



Official Journal of the MG Car Club – Sydney

Opposite Lock



October 2024

Notice of AGM

MGB Restoration

In this issue

Shannons Classic

All British Day

MGCC Sydney Club Calendar 2024

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, North Ryde RSL
- 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, North Ryde RSL.
- 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 – 1/12HSRCA 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, TBA
- 25 Santa comes - Get some MGCC regalia to put under your tree



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It's All About MG's

"Now the problem you have is that when you have the unerring certainty of machinery, it is a machine. When something has foibles, it won't handle properly, that gives it a particularly human quality because it makes mistakes.

And that's how you can build a relationship with a car that other people won't get."

Jeremy Clarkson

October President's Report

CMC/Shannon's event at Eastern Creek in August ✓. All British Day at Hawkesbury Showground last month ✓. With only our annual Concours and Display Day at Silverwater Park on the 20th of this month to go, our show time for this year is almost over. The Concours and Display Day is our premier event and a great opportunity for you to give your MG the spit and polish it deserves. So please come along and bring your MG, your family and friends for what promises to be another great day.



At last month's member's gathering I mentioned that we would need to move our meetings from Strathfield Golf Club. The Golf Club has taken on a new company to manage its facilities and they were wanting to charge an exorbitant fee for a meeting room, which frankly we could not afford.

I have been offered a great many suggestions for new venues, but to keep it manageable we focused our search to the Ryde area. Our previous meeting place was at Denniston and before that at Henley/Gladesville, both of which were in the general Ryde area, seemed readily accessible to most members, and were popular. And while the facilities at Strathfield Golf Club are excellent, I was also conscious that one of the biggest criticisms I have had is about the terrible traffic to get there in peak hour. And that seemed to be fairly universal regardless of where people were coming from.

After looking at several venues the Board has decided to go to the North Ryde RSL. It has a good meeting room and dining facilities and is readily accessible from Victoria Road, Epping Road, the M2 and Lane Cove Tunnel. While acknowledging that there are tolls on the M2 and Lane Cove Tunnel, this location should address some of the traffic concerns. We have this venue booked for the October and November Member's Gatherings and would plan to hold a social function for our December meeting. Watch this space for further details.

This does of course mean that the location for our AGM in November has changed. Please see the amended notice of meeting in this edition of *Opposite Lock*. The AGM is your opportunity to hear from the Directors and have your say about the running of your Club. I would encourage you to attend. And as I have mentioned, we do have vacant positions on the Board, so if you would like to help run your club please get your nominations in to Matthew Crawford, our Secretary. The completed nomination forms can be emailed to secretary@mgcarclubsydney.com.au or given to Matthew or me at the October member's gathering.

And whilst on the subject of vacant positions we still don't have anyone to take over from Granville Harris as our Regalia Officer. 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.

Well, that's it from me for another month. So get your MG out of the garage and enjoy all of the wonderful activities we have for our members. See you at the Concours and Display Day.

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!

Roy Morgan	MG
Chris Pearson	MGB
Risden Knightley	MGB
Darren McGuigan	TF
Russell & Karen Futter	MGA
Mike Daly	MGB
Nicholas Stevens	MGA

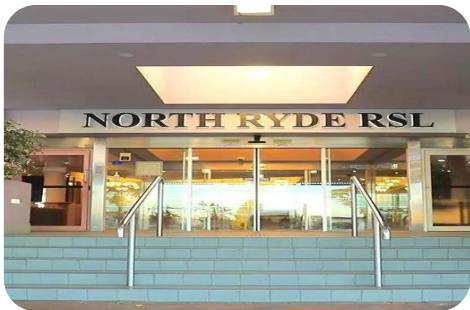
769 Active members

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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New Location. North Ryde RSL



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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.



October 2024 Cover:
All British Day.
Photo: Greg Fereday

October 2024

Opposite Lock

Contributing photographers:

Thanks To:

Micheal Hough,

Alan Heritage, Greg Fereday,

Peter Baldry, John O'Neill,

Bruce Duncan, Claudia Lovett ,

Matt Crawford, Alan Wright,

Ros Bastian, Dennis Tower,

Hilary Wren,

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 Calluud	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

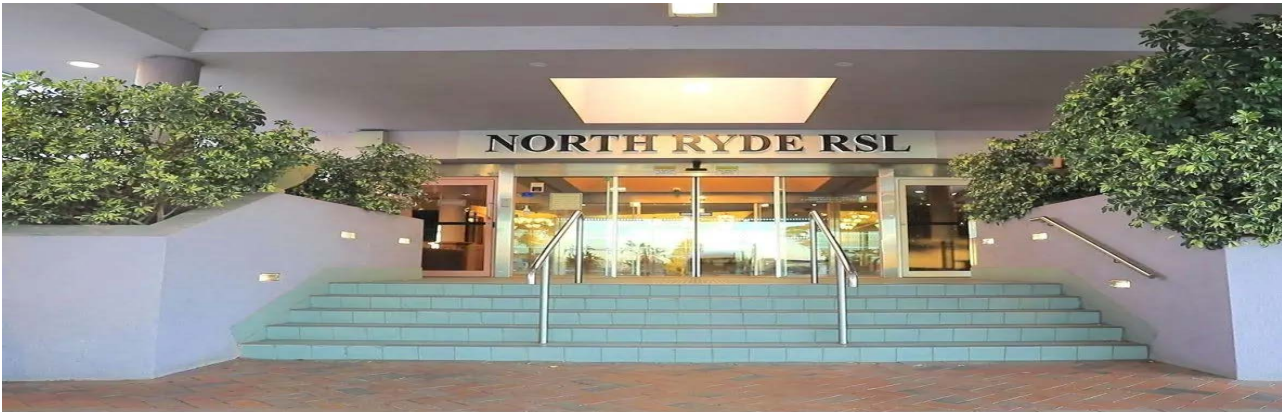
Model Registrars

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 Calluud	Lynn	0433 506 668	jcalluud@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 Milward	Kim	0409 242 353	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

8th October Members Gathering



As mentioned at our last members gathering, Strathfield Golf Club have changed their management and have significantly increased their costs, making it prohibitive for us to hold our meeting there in the future.

A new venue has been secured and our next meeting will be held on 8th October at

NORTH RYDE RSL, 27-41 Magdala Road, North Ryde, just off Pittwater road.

They have a large dining facility and bar as well as plenty of car parking space. As it is an RSL you will need proof of identity and you will need to sign in. Our meeting will commence at 7 pm.

We will welcome back as our guest speaker 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.

Hilary Wren



12th November Members Gathering

This meeting will be our annual AGM and will also be held at **NORTH RYDE RSL**, 27-41 Magdala Road, North Ryde. For our Members Christmas party on 10th December we will hold a Social Function, the venue yet to be determined.

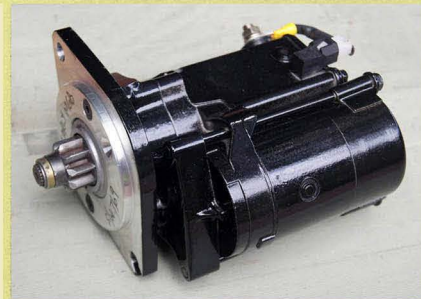
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Have British Sports Cars Had Their Day?



Almost a year ago, The Roadster Factory, a beloved British car parts supplier suffered a tragic fire at its Pennsylvania warehouse. It might have been a metaphor for the classic British sports car world in general. From market data to shifting demographics, this part of the hobby is suffering setbacks.

In the timeline of sports cars (especially affordable ones) British cars had a run comparable to the dinosaurs. From roughly 1945 until 1980 or so, little English roadsters ruled the planet. From beachfront drives to SCCA race grids and autocross runs, they were absolutely everywhere. Then, labor issues, bad management, non-existent R&D budgets, and increased competition from other car-building nations brought things to a sad end. But that wasn't quite the end of things. A massive subculture and aftermarket ecosystem sprouted up and flourished, keeping these cars on the road long after the demise of the OEMs and ushering them into "classic" status. The baby boomers who remembered British two-seaters when they were new made up the lion's share of this culture. They loved their MGBs, Austin-Healeys and Triumph TR6s.



Millennials and Gen-Zers, not so much. With flat values for the last decade, is the reign of the British sports car finally over? Maybe, maybe not.

From the early 2000s until roughly 2015, British sports cars had a pretty decent run in the collector car market. Excellent TR6s became \$25,000+ cars, perfectly restored Austin-Healey 3000 MKIIIs could bring well over \$100,000, and good Jaguar E-types more than double that. It was the knock-on effect of people buying the cars that imprinted on them in their youth. It hopped

with other 1950s-70s cars, too. But with older Boomers lightening their loads, it seems like the market is getting smaller for classic British sports cars.

Strangely, the only millennials that I know who own British sports cars own Spridgets (a portmanteau of Austin-Healey Sprite/MG Midget). I personally know four Spridget owners who are under 40. Some of the appeal for them is a factor of the cars' simplicity and sheer cheekiness, but mostly, it's because they're super affordable. Interestingly, though, these seem to be dead-end acquisitions for millennial enthusiasts. By that I mean they're not a gateway to other, more sophisticated British cars further up the ladder. Young Spitfire owners don't move up to a TR6 and young Sprite owners don't move up to a Big Healey, much less something like an E-Type. Boomers and Gen-Xers thought that was the most beautiful car ever, but it just doesn't resonate with a lot of younger enthusiasts.



Hagerty's insurance data backs this up. While first generation (1965-73) Ford Mustangs fit squarely into the baby boomer demographic by model year, they have significant appeal with younger buyers as over 20 percent of insurance quotes come from millennial buyers. For the 1961-67 E-Type, on the other hand, that number is less than 6 percent, and for the Austin-Healey 3000 it's a little better at slightly above 10 percent. The MG TF, which carries a value low enough to be tempting to younger buyers, nevertheless sees a dismal 4.7 percent of quotes from millennials, and just 1.6 percent from Gen Z. As for values, Hagerty's British Car Index has been conspicuously quiet even during the pandemic boom of the early 2020s. The index's average price of \$91,760 is basically the same as it was in 2015.

Submitted by *Stuart Ratcliff*. Rob Sass. Hagerty Media

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 North Ryde RSL, 27-41 Magdala Road, North Ryde, 2113. 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 Registrars.



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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/>

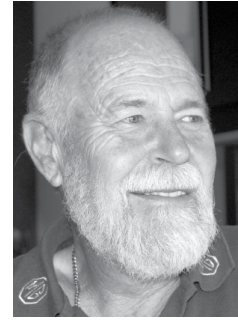
<https://www.facebook.com/ClassicRallyClub>



Gathering of the Faithful 13th-15th September



Quite a different event this year commencing with a dinner/dance at Wagga Wagga RSL on the Friday night. The venue and meals were excellent and the entertainment for the night fitted the occasion.



Saturday morning was registration in the carpark and judging of the various makes of MGs and this time Austin Healeys were present and judged being a close relative to the MG. Saturday afternoon was the fun run out in the countryside and back into Wagga Wagga

at the local church hall where afternoon tea was provided by the local Country Women's Association. As usual a fantastic spread of cakes, biscuits, scones, tarts and sandwiches, too much for all to consume unfortunately.

Saturday night was a free night so we decided to have a sausage sizzle at the motel (that was about all we needed after that afternoon tea)

Sunday morning was a cooked breakfast back at the carpark put on by the Rotary Club. After breakfast the president of the MG Car Club of Wagga Wagga announced the winners of the judging and handed out the awards to the winners.

The Magnette owners in Australia use this event as a National Meet every year with owners coming from as far as Queensland, Melbourne, Geelong and Sydney. Numbers were down this year as we have had as many as 17 attending on previous years.

It is a pity that the All British Day once again coincided with this event preventing people from attending both events.

Peter Baldry Magnette Registrar



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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 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 Calluaud, jcalluaud@live.com or 0433 506 668 if you need more information.



MGCC RV8 Run to the Zig Zag Railway.

MGCC RV8 Run 29th September 2024



The RV8 Run took some 50 club members and their families on a Steam Rail Experience to the ZIG ZAG Railway, Clarence, NSW in the Blue Mountains.

A great day was had by all with a sensational line up of RV8 's and grand children mesmerised by the steam trains from another era. Our Club took over an entire carriage, as was the interest. With thanks to Club Registrar Alan Heritage for organising the event.



Club Sebring- Le Mans Replica to go to Auction

The Board has made the difficult decision to put the Club Sebring up for auction 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 and paying via a credit card 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



Shannons Sydney Classic 2024



*Matthew Crawford 2nd in class
1950-59 with his Y Type

*Alan Nolan 3rd in class 1960-69 with
his MGC

*Richard Hawley 2nd in class 1970-79
with his MGB

Congratulations to you all, well done.

We all enjoyed our controlled lap of the
race circuit although on this occasion
one of our number failed to proceed
and was towed back to base by a
brand new fully electric KEA, perhaps a
glimpse of the future of motoring!

Jim Lovett

A bright and sunny morning greeted us for the annual SMSP Shannons display day at the venue we all still refer to as Eastern Creek.

Over 100 motoring clubs were represented with close to 1800 cars and motorcycles on display with over 4000 paying public attending for the day.



Our club was represented with 18 vehicles in the general area and 3 entered in the Concours, one of the most prestigious of its type in the State.

Pitt row garages housed motoring memorabilia and merchandise everything from slot car racing, tyres tools and several partly restored cars were of great interest. However the Concours Display was the most popular area of the day with about 30 vehicles on display.

Our entrants performed exceptionally well with all 3 in the results.





SHANNONS SYDNEY CLASSIC 2024 - CONCOURS WINNERS



John Rumsey Shield		ROSE FRENCH & FRAN GLAZIER	Winner Best Individual Effort National Motoring Heritage Day 2024
Rover Owners Shield		MOTORLIFE MUSEUM	Best Club Effort NMHD 2024
Concours d'Elegance			
<u>DECADES</u>			
Vintage 1920-1929	Winner	MARIO TROPEA	1929 PACKARD 640
1960-1969	Winner	JEAN KERR	1934 FORD V8 ROADSTER
1950-1959	Winner	ALLANA FLYNN-O'NEILE	1957 MGA 1500
	2nd	MATTHEW CRAWFORD	1951 MG Y TYPE—SPECIAL
1960-1969	Winner	PHIL McCARROL	1967 MASERATI MISTRAL
	2nd	LAWRENCE BONELLO	1965 MUSTANG FASTBACK
	3rd	ALAN NOLAN	1968 MG C
1970-1979	Winner	ARTHUR GRIFFITHS	1972 VALIANT VH CHARGER R/T
	2nd	RICHARD HAWLEY	1970 MG B
	3rd	MICHAEL STILLONE	1970 ALFA ROMEO GTV 1750
1980-1989	Winner	STEVE CADY	1984 FORD KB LASER SPORT
	2nd	JOE GARZANITI	1988 HOLDEN VL SS GROUP A
	3rd	ROB LOSURDO	1985 HOLDEN VK BERLINA
1990-2004	Winner	JOE GARZANITI	1991 HOLDEN VN SS GROUP A
	2nd	KAREN SINGH	1993 PORSCHE 968 S
BEST MOTORCYCLE	Winner	JIM CARMODY	1942 HARLEY DAVIDSON WLA
BEST CVS (Modified)	Winner	ARTHUR SPIROPOULOS	1971 FORD XY FAIRMONT
BRYAN HORNE AWARD			
<i>(Best Australian Car)</i>	Winner	RICHARD HAWLEY	1970 MG B
KEN TOWNSEND			
AWARD Most Original	Winner	IAN TABONE	1967 TOYOTA 1600GT RT55
JUDGES CHOICE	Winner	MARIO TROPEA	1929 PACKARD 640
BEST CLUB DISPLAY	Winner	VINCENT HRD	
BEST TRADE DISPLAY	Winner	MOTORETRO	
GRAND CHAMPION			
GEORGE ROBERTS TROPHY	Winner	MARIO TROPEA	1929 PACKARD 640

MGB Restoration



I always wanted to restore a car. Over the years I worked on my own daily transports as needed, but I wanted a project. Why an MGB? Over the years I had friends who owned MGBs, and I worked with people who had MGBs as their daily drive. I can recall back in the mid-60s going to a family friend's place where the owner had a B. Although I don't remember the car, I do remember the removable white hard top on a stand in the garage.

So my restoration project was to be an MGB or a LJ Torana GTR, which was my wife's preference. Somehow, I won and an MGB it was to be. But not any MGB. I wanted an Australian assembled Mk1.

So, in February 2002 I found what I was after. On the good side, a 1963 car with matching numbers and fairly original. On the bad side, several shades of white to cover the accidents and rust. The car drove well, had plenty of torque and was smooth ride on the road. The car was to be restored to original, but not concours condition.

A months' worth of Rego was used to get acquainted and show the car off, then it was pulled it apart. The B was loved by the neighbors. With only a hotdog in the exhaust it could easily set off their car alarms.

The time came for the car to be stripped down. It was placed onto a rotisserie to aid with transport and to increase access all round. The rotisserie was home made using 2 engine stands joined at the bottom and had larger solid wheels which made moving around the garage easy. The body was to be sand blasted, so everything had to come off. Many parts as they were taken off were restored, tagged and stored away.

Dismantling showed extent of the rust, and sandblasting showed the thickness of the bog used to cover the dents and holes. Once sand blasted, POR15 was used on the good panels and those that needed work were given a spray of rattle can undercoat.



Sills



Boot



Rust claimed many panels, including the sill panels on both sides. Fortunately, the inner sill panels were good as were both floor pans which had been already replaced by the previous owner. The boot floor and both inner and outer rear guard on the driver's side, also needed to be replaced due to rust. The rear beaver panel was replaced as it was severely dented and filled with bog up to 12mm thick in places and still way out of shape. The front guard on the driver's side had also suffered badly from rust on the lower section.



The passenger side door was twice the weight as normal due to the amount of filler used to fill the huge dent in the middle and the rust on the bottom of the door. Mk1 doors are not very common. Ebay got me a Mk1 door with a good frame but bad outer skin. A Mk2 door provided a good outer skin. So it was out with the grinder and a homemade tool to lift the inside door skin lip, separate the panels, clean up the good pieces and join them together. Once done I needed to modify the door skin around the lock area to accept the Mk1 lock barrel.



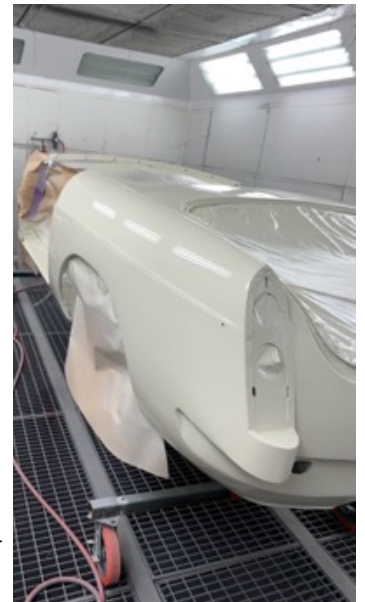
Another area for panel repair was on the front inner guards. The MGB door hinges are fixed with 4 countersunk screws easily seen, and a hidden nut at the back which could only be accessed when removing the guard, or what's called the splash plate. A previous repairer was not aware of the splash plate so had used the gas axe to cut four slots from inside to remove the nut.



With most of the sheet metal work done, the body was sent out to be prepared for paint. Then off to the paint shop for fresh paint in the original colour of Nuburg White.

With the paint work completed, the car was back home and the fun part of putting it back together was started.

While still on the rotisserie, much of the work underneath was completed, this included new brake lines, fuel line and wiring harness.



Next the body was to put on its wheels. The front cross member was restored early on with all new parts, along with the rear axle. Covid was in full swing at the time and new rear springs were not available so I had the old ones rebuilt. Once on its wheels the car was placed on a set of dollies which again made it easy to move around the garage.

MGB Restoration

With the car now on its wheels, it was time to find all those parts which had been restored previously or bought. A list which showed the order at which parts are fitted would have been helpful, e.g. the door cards are put on after the chrome strips are fitted and the door mirrors are bolted on.

Researching different aspects of the rebuild, the fitting



of the windscreen frame base rubber was voted as one of the hardest of tasks, and yes, it was. I don't know why I didn't use silicone spray in the track before fitting.

I was looking forward to fitting the interior panels. The original colour was red, so the replacements also needed to be red.

This was when the project started to look more like a car, especially when new chrome was fitted.

The dash was pulled from storage. This had been painted before putting away and I could remember not being happy with the finished outcome. OCD kicked in,



so it was sanded back and repainted. This happened several times until I was happy with the wrinkled finish. Gauges were fitted with LED lamps and the dash was set in place.

Sound deadening and carpet (14 pieces in all) were bought and fitted to the car. To put nice clean holes in the right positions in the carpet, a small bladed screwdriver was pushed from the underside, then appropriate sized metal tubes were heated, pushed into the carpet to form the holes.

Mechanical items such as steering and brakes were installed.

The car has now been set up with a negative



earth. This will assist with the installation of any new electronics, such as distributor and radio. Most other electrical components have been fitted with extra fuses. The 1963 MGB had only two fuses and one of those was for the horn. The car now has nine suitably rated fuses.

The seats were in fairly sad condition. I had another pair which were not much better.

The best seat frames were cleaned, welded back together and painted. The original seat support was a rubber diaphragm which research showed tended to fail quickly. I therefore fitted new webbing which was stretched into place. A couple of different stretching methods were tried, till I settled on the pictured version.

The MGB has a lack of simple, easily accessible storage for one's phone or wallet, so while I was playing with the seats, I fitted a sliding shelf (a slice tray from the kitchen), that runs under the driver's seat.

The rebuilt frames were then fitted with new backboards, base and back foams.

Upholstered seat covers were made by Mark Wells of "Hogs, Rods and Restos" at Robinson. He's done a nice job.

The petrol tank was dragged out from its hiding spot, cleaned inside and out, repainted and fitted to the car. A new fuel pump was fitted along with a filter before the pump.

The time had come to start the engine rebuild. After some procrastination, I decided to have the engine professionally rebuilt. This was one of my better decisions. I spoke to Bob Rowntree Automotive at Thirlmere. He told me to take the stripped engine to his machinists who would measure the block and other components.

All measurements came up to spec, but only just. The bore and bearings were already 20thou oversize, so the easy decision was made to machine to the next size. Before machining, the crankshaft was crack tested and this showed up two cracks.

Problem: This motor was the original three bearing motor for the car and I wanted to keep it. So the hunt was on for another crank. These are fairly rare. After a couple of months and a few false starts, I found one (and only one) which was brand new. Expensive!

It appeared that during a previous rebuild, a mixture of different valves had been installed. The head also received some attention after machining with hardened valve seats, new valves, and new valve springs.

On completion of all machining, the motor was reassembled with new internals. It was then installed with the transmission attached.

The carburettors also had some attention. They were fully stripped, cleaned and bushes were replaced. A new standard exhaust was also fitted.



The radiator was sent off to be cleaned, flushed, pressure tested and painted. Not much left now. The petrol tank was filled and flushed a few times, together with the fuel pump and piping up to the engine bay.



The car was then placed on a trailer and towed back to Bob, who gave the motor its first start. He also ran in the new cam bearings, set the timing and tuned the carburettors. As expected Bob gave me some homework.

The starter motor was occasionally sticking, which was disappointing as I had stripped and cleaned the Bendix prior to fitting to the motor. A new Hi Torque starter fixed that problem.

The charge light was staying on, however the generator was testing well. I concluded that the problem was with the Lucas regulator. On swapping with the aftermarket unit that came with car, that problem was solved.

Another challenge was the choke not locking when fully extended.

One of the quickest and easiest sources of information on the MGB was the internet. Often I would check sites such as MGB Experience, and search whatever I wanted to know. Over the years, someone had already asked the same question. A fine example was when I checked the choke cable locking mechanism and got this image above. The original locking key is sometimes plastic which breaks quickly but mine was metal and had worn a groove. A small weld filled the groove and was then filled flat.

After 22 ½ years, the car is now on the road and going on short reliability runs to sort out the gremlins. There is a saying, 'a car restoration is never finished'. I learned a lot about MGBs and am sure that some things could have been done differently or better.



There have been many frustrations, but I have enjoyed the long journey.



Alan Wright, submitted by Richard Morgan



Sunday 15th September 2024

Sunday 15th September was a great day to be out and about. There were over a thousand cars at the All British Display Day held this year at the Hawkesbury Showground which although a distance for some club members did attract several others including Bev and Brian Langlands who brought along their MG TB and an MGB GT.

Other members came from Port Stephens and Kincurrie. The club was supported by around 42 members and three others. There was a host of MB's, a gaggle of T Types, a ZB Magnette and a Y Tourer.

Lamentably there was an absence of any MGAs although there were several scattered amongst other clubs including two twin cams.

Allan and Lindsay brought along their MG C which also participated in the Concours with five other cars, however did not earn a guernsey this time around but

there is always next year.

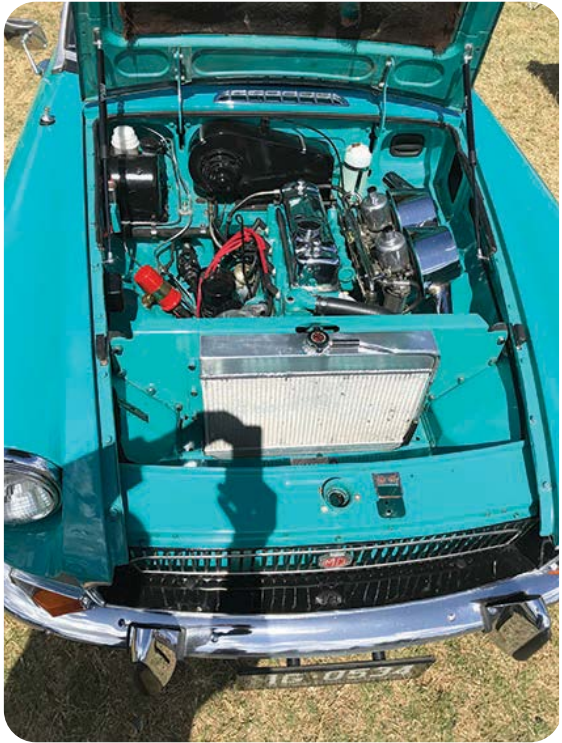
Granville Harris came along and set up two tents, one for merchandise and one for cover from the sun. Granville sold several pieces of merchandise and Club regalia before calling it a day later in the afternoon.

I understand from John Clarke there was a lack of trade tents compared to previous years when the event was held at Kings School.

This was my first time representing the MGCC at the All British Association and arranging the Club's participation at the event. I am looking forward to the event next year where I should have at least one of my cars present.

John O'Neill. All British Day Co-ordinator





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



The convoy down was very smooth, and the arrival details for the National Motoring Heritage Day entry were very clear and well organized.

Unfortunately, the very strong winds persisted across the day, although the showers held off, and this meant that although the car numbers were surprisingly strong given the weather, there were not many visitors apart from the car drivers and passengers themselves. Please see the pictures taken before and during the event. It is a really nice venue and a good event to support if you possibly can in the future.

Visit to Graeme Lord's Man Cave at Mittagong is now happening Tuesday 1st October.

Not surprisingly this has proved very popular with both the Jaguar Drivers Club (Illawarra register) and the MG Car Club (Illawarra register) members, so after consultation with Graeme, we have now negotiated two different dates, and the MG Illawarra Register date is now 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

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, or a better option, please join the MG Car Club before that date and be covered.

To join please go to:-

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

November 28th Lunch Run to Greenwell Point.

RV Details TBA

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

We have started to plan events for 2025 and would welcome any suggestions.

Please email Michael on mhough5@gmail.com

Cheers and enjoy your classic motoring.

Michael Hough Illawarra Register

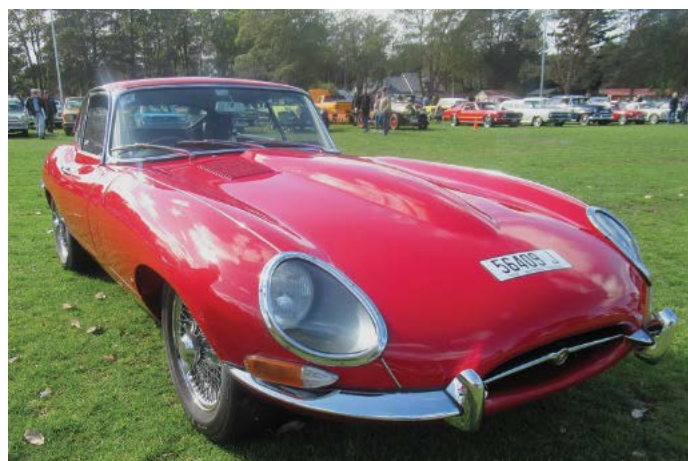
Welcome to another month of classic motoring, and I hope that you are enjoying taking a classic car for a run. Thank you for your support of our MG Car Club, Illawarra Register, and as there have been a number of significant changes to our scheduled events for the remainder of 2024, I again ask that you replace or updating all previous information in early magazines and bulletins.

National Motoring Heritage Day vs All British Day. 15th September 2024.

In my opinion very unfortunately, that the All British Day venue was transferred to the Hawkesbury Showground, and by coincidence, the postponed National Motoring Heritage Day has also been scheduled for the Berry Showground that day.

The Illawarra Register chose to attend the National Motoring Heritage Day at Berry for 2024, and unfortunately it was a very cold and extremely windy day with showers forecast, and I am sure that deterred a number from attending on the day!

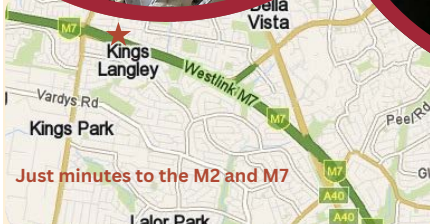
Regardless, 6 cars – 3 MG and 3 Jaguars were at the RV at the Nungarry Rest Stop at Dunmore for an 0830 departure for Berry, and we left on time.





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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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1951 MG TD



My name is Dennis Tower. St Louis Missouri, USA.
 My father in-law was a member of your group in the 70's.
 He didn't bring his car to Australia, but joined the club
 while he was working there.
 I would love to get a badge for the front of his MG TD.

He passed away in 2016. His daughter and I are keeping
 the legacy going. Car shows and fun runs.

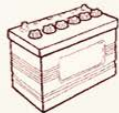
Thanks very much. Sincerely , Dennis.

PS. Our Club is forwarding the requested badge in
 global MG commradery.

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 for over 60 years



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Batteries



Penrite Oil

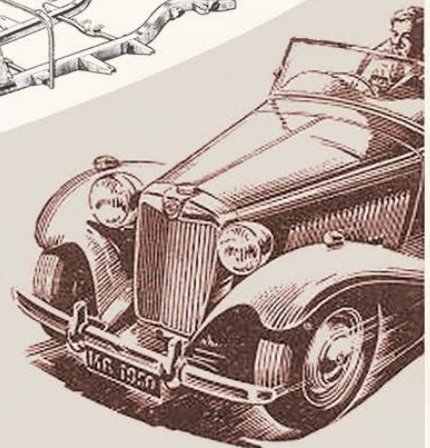
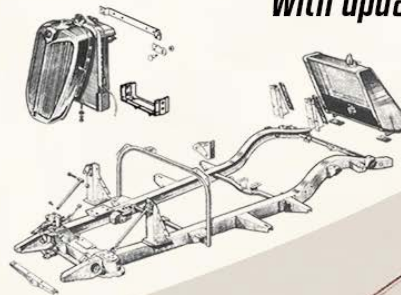


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Art & Photography Competition 2024

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
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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.

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Classifieds - Cars



This largely original 1957 MGA in Glacier Blue is available for sale. The engine and chassis numbers are consistent with the age of the car and the 1957 model year. The odometer currently reads 33,500 kilometres and the car is registered on historic registration until May 2025.

The engine was overhauled by Mike Dwyer and has 9,500 miles on it since the work was completed. A receipt for this work is available. During this work it was fit with upgraded pistons to 1600cc.

The engine is mated to the original four speed gearbox and a stainless exhaust. The MGA is currently fitted with a 3.9 diff ratio and the standard 4.3 is available with the sale. It rides chromed wheels with stainless steel spokes.

The vehicle is in generally good condition, but not perfect, and it drives well. There is no known rust and the chassis has been oiled for protection.

The car is located at Forestville and the price is \$40,000.

Jim Kent. jbkent@icloud.com
0417 549 541



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



This 1949 MG TC is finished in Sequoia Cream with red leather trim and black vinyl hood and tonneau. It benefits from a fully documented 9-year restoration completed in 2014, after which it was the winner of the TC Show & Shine at the MG Car Club Sydney Concours d'Elegance in 2014, 2015, 2016, 2017 and 2019.

It was built for club touring with a mildly tuned engine and features a 5 speed gearbox and leisurely 4.55 final drive.

On full NSW registration until 22/5/2025 with very appropriate number plate 49 TC MG.

Immaculate condition. More details on request.

Location: Queanbeyan, NSW

Price: \$45,000

Contact: Bob Beer – Life Member MGCC

arctic.seals@telstra.com

0438 747 099



This 1977 MGB rubbernose limited edition model was built to US specs (unleaded) and imported by the previous owner in 1991. It has been in the care of the current owner since 1999.

The car received a closed door respray in 2012 completed by our local "old school" mechanic (who has since restored/rebuilt his own MGB). Work also included new interiors (carpet, seats covers, door cards) electric ignition, new battery, heated seats, Bluetooth hands free stereo, electric aerial, all covers.

Full history of parts that have been replaced and purchased since 1999.

Current mileage is 39,214 miles and full registration to 19 December 2024

\$25,000 ono

Sandro Spinetti. 0401 895 292
Sandro.Spinetti@boral.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



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



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



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

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:



Classifieds - Parts



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, registered Sept 24 Hard & Soft top & Mk2 Tonneau 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 .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



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



NEW

Hauler Trailer

This motorsport hauler trailer was purpose built to carry a P-Type MG and will comfortably handle a TC. It has always been garaged and seen very little use.

Registered until September 2025.

Price: \$3,500.

Location: Queanbeyan, NSW

Contact: Bob Beer

0438 747 099

arctic.seals@telstra.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

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

First color is the wire - second is the stripe

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



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.au

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

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

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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



Sportsparts Pty Ltd.

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