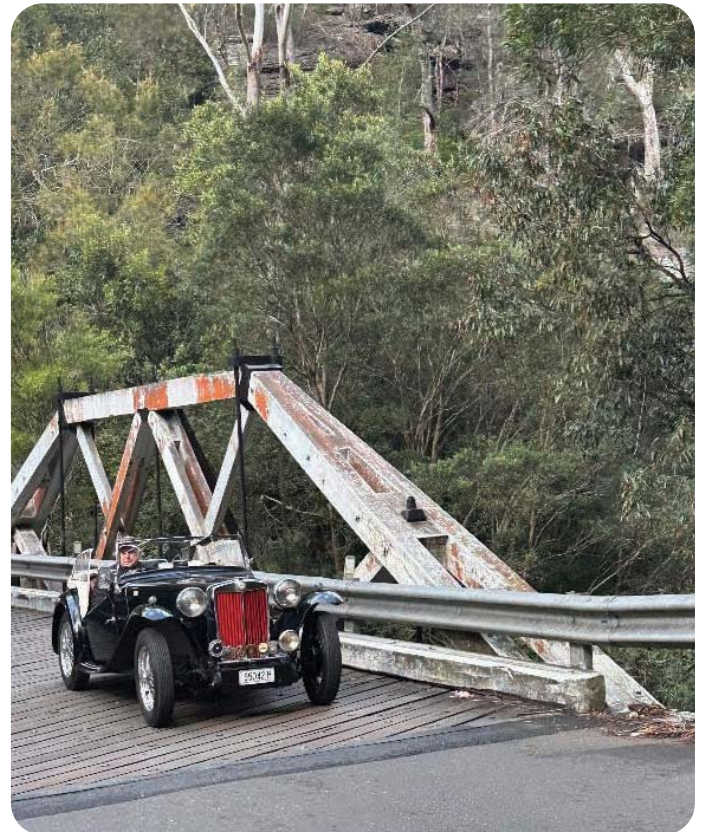
The run sheets were issued and revealed that after 49.3 km or 30.1 miles we should reach the Galston Club for lunch. Closer examination showed that all we had to do was follow 47 navigation points or the car in front! Thanks to Robert the sheet was very well set out and provided the driver had a copilot/navigator it all worked pretty smoothly. He very wisely suggested that for those without a copilot, just tuck in close to a car that did. A bit before 10.30 am the chequered flag was raised and we all set off in patchy sunshine and coolish, but very pleasant conditions.

Galston Gorge was kind to us with no cyclists, L plates, stuck trucks or other obstacles. For the B drivers it was rather pleasant to drop a gear and safely power through a few corners. Don Young on the other hand

had to very carefully negotiate the hairpin bends in "Pumkin" his 1928 New Phantom Rolls Royce. It really does need all the road for this task due to its rather long wheel base. Once we made it over the bridges and through the Gorge the navigation fun began. To maximise the scenery experience we tended to look at most areas from at least 3 or 4 perspectives as wound our way around Fagan Park, around various nurseries and many other features. I was sure we would end up at the Glenorie Bakery for a surprise visit, but alas not quite. The area is rich with small farm areas, nurseries and stately homes. Even for those that know the area well many new highlights were revealed as we toured for an hour or so until the Club car park was found. Luckily we had a good navigator and our "clump leader", Dom seemed to know the way with strategic pauses until we appeared in the rear view mirror.

The Club provided us good car parking and space to compare notes, to debrief and make any running adjustments. Lunch and a few drinks followed with plenty of time to socialise. Thanks Robert and team for a very pleasant run for all, including the first timers.

Chris McIntosh with photos and assistance from Hannah

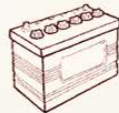




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Batteries



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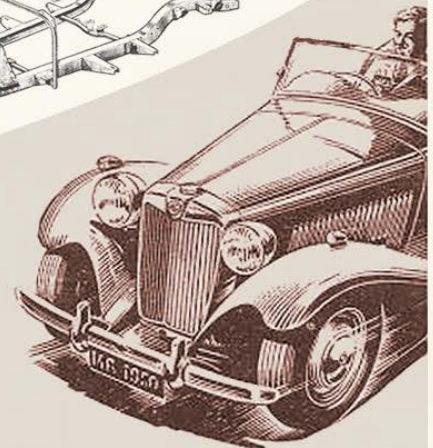
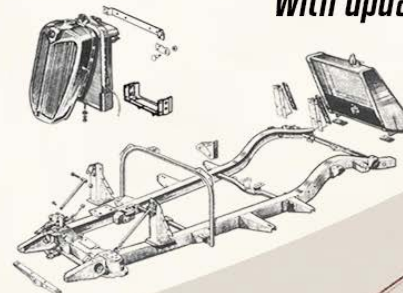


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One Last Hurrah: The 1994 MG RV8



It's tough to imagine the British car scene in North America without the MGB, which remains a popular starter classic and is available in every price range imaginable--and some price ranges that aren't. The iconic MGB was in production from 1962 until 1980, an entire era that saw relatively few changes introduced to the well-proven design.

The marque itself was overseen by three corporate parents during those 18 years on the line: BMC, British Motor Holdings and, finally, British Leyland. The basic roadster design spawned the MGC as well as the MGB GT coupes, the latter even being available in Buick V8 flavor from 1973 onward. But by 1980, the MGB exited production, unable to keep up with the competition from Japan even though the basic engineering was easy to work on and very well sorted. So that was it for the MGB, right?

Not quite. The idea of a small British roadster lived on, at least in the country that originated it.

The MGB made a brief comeback in 1993 in the guise of the MG RV8, a 3.9-liter V8-engined roadster that combined MGB architecture with Rover's corporate V8. And recently we got a chance to go for a spin in one. But first, a little bit more history.

By the late 1980s, MG was under the wing of a new corporate parent, the Rover Group: a descendant of British Leyland that wasn't just treading water all the time, for a change. Composed of the best parts of old BMC and BL, even joining forces with Honda on multiple sedans, the Rover Group occupied almost every segment in which it could sell a car. Every segment but one: the small roadster.

It was the sudden and overwhelming success of the Mazda Miata that awakened Rover to the realization that affordable roadsters were still a thing, and that, at one time, one of their brands was actually quite good at making affordable roadsters. Even though the MG brand itself was known more for boxy hatches and slightly dull impressions of Hondas by that time, it was still associated with the fun and sweet-handling B roadster that filled the roads when the weather was nice.



1,983 examples were made in the UK over three model years, with most going to Japan. The rest stayed in the UK.

To revive and redesign the existing MGB, a team of MG veterans was literally brought out of retirement for one last project -- everyone from the engineers to the assembly-line workers. If this sounds like the makings of Hollywood script, with a team of grizzled action heroes returning for one last run, consider that Rover allotted a budget of only £5 million for the entire project. Converted into present day dollars, that's approximately \$14,700,000, a sum that might not be sufficient today for a major automaker to properly design even a quarter of an engine.

Project Adder, as it was known, took advantage of as much existing MGB architecture as possible. Old MGB bodyshells were used as the basis for clay modeling bucks. In went the 3,950-cc Rover V8 engine with Lucas multipoint injection, good for 190 hp at 4,750 rpm and offering 234 lb-ft of torque. These figures gave the MG RV8 the ability to sprint to 60 mph in just 5.9 seconds, plenty quick for a small but heavy car with a relatively heavy engine up front. Power was sent to the rear wheels through a Rover R380 five-speed manual gearbox, though a few early cars used the Rover LT55 five-speed manual unit.

The MG RV8 turned out to be a mix of old and new technology, which is what one might expect from a "cameo appearance" such as this one, even though only 5 percent of the parts ended up being interchangeable with old MGBs. Up front, the car was sprung with an independent double-wishbone suspension with coil

springs, telescopic shocks, and an anti-roll bar. In the back, Rover went with a live axle with twin-taper leaf springs, telescopic shocks and an anti-roll bar. The MG RV8 received disc brakes up front and drums in the back, over the 15-inch cast alloy wheels. The steering and dash are very luxurious, compared to older MG interiors.

An excited MG displayed the car before the British public in October 1992. The initial response was lukewarm, probably owing to the £26,000 price, which works out to approximately £46,000 today or \$78,000, adjusted for inflation. That put the MG RV8 beyond Jaguar pricing, though not quite into Aston Martin territory. By that time, Aston was making just dozens of cars per year. But the response to the RV8 in Japan the following year was tremendous, and 1,300 buyers signed up on the spot. The MG RV8 went into production in 1993, with approximately 75 percent of cars being shipped to buyers in Japan. The rest stayed in the U.K., while a handful found buyers in Europe and a number of other RHD countries.

So how did our example end up in Canada?

Via Japan, it turns out. Michel Foti of Montreal was traveling in the U.K. a few years back and happened upon a classic car magazine in the airport. Even though he has owned British roadsters before, the existence of MG RV8s was news to him. Flipping through the magazine, he found a couple RV8s for sale in the U.K. After some searching on the Internet, he discovered that a fair chunk of the production run had been imported back to Britain from Japan. Foti kept searching until he found the Oxford Blue example that he brought to Canada.

"It's a 1994, one of the first sold in Japan, and I'm the third owner. A Japanese guy was the first owner, a British guy brought it back to the U.K., and I'm the third owner" Foti said as we settle in to go for a spin around Montreal on a subzero November morning.

Foti looked at three cars while he was in the U.K., visiting a dealer in Swansea, and, to his surprise, all of them had rather low mileage.

"This was the most expensive one of the three cars, but with [the] least mileage," Foti tells us. "But, of course, the car was like brand new, only 16,800 kilometers. It was funny to notice that the car was built in Coventry in the U.K., brought by sea to Japan, from Japan brought back to the U.K., and from U.K. brought back to Canada. So this car has more mileage by sea than road."



Very few parts are interchangeable with the MGB. Low mileage isn't always a good thing; having the equivalent of 10,400 miles on the clock meant the RV8 had likely seen long periods of dormancy. The car Foti bought required a little recommissioning but nothing major.

"I was surprised because when I bought it and I brought it back, it was like a tractor. It was very stiff," Foti says as we snake through Montreal traffic, with the metallic thrum of the V8 engine causing pedestrians to turn around with curiosity. "So the only thing I've done on the car is change everything that's rubber, everything that's rubber on the car. The tires, of course, all the bushings."

The chassis of the RV8 feels very different from that of old MGBs, as it should. For starters, the suspension has been redesigned pretty thoroughly; the wheels are wider, and so are the stance and the tires. And it's a much heavier car, too, with plenty of luxuries inside that would have seemed out of place in the old MGBs. No expense was spared, it seemed, to take the interior as far upmarket as possible, and the modest production plans allowed for every luxury trimming to be thrown at the RV8.

We ask Foti just how much of the old MGB is in this design.

"The guy who made the body shell of the car was the same who made the MGB in the beginning," Foti says "He was retired, and all of his team was retired. So they hired his whole team and the whole factory plant where they made the shell of the MGB, and they redesigned the car. So 60 percent of the car is the MGB, and 40 percent is Rover technology. Plus the gearbox and the engine, and the suspension is not the same as the original of the MGB." "The old over 3.9-liter V8 soldiered on, one of the best engines in Rover's lineup at the time.

As the RV8 makes its way through morning traffic, the behavior of the chassis simply cannot be compared to the old MGBs. The sheer heft of the car is felt every

second. Even though the overall length had stayed almost the same, the car feels bigger than the MGB does. Coupled with a no-expenses-spared interior, the overall feel is very much Jaguar XJS, which was still in production at the time when the RV8 was born.

"It's a little bit more weight for the engine. The good thing is that Rover worked perfectly with the suspension on the front because the engine is very heavy, so that was a problem with the MGB" Foti says.

"Do the wide tires really help?" we ask him.

"Oh yeah, it's different, you can feel it. Not, I would say at low speeds, but you can feel it when we're going very fast. The steering is very tough, and you need that. And you have no power steering, that is the other thing too. That is very tough."

The RV8 turned out to be a fairly successful exercise for Rover. Even though under 2,000 examples were built over two model years, the RV8 reconfirmed that Rover had the expertise and the touch to build roadsters, right when the world was finally coming out of a recession.

Perhaps it was the recession that kept the demand low, but the starting price of £26,000 was still a lot of money in the early 1990s. Aston Martin managed to shift a grand total of 46 cars in 1992. That's right: 46 cars for the whole year. Even if that wasn't necessarily a barometer of demand for British sports cars, Jaguar didn't rush to replace the aging XJS. The XK took over for it in 1996.

"When they came out with the car, it was 26,500 pounds. It was very expensive. At the same time, you had a Miata for 8,000, so it was very expensive," Foti says with a nod.

"So have most of them left Japan by now?" we ask.

"They still have a lot in Japan, but they have something, like, 900. And I was surprised, but they have a lot in Australia and New Zealand, so they have a few there."



The interior has been redesigned, tailored for comfort given the asking price at the time.

Before you rush out to look at British classic ads, let us remind you that U.S. residents still have four years to wait before they can legally register an RV8 in the U.S. That statement, of course, comes with a few asterisks: For Canadians, any cars older than 15 years are fair game, as opposed to 25 years for us. So the earliest RV8s can come in to the U.S in 2018. That's... a long time if you want an RV8, but the few RV8 owners in Canada (three really, including Foti) will tell you it's worth it.



For a car with such a limited run, parts are a bit scarce, but so far its lucky owner hasn't had to do much. After all, the car hasn't even hit 15,000 miles.

"I'm now trying to get two back lights right now in case something happens because they made only 2,000 pieces. I would say the light in the front is not a big thing because it's a part from the old Porsche 911," Foti says.

"Made by Bosch?" we ask.

"Yes, but the back casing was made just for this model, and they didn't make a lot of them. So just that is more expensive than the disc brakes," Foti replies.

A number of RV8s have since come back to the UK, though a few ended up in Australia and New Zealand. With the run of under 2,000 examples, it is about what you'd expect when it comes to sourcing parts, but there really isn't anything in the RV8 that cannot be sourced from the Rover Group parts bin or reproduced from scratch, if needed, given the cottage industry for reproduction MGB parts.

"I remember when I was 20 years old and I was very lucky to get an MGB at that time," Foti tells us. "And for me, at that time, I'd wanted a roadster car for my life, all my life. Of course my life changed, like everybody, and I did not have a roadster car for many years. I have the chance to have one back, and I am very happy about it."

Years of manufacture: 1993-1995
Number made: 1,983
Number sold in the U.S: 0
Number sold in Japan: 1,581
Similar cars: MGB, MGC, MGB GT V8
Value range: \$14,000 - \$25,000
Best source of parts: Japan, U.K.

Ray Ramey. Autoweek





MG CAR CLUB OF NSW ANNUAL CONCOURS AND DISPLAY DAY

SUNDAY 20th OCTOBER
2024

SILVERWATER PARK

Entry via Clyde St Silverwater

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

Days Program as follows;

7.00am Toolbox Safety Meeting for Officials & Volunteers to then help with;

- Set out park for different classes
- Erection of Marquees / Banners / Signs
- Set up tables and chairs, help run power etc.

7.30am Install Road Signs on Silverwater Road turn-off to the Park.

8.00am Gates opened for Display Cars

9.00am Judges briefing begins, please volunteer as this is a good way to learn about car presentation and judging

9.00am Display Cars to be in position

9.30am Entry Gate closes – Cyclist path open

9.30am Class Judging begins

Lunch break

Approx 1.00 pm Class winners called forward for Outright judging

Approx 2.00pm Presentation of Awards and trophies begins

Approx 2.30pm Official end of the event and cars start leaving

3.00pm Volunteers help with dismantling of Marquees etc and load into truck.

4.00pm Clean-up complete, park gates locked.

5.00pm unload truck at Kennards Gladesville.

Please let Jacques Calluau, jcalluau@live.com or 0433 506 668 if you need more information.



MG Cyberster Launch 2024



The MG Car Club was invited to MG Motor in Artarmon early in August for the unveiling of the new MG Cyberster. Over 45 members attended the event, with many of our vintage cars lined up on the forecourt. Sadly we were not able to drive the vehicle, but all members were invited to sit in the drivers seat and admire the aeroplane like cockpit. The engine was running the entire time, but nobody heard it!



2025 National Meeting - Albury Wodonga



Dates: Friday 18 - Tuesday 22 April

Each National Meeting brings together MG enthusiasts from far and wide, giving us a chance to catch up with interstate friends, see some beautiful MGs and get involved in a number of terrific events.

A huge amount of planning, preparation and work goes into these National Meetings and having a good turnout makes all that worthwhile. As NSW now fully appreciates, having hosted the 2024 National Meeting which was a resounding success. Will anyone there ever forget the Matchbox display car stand at the Concours or the tractors at the Saturday night outdoor function? My TA will forever be a Matchbox toy!



We had more NSW members turn up at the Nat Meet in Tamworth than we have seen at a Nat Meet for many years. Let's see if we can continue the trend and keep those numbers building at the Nat Meet in 2025 in Albury Wodonga!

The twin cities of Albury and Wodonga offer us not just the opportunity to participate in a National Meeting. There are other things to do and see in these two cities so plan to spend a couple of more days in the area.

Below is a list of what to see and do in both cities. Next I will look at areas around these two cities which are worth exploring. You have driven this far, had loads of fun at the National Meeting, then enjoy what Albury and Wodonga have to offer.



Albury Wodonga

The two cities have a combined population of 100,000 and effectively operate as one notwithstanding many irritants called "border anomalies".

Where is the state border? Why is the Base Hospital physically in NSW and run by the Victorian Department of Health? And most of the news (ABC and commercials) come out of Melbourne?

In April, the weather is usually at its stable best – cool crisp nights followed by bright sunny days when temperatures should be in the low 20s C.

Geographically, Albury Wodonga is where the mountains and valleys of NE Victoria meet the vast southern Riverina plains. From a few kilometres west of Albury there are no hills of any significance – none – until the Adelaide Hills! East and south from Albury Wodonga are the Upper Murray, Mitta Mitta, Kiewa and Ovens River valleys all rising in the Australian Alps. Wodonga is the fastest growing regional city in Victoria.

Albury - things to see and do:

- Albury City Library Museum, Kiewa Street – always interesting and changing displays.
- Murray Art Gallery, Dean Street (between Kiewa & Olive Sts).
- St Matthew's Anglican Church, Kiewa Street
- Albury Botanical Gardens, Dean Street (western end). Check out the large kauri pine tree and the children's garden toilets (not joking).
- Albury Railway Station – a symmetrical Victorian Italianate style building and platform 450m long.



- Ample scope for “retail therapy” and lunch & dinner choices along Dean Street (main street).
- Stock up at the largest Harris Farm Market in NSW – cnr Riverina Hwy & Young Sts.
- Noreuil Park & Murray River walks. This is Hume & Hovell territory- explored on their journey to & from Port Phillip (present day Geelong) in 1824.
- Wonga Wetlands – 6km west of Albury on Riverina Hwy. Paved walking tracks through the Murray floodplain containing items of First Nations heritage, various sculptures and home to 150 species of birds and native animals all in their natural environment.



- Hume Weir – 15km east of Albury on Riverina Hwy. Parklands & picnic area and, walk across the top of the dam wall.



Wodonga - things to see and do:

- Farmer’s Market – Lincoln Causeway (old Hume Hwy just south of river) with lots of action very Saturday morning (including Easter).



- Riverside walks and bike tracks – paved tracks from Lincoln causeway and around Sumsion Gardens.
- Retail therapy – more opportunities in High Street & Junction Place. This is on the site of the old railway goods yards & shed and is supposedly the largest urban redevelopment project in regional Australia.
- Army Museum, Bandiana- about 10km off Murray Valley Hwy – contains interesting displays even for people not particularly interested in military history.



- Bonegilla Migrant camp – about 20km off Murray Valley Hwy – the major camp for all post World War II migrants from UK & Europe. Displays show the camp living conditions and memorabilia of individuals & family groups.



Book your accommodation now so you don't miss out staying with the NSW contingent:

Albury Townhouse Motel
461 Wilson St, Albury NSW 2640
+61 2 6021 3000

info@alburytownhouse.com.au
and

Albury Georgian Motel
599 Young Street, Albury, NSW 2640
+61 2 60218744

See you in 2025 - Ros Bastian

Illawarra Register

Michael Hough



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. Here is a list of the remaining Illawarra register events: MG Car Club Illawarra Register, members & friends Updates on our programme for 2024.

I ask you to update and replace all previous information in early magazines and bulletins.

Christmas in July 2024.

This very popular and happy event was successfully held at Corrimal RSL Club on the last Sunday in July, and was attended by a very sociable group of people drawn from the Illawarra Registers of the MG Car Club of Sydney, The Jaguar Drivers Club of Australia, the MG Restorers Club, and the South Coast Veteran and Vintage Car clubs, all keen to support local Scouts through this popular event.

Approx 40 people attended, and unfortunately I was quite ill on the day, and did not make it, so I want to thank Ron and Eveline Critcher for organizing and running the event, and providing the photos attached.

Sunday 15th September.

National Motoring Heritage Day

The All British Day has been transferred to the Hawkesbury Showground as The Kings School was unable to accommodate the event. By coincidence, the postponed National Motoring Heritage Day has also been scheduled for the Berry Showground that day.

The Illawarra Register is choosing to attend the NMH Day at Berry for 2024, and we will need to RV at the Nungarry Rest Stop at Dunmore for an 0815 departure for Berry.

Tuesday 1st October Visit to Graeme Lord's Man Cave at Mittagong

Not surprisingly this has proved very popular with both the Jaguar Drivers Club and the MG Car Club members. So after consultation with Graeme, we have now negotiated two different dates, with the MG Illawarra Register date changed to Tuesday 1st October.

We will RV at MacDonalds / Hungry Jacks at Fairy Meadow, depart at 0900 and drive to Mittagong in convoy, to arrive by approx. 1030

Please note:

Graeme Lord has now de-registered his business, and so we are visiting his Man Cave.

This raises a public liability insurance issue and after checking we have ensured that the MG Car Club membership fee covers us each for public liability insurance.

This means that if you are not a financial member of the MG car Club on 1st October 24 you should not attend this event please. A better option, please MG Car Club before that date and be covered.

To join. Please go to:-

<https://mgccs.wildapricot.org/membership-application>

Thursday 28th November

Lunch Run to Green well Point. RV Details TBA

Please put the above update dates into your diary, and I hope to see you at the Illawarra registers remaining events in 2024.

We have started to plan 2025 schedual of events, so if you have any suggestions we are keen to hear from you. Cheers and enjoy your classic motoring.

Michael Hough, Illawarra Register



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.

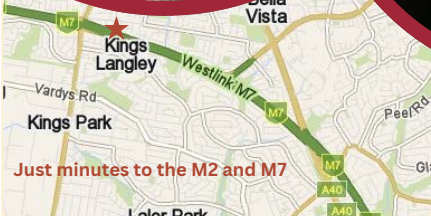
Apart from admin tasks you do have to field email or phone inquiries from existing or prospective members but that is what keeps you in touch with the base.

Brian Woolmer Club Plates



Vintage & Classic Car Hub

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50+ cars for self drive rental

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

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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.



Kango Mango

WINE/CHAMPAGNE PICNIC TABLE



\$149

TRANSFORMING SPECIAL OCCASIONS



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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Order by email, pay by direct deposit for these prices.



\$330

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4cyl rubber nose GEX162 original
equipment

MGB Steel bonnet aftermarket
HZA4014Z



\$900

Send us your
parts list &
we'll quote on
it!



\$440ea

Full length Floor Pan Sprite MKI &
MKII left or right original
equipment
MS23AR/MS23AL

Floor Pan Left or Right MGB MKI or
MKII HZA414/HZA415 or
HZA628/HZA629



\$160ea

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Peninsula

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View: www.peninsulasportscars.com.au

Make-A-Wish Australia

The Sydney Car Show by the Central Sydney Branch of Make-A-Wish Australia is back for its 3rd year! Starting in 2022, The Sydney Car Show has raised over \$63,000 since its inception. We have showcased approximately 240 cars over the past 2 years, with the money raised having helped many wishes come true. Last year as part of the event, we created "Finn's Garage" as part of the anticipation of his wish to attend the Grand Prix.

Details are as follows:

Date: Sunday 22nd September 2024

Vehicle entry: 7 am-8:45 am | \$80 per car or \$25 per motorbike

Public entry: 9 am-12:30 pm | Donation on entry

Location: 85 Waterloo Road, Macquarie Park

Register your vehicle here: <https://bit.ly/3RwvMFz>

Donation page: <https://bit.ly/4epZRAB>

Facebook page: <https://www.facebook.com/share/Z1NVT6fsZzPTq6Dy/>

Photos (2022): <https://www.sydneylens.com.au/Automotive/Make-A-Wish>

There will be food trucks, racing simulators and a great raffle on the day. Raffle prizes include

- 2x tickets to Coldplay,
- 2x \$100 vouchers to Bunnings Warehouse,
- Four Pillars Gin Pack,
- \$50 voucher to Gelato Messina,
- A signed Wallabies All Stars Jersey and much more!

Please let me know if you have any questions.

Emma Levy

President

Central Sydney Volunteer Branch

Make-A-Wish Australia

0410 348 210

1898 IT GROWS! AND GROWS!!

Thirty Years of Satisfactory Service!

THIRTY years ago Mr. W. R. MORRIS founded the concern now known as THE MORRIS GARAGES LTD. The constant increase and progress of this firm are a striking testimony to the foresight of Mr. MORRIS, for in those days motoring was a new thing that received a very mixed reception, which was mainly hostile. Since that day, however, THE MORRIS GARAGES LTD. has never looked back.

In 1898 Mr. MORRIS opened a small showroom in High Street with an attendant workshop covering a total area of approximately 800 square feet. During the same year he acquired some sheds in Longwall Street, thereby increasing the total superficial area to some 2,800 square feet.

Gradually, as motoring became more popular, the business grew, and in 1909 it was found necessary to take on some premises in St. Cross Road, opposite the Longwall Depot, bringing the total area up to about 3,400 square feet.

The courage and foresight of Mr. MORRIS was very evident in the rebuilding of the Longwall Depot in 1911. The new building, which is unchanged to this day, was designed, combining one very large garage with workshops at the back and offices and showrooms in front, all under one-roof. In the most modern service garages the space is very similarly allocated.

In 1911, The present Longwall Service Depot, built on the site of the old sheds. The firm had now under its control about 10,000 square feet, and the following year, 1912, a site was acquired in Queen Street, and the present well-known showrooms and offices were built adding yet another 6,465 square feet.

In 1913 the spacious Clarendon Garage was taken over with its 14,000 square feet, and so at the outbreak of the Great War there was a grand total of 30,515 square feet in the occupation of THE MORRIS GARAGES LTD.

For the next few years, of course, there was no chance for progress in industry, but soon after the war ended, things began to happen rapidly. In 1922 premises were taken over in Magdalen Street and Pusey Lane (then Alfred Street).

1923 saw the rebuilding of the Clarendon Garage as it is to-day—the most conveniently-situated garage in Oxford—well organised with its up-to-date workshop equipment and ample garage space. Also here is located a large fleet of luxurious hire cars.

1898, 800 Square Feet. The Morris

Phone 2241



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

Art & Photography Competition 2024

Motors & Masterpieces is proud to unveil the inaugural Art and Photography Prize sections of festivities, with the pre-eminent automotive event set to take over the Melbourne Showgrounds from November 22 to 24, 2024.

The subject matter for prospective entrants is simply 'The Classic Motoring Movement', and it is recommended that entries attempt to fit into one of the event's 10 themes, with selected pieces displayed at the event in the relevant area.

Separate awards are available in both the artwork and photography divisions, with the first prize for each being \$4,000, while each runner-up will receive \$1,000.

All entries remain the property of the entrants; however, Motors & Masterpieces reserves the right to use the winning and runner-up entries as promotional materials for the 2025 event, with due recognition given. Further to this, the entrants cannot use these works for other commercial purposes.

The selection of winners will be made by a panel of prominent individuals from the Australian art and cultural scene, with their decision will be final and incontestable.

All entries must be made through the Motors & Masterpieces website no later than October 18th, 2024.

info@motorsandmasterpieces.com

Selected entries must be made available to the event organisers at the Melbourne Showgrounds on 21 November 2024, with details to be provided beforehand.

Themes for Motors and Masterpieces 2024 include:

- La Dolce Vita
- California Dreaming
- Tokyo Lights
- Swinging London
- Great Southern Land
- Golden Age
- High Society
- Continental Classics
- Monaco Glitz and
- Chequered Flag
- Want to know more?

Check out the Motors & Masterpieces website today, enter your art or photography, and be a part of a celebration that promises to be truly special.

info@motorsportandmasterpieces.com



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Classifieds - Cars



1956 Magnette.

This Magnette is finished in Twilight Grey and the odometer reads 59,588. It has been recently serviced, receiving a new fuel tank and lines and a new battery, and drives well.

There is some minor wear and tear of the Twilight Grey finish due to age.

The interior needs work and can be a project for a car enthusiast. Currently a member of the MG car club and has the original engine.

Price -\$16,000 AUD, negotiable

Location: Epping NSW for inspection

Contact: Bhavna Shivalkar

466 821 903

bhavnashivalkar@gmail.com.au



1998 MGF

Nightfire Red September 1998 MGF with an odometer reads 120k.

I have owned the car for over 22 years and I would prefer to sell under market value to an MG member or enthusiast before I contemplate putting her on the open market. I've owned MGs continually since the early 1980s but future downsizing and knee issues, sadly means the MGF has to finally go.

Good condition, fully registered in NSW until late Sept 2024.

Hard top & Soft top & Mk2 Tonneau cover.

MG Centre of Sydney fitted coil over adjustable shock (no more hydragas issues) to original height

NOS MGTF CD player

Mk2 T-Bar with speakers (both original cassette radio and T-Bar included)

2 spare MGF leather seats with alcantara inserts with original MGF windstop.

Location: Cherrybrook

Price: \$4,500

Contact: John Meyer 0414 994 848

jahmeyer2329@gmail.com



1951 MG TD

In good order, benefiting from a previous restoration to the tune of \$40,000. The odometer reads 20,247 miles.

It is offered for sale by an owner of five years who kept it garaged and didn't run it in competition. It was a local car to Walcha before the current owner.

During the restoration, the motor and gearbox were removed and refurbished and the interior was re-trimmed. The engine is understood to have done low mileage since the rebuild.

Available for inspection.

Location: Walcha

Price: \$40,000

Contact: Peter Norbury

0428 780 133

pnorburymotors@bigpond.com



1955 MG TF 1500

I am the third owner of this car and it is in excellent condition.

It has a 5 speed gear box.

Price: \$55,000.

Contact: James Bennett

0456 220 649.

Or David on 0417 698 178.

cgbennett1997@gmail.com.au



MGB 1970 Auto.

This rare unrestored automatic MGB is available for sale. Selling as is, this will make the perfect project car.

The NSW registration expired on July 22, so there are 90 days from then to secure a pink slip.

The engine starts and runs ok and is mated to a factory original automatic transmission. The car is fit with a new battery and front tyres.

The MGB needs a new bonnet, as on a recent Sunday drive the bonnet was unsecured, flew up and bent, and is no longer able to close correctly. Other remaining work includes a new soft top, complete paint respray and repair of paint cracks, surface rust and patina, and attention to the interior door trim.

The sale will include replacement front seats from a 1968 MGB model.

Extra photos or video are available upon request.

Price: \$11,500 ONO. Selling due to illness – all genuine offers considered.

Location:

Contact: Gerry 0432 838 743

gerardvolt@yahoo.com.au





1949 MG Y Type

Four door saloon, finished in British Racing Green with tan interior.

Powered by the single carburettor version of the XPAG 1250cc motor.

The car has a sliding roof and design features of the period such as forward opening front doors, tilting windscreen and burr walnut veneered woodwork, and has period accessories including "Jackall" hydraulic jacking system, 1940's valve radio and Smiths Beehive heater.

Obtained from Phil Redhead (Sportsparts Pty Ltd) in 1974, and since then has been maintained to a high standard including body and mechanical restoration in the 1980's. Originally it was used as a daily/weekly drive, but recently has been placed on Historic Registration 34953J (not transferable).

Price: \$21500

Condition: Good, as per the photos.

Location: Galston 2159 NSW.

Contact: Graham Monaghan

02 9653 1230

gmono99@proton.me



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

fichtrebor@gmail.com



1919 Buick Model H-45 Touring.

It is a caramel mustard colour. It is in great working order. The motor hums along beautifully. Both the interior and exterior are in great condition.

The tank fuel supply line will need some attention like cleaning.

Personally we are not interested in doing this hence the price is slightly negotiable. The vehicle is not registered.

Price: \$29,000 ONO

Location: Wauchope NSW which is 20 minutes inland from Port Macquarie and 5 minutes off the Pacific Highway.

Contact: Tracy. 0414 724 542

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



1951 MG TD MK1

* 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





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



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



1971 MGB

Fully Restored Regardless of Cost.

When I joined the club in 1970, the idea of spending \$80,000 restoring an MGB was unthinkable. That figure would have bought four home units! But it's what's been spent on this stunning and immaculate 1971 model in Connaught Green. Rotisserie restoration, everything done correctly, except it has light tan leather interior (luxury!), a classic chrome grille, and a new softtop with zip-our rear window. It sports fresh chrome wire wheels, carpets, radiator, fan etc. I have to tell you that it's not mine, but haggling starts at around half the amount invested.

Contact: Text John Young
 0412 246 911 (I'm traveling shortly) and I'll put you in touch with the owner's representative.

jycomms@hotmail.com

Classifieds - Parts



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 carburetor and exhaust manifold

All in good working order and will fire up.

Price: \$2,500. Reduced

Contact: Zig 0414 693 841
z.bluzmanis8@gmail.com

MG TF Beige trim kit (New)
 \$1500 ono

MGA Black trim kit (New)
 \$1500 ono

MG TC/TD XPAG Engine
 \$1500 ono

Contact: James Bennett
 0456 220 649.

Or David on 0417 698 178.
cgbennett1997@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

Classifieds - Parts



A pair of MGB wire wheels for sale.

Price: \$100 for the pair

Location: Mosman

Contact: Shari

shariamery13@gmail.com

0414 587 550.

NEW



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



Wanted

Would an owner of a MG Green MGTC or MGTD be willing to assist with providing the car for our daughter's wedding in the Southern Highlands on 14th September?

Our Daughter is getting married on the 14th of September 2024, at Bendooley Estate in the book barn and has requested if I could find a MG Green MG TD or TC that they can use for having photos with after the wedding ceremony, apparently our restored 1972 MGB is not the look she is going for, much to our disgust I might say.

Do you know of any owners of green TD's or TC's that are in the Southern Highlands area or Greater Sydney that I could contact to have a car available for the photos. We do not need to have the bride driven or arrive in the car it will just be required for photos with the couple after the ceremony. We are happy to pay a hiring fee.

With thanks. Ian & Deborah Ross

Contact: debra.j.ross@outlook.com
0490 917 791

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

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- 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:



New bonnet for MGB 1970.

Contact: Gerry 0432 838 743

gerardvolt@yahoo.com.au

NEW



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

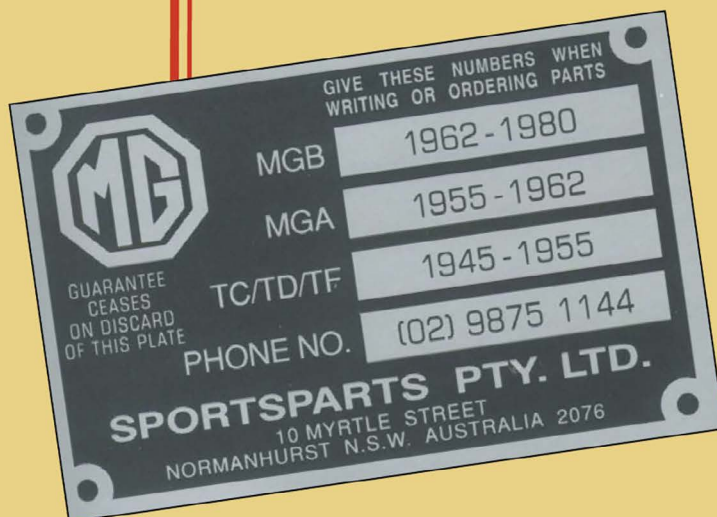


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