



Official Journal of the MG Car Club – Sydney

Opposite Lock



November 2024 In this issue

Notice of AGM
Annual Concours

Touring By EV in Eastern Australia
Zig Zag Railway Day

MGCC Sydney Club Calendar 2024

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 – 1/12 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
Hunters Hill Bowling Club, Hilary Wren

- 25 Santa comes - Get some MGCC regalia to put under your tree



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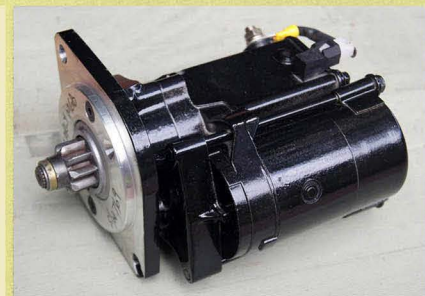


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November President's Report



I have just returned from another successful Concours and Display Day.

Thankfully the weather gods were kind to us and after a few days of rain we ended up with a fine and warm day.

We were a little down on numbers this year, with 87 cars attending, including 3 non-marque cars, so maybe the weather over the previous days impacted peoples MG preparation.

We had lined up with MG Motor to have their new Cyberster on display, which I am sure would have created a lot of interest, but unfortunately, they pulled out the week before due to other marketing commitments with the car.

Congratulations to all of the winners in both the Premier Concours class and the show and shine. But even if you didn't win a medal or a trophy then I hope you enjoyed the opportunity to come out and show your pride and joy.

Our thanks need to go to Jacques Callaud who took on the role of organising this year's Concours. It's a big job with lots of preparation required and the day went off without a hitch.

And also, a great many thanks to the many members who arrived early to help unload the truck, set up the field, put up the tents, manage the entrance to the park and do the myriad of other jobs required.

Last month we held our member's gathering at the North Ryde RSL for the first time. We had a good turn out with nearly 60 members in attendance and an interesting presentation on the HM Bark Endeavour from Gillian Lewis of the Maritime Museum.

At the end of the meeting I enquired how the members felt about the RSL club and received overwhelmingly positive feedback. So, when I was asked by the RSL club if we would like to book in for next year I have taken the opportunity to do so in order to secure our 2nd Tuesday of the month members gathering slot. So, for November this year and from February next year we will meet at the North Ryde RSL.

December is our Christmas function, this year we will be holding as a casual event at the Hunters Hill Bowling Club with barefoot bowls as a bit of fun for those that want to participate. Please see the ad in this edition of the magazine and don't forget to book through the membership system if you would like to come along and enjoy some Christmas cheer.

And don't forget that the November members gathering at the North Ryde RSL club is also the AGM. The AGM is your opportunity to hear from the Directors and have your say about the running of the Club and I would encourage you to attend. The club's audited accounts are up in the members section of the website should you wish to have a look.

While the end of the year is near, we still have lots of great activities for you to enjoy before the bloke in the red suit puts presents under your tree.

We have the TC Registrar's run to the Southern Highlands, a breakfast run to Wiseman's Ferry, the Illawarra Registrar's run to Greenwell Point, the MGA and MGB workshop day at Greg Keenan's shed and the TD Registrar run to the Rail Museum. Check out the dates on the calander and the ads in the magazine. So get your MG out of the garage and enjoy all of the wonderful activities we have for our members.

I hope to see you there.

John Clark.

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!

Paul & Lee Jones	MGB
Jon Grey	MGB
Peter Hendry	RV8
David Ratcliff	Non-marque
Ron Farlow	TF modern
Andrew Rutty	MGB GT
Paula Thistleton	Midget +FWD
Stamatios Konidaris	RV8
Anthony Teasdale	MGB

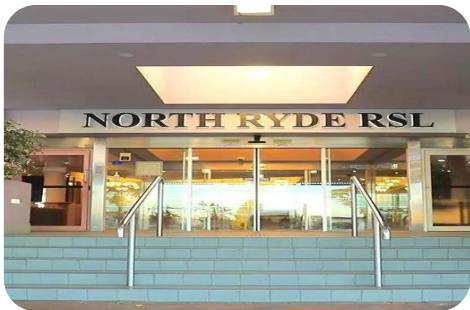
782 Active members

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@mgarclubsydney.com.au





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New Location. North Ryde RSL



Page 18 Rob Roy Hill Climb



Page 12-14 MG Concours Day



Page 19 RV8 Zig Zag Railway Run



Page 16 Sebring Auction Dec 2024
with Donnington's



Page 26 Illawarra Register

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November 2024

Opposite Lock

Contributing photographers:

Thanks To:

Micheal Hough,

Alan Heritage, Greg Fereday,

Frank Perry, Hilary Wren

Alison Reeves-White

Steve Lumley,

Greg Keenan, Bill Hamade

Geoff Starkey, Scott Bailey,

Syd Reinhardt.



November 2024 Cover:

John Chadban's MG TF at Concours
taking children on a joy ride.

Photo: Hilary Wren

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CAMS
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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
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Membership Secretary	Lynn Calluud	Jacques	0433 134 207	membership@mgcarclubsydney.com.au
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Board Position/CMC	Jim Lovett	Claudia	0407 478 866	jameslovett03@gmail.com

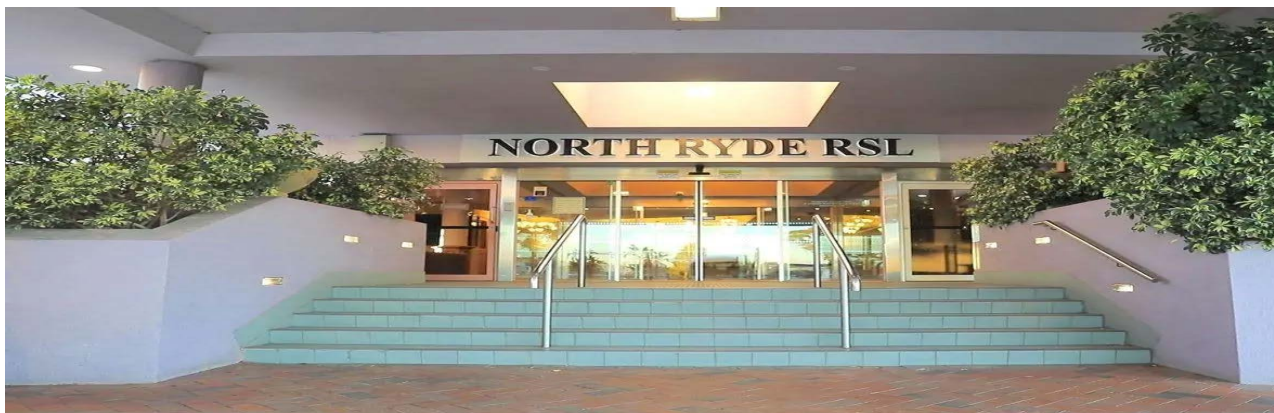
Model Registrars

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	John Chadban		0407 960 647	joncity@outlook.com.au
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	0490 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

Members Gatherings 2025 will occur at North Ryde RSL



Following a successful club meeting on 8th October 2024 , we will be holding our AGM on 12th November at the North Ryde RLS. The Christmas function will be held at Hunters Hill Bowling Club on 10th December 2024.

All our club meeting in 2025 will be held at The North Rdye RSL commencing on 11th February 2025.

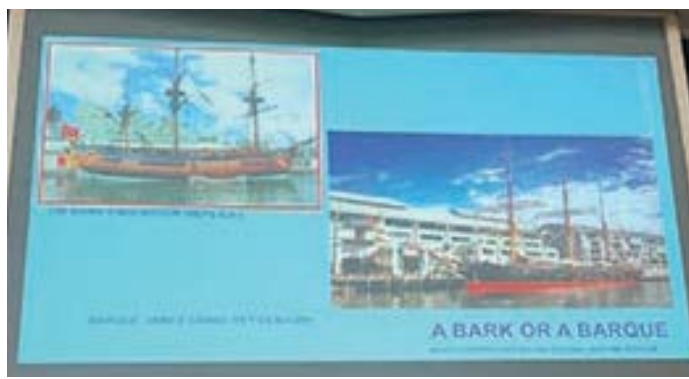
NORTH RYDE RSL, 27-41 Magdala Road, North Ryde, just off Pittwater Road.

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 meetings will commence at 7 pm.

At our meeting in October we welcomed back Gillian Lewis from the Australian National Maritime Museum, which she joined in 2008 as a volunteer guide.

On this occasion Gillian told the fascinating story of the Endeavour. From it's humble beginnings as a little coal-carrying ship, originally called the Earl of Pembroke, but better known as His Majesty's Bark Endeavour.

It was then refurbished and became known as the Endeavour which James Cook sailed around the world in 1768-1771. Limping back to England after such a long voyage, it was again refurbished and re named. It then sailed on several occasions from England to The Falkland Islands off the southern tip of South America. The American war of Independence then broke out and the ship found itself sailing to America in the largest over fleet of British ships over to sail , other than the D day landings in WW2. Until recently the fate of this vessel was not know until it was discovered in the mud just of Newport Harbour Rhode Island, USA where the British fleet was scuttled to prevent the French from entering the harbour.



THE MG CAR CLUB



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IF YOU'VE GOT WHAT IT
TAKES TO CONTRIBUTE TO THE SUCCESS OF THE REGALIA FOR YOUR
CLUB PLEASE CONTACT THE PRESIDENT,
JOHN CLARKE OR ONE OF THE OTHER DIRECTORS.

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 by Signature.....

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 Midget and FWD Registrars vacant.



MG CAR CLUB FINANCIALS 2023-24

The Club's Annual Financial Report has been completed and audited. It is available on the Members' section of the Club website.

For the 2023-24 financial year the Club recorded a surplus of \$ 1,517, compared with a surplus of \$ 4,911 last year.

This year's surplus included a surplus of \$19,224 from normal activities and a loss of \$ 17,707 from hosting the National Meeting in Tamworth.

For normal activities, income increased by about \$ 17,000 and expenses increased by about \$ 3,000 compared with last year.

The National Meeting loss was affected by a lower than anticipated attendance, but was still a good result compared with early budgets which estimated a \$ 35,000 loss. The team worked hard to reduce costs for the meeting.

In addition to the website publication, printed copies of the Financial Report will be available at the AGM. Any questions should be emailed to treasurer@mgcarclubsydney.com.au please.

David Milling, Treasurer.



MGA & MGB Workshop Day
 24th November 2024- Greg's Shed, 46, Fern Avenue, Bradbury

- MG Body rebuilds with new sills, floors & door pillars.
- Hand forming repair panels & making the tooling for the panels.
- See how the cars were built & how they are rebuilt.
- BBQ Lunch cooked by master chef Chris.
- Morning tea and lunch \$25.
- Log into the calendar on the club website
www.mgcarclubsydne.com.au
 to register your participation for the event.
- Greg Keenan: 0429 603 946 gregory.keenan@bigpond.com



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100 years of MG Badge

In 1922 when Cecil Kimber and William Morris collaborated to commence manufacture of a sportier version of standard Morris cars, the vehicles went under the name of the MG (Morris Garages) Super Sports Morris.

This name was incorporated in a light blue surround of the standard Morris circular radiator badge on a standard bullnose Morris radiator. Due to the immediate success of the venture, in the following year (1923) the distinctive octagonal MG badge known and beloved by all "true believers" came into being.

The first MG to wear the badge as a radiator badge was the 1928 14/40, although octagon had featured on the door tread plates as early as 1925.

This coincided with the introduction of the distinctive MG radiator shell and this practice continued for half a century until the shell was modified, modestly on the MGTF and considerably (as a purely decorative grill) on the MGA, until this model was replaced by the MGB.

Modified versions of the badge have endured on radiator grills until only this year, whereby the new (second) MG3 is badged on the very front of the bonnet with the style of badge worn by MGA boot lids.

*Ian Heather.
The Preserve Aug 2024*

This early version of the MG Badge is chocolate & cream. Supplied in 1968.



This is the last "traditional" MG Badge with the white background.



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MG Car Club Concours & Display Day

Grand Champion Pre War: Syd Reinhardt. MG TC

Grand Champion Post TF: Richard Hawler MGB Roadster MK 11

Grand Champion Post 1990: Jim Dolbel MG RV8

MGCC SYDNEY 2024 CONCOURS RESULTS			
Class	3rd Place	2nd Place	1st Place
Pre War MG		Andrew Loizou	Ros Bastian
MG TC		Ross Paine	Syd Reinhardt
MG TD			Scott Bailey
MG TF		Alan Lett	John Chadban
MGA		John Cooper	Johann Jacobs
MGA Coupe			Lindsay Pryor
MGB Roadster MK 1	Iain Frost	Iain Frost	Iain Forbes
MGB Roadster MK 11	Theo Lyras	Martin Campbell	Richard Hawler
MGB GT MK1, MK11 & BL	Bruce Sinclair	Bill hamade	Paul Harrison
MGB GT Rubber Nose			Michael Hough
MGB GT V8		Granville Harris	Geoff Starkes
MGC Roadster & GT			Alan Heritage
MG Y Type Saloon & Tourer	James Mc Master	Matthew Crawford	Ross Mc Millan
MG Magnette ZA,ZB		Peter Baldry	Nigel Martin
Varitone,MK111 &MK IV			
MG RV8	Max Wasson	Ross Freeman	Jim Dolbel
MG TF Modern			Graham Smith
MG SAIC Models		James Alderson	Greg Fereday
SHOW & SHINE			
Pre War MG		Ross Harris	Brian Langlands
MG TC			John Carter
MG TD			Rob Mc Brien
MG TF			Ian Frost
MGA		Michael Rollo	Roland Pepin
MGA Coupe			Bruce Nuttall
MGB Roadster MK 1	David Newell	Christophe Roose	Andy Payne
MGB Roadster MK 11	Mark Watson	Bruce Mansfield	Bevan Waygood
MGB GT MK1, MK11 & BL	Andrew Ruty	Chris Millar	David Noble
MGB GT Rubber Nose			Jim & Jamie Hull
MGB GT V8			John Clarke
MGC Roadster & GT		Henry Stratton	Steve Lumley
MG Midget			Wayne Perry
MG Y Type Saloon & Tourer		David Saul	Peter Sutherland
MG Magnette ZA,ZB		John Cunneen	Martin Cutler
Varitone,MK111 &MK IV			
MG RV8	Ian Hazeldine	Stamatios Konidaris	Peter Hendry
MG TF Modern			Ron Farlow
MG Sporting			Zig Bluzmanis
MG SAIC Models			Col Harper
Non Marque	John Chadban	Ian Clayton	John Ebury



MG Car Club Concours & Display Day



With thanks to our club photographers, Greg Fereday, Syd Reinhardt & Scott Bailey. Plenty more great photos on the web site for your enjoyment. A great day had by all with thanks going to Jacques Calluad for organising a fun day .

The MGCC met at Como Pub in the shire, for an excellent evening of eating , drinking, with like minded folk.

26 members, family, and friends attended. The night was fresh and so was the food. Beer was cold, company was good, what else could you ask for.

Some people needed their Passports stamped to get out of the Shire. We all had a good time and it was over way too quick.

Thanks to Julie again organizing a great venue.

See you all soon in your MGs

Glenn Smith



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MKII HZA414/HZA415 or
HZA628/HZA629



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Club Sebring- Le Mans Replica to go to Auction

The Board has made the difficult decision to put the Club Sebring up for on line auction with Donningtons with the closing date of **6th December 2024**. It is now posted on their website for bidding.



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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CLUB RUN NSW RAIL MUSEUM AND PICNIC
8th December 2024

Join us for our Club Run hosted by the TD Registrars on 8th December 2024 to the NSW Rail Museum at Thirlmere followed by a picnic in the grounds. All members and their guests are welcome.

Meet: Pheasants Nest Truck stop at 9.30am on Sunday 8 December 2024.

Leave: 10:00 am to drive to Picton to have coffee or breakfast at one of the many café's in the town before departing at 11:00 am to drive to the NSW Rail Museum at Thirlmere where you will be free to browse the many beautifully restored trains, carriages and other railway history at this fascinating museum. Steam train rides are also available and Santa will be there for the kids, should you wish to bring them along.



Once you have finished browsing at the museum join us for lunch. There is a kiosk to buy food or you can bring along a blanket and a basket of food and enjoy a picnic on the grass. BBQ facilities are also available.

Entry to the museum is \$15 paid on the day. Please register to attend so we can take advantage of a group discount. Click on the link below for the route which you can print out or send the directions to your phone.

<https://maps.app.goo.gl/YiiYhvtsLjULpyrT7>

There is also information on the NSW Rail Museum for groups on their website by following the link:

https://www.nswrailmuseum.com.au/files/ugd/367ea5_744eee4d7da74c2c86d3dd80c51a6653.pdf

We hope to see you on the day.



Michael and Jacqui Gerondis mgerondis@optusnet.com.au


MG CAR CLUB
CHRISTMAS PARTY
2024



BAREFOOT BOWLS
(BOWLING OPTIONAL)
HUNTERS HILL CLUB
14 MADELINE ST,
HUNTERS HILL 2110

TUESDAY DECEMBER
10TH 2024
5:30-9:30PM
RSVP 5TH DECEMBER

 antipasto, pizza, dessert canapés,
tea & coffee
members \$20, guests \$40pp
buy your own drinks at club prices 

Rob Roy Hillclimb

Without doubt our club's first Rob Roy hillclimb since 2019 was a great success. With almost 50 competitors there was a great variety of cars ranging from some light vintage cars up to some very fast PVT cars.

The official and detailed results table created by the MG Car Club's computer system is in the email only section of the newsletter. It shows the times and average speeds for each run by each competitor. Average speeds up the hill ranged from about 25kph to 120kph.

The fastest pre-war car entry was David Bell's MG supercharged TA/B with a best run average speed of 118kph. Very fast indeed and only just beaten by a couple of kph by an invited post war racing special, (VHRR member Graeme Raper in the 1948 George Reed Monoskate).

Conor Ryan achieved an average speed of 78kph in a family 30/98 Vauxhall; the fastest in the vintage car class and the best regularity result as well.

As well as the obvious spectator enjoyment in watching the various competitors having their runs up the hill there was the added pleasure of being able to walk around, examine the cars in the pits area and to talk to fellow members.

Those who were not able to come to this event missed a really great day. Our club seems to struggle to get as

many volunteers to help its organising committee help run this event as we once used to, and we were very grateful for the high level of assistance provided by MG Car Club Victoria members.

The MG Car Club Victoria has carried out some major improvement works since our last Rob Roy event in 2019.

These include not only improvements to the track, but the construction of a separate return road, a major extension of the under cover catering area which now includes a large video screen that displays the run times immediately after each car crosses the finish line. Also there are (as will be seen in some of the event photos) extensive canopies in the pits area to shelter entrants cars from the elements, not that this was so necessary as we had mild and pleasant weather all day. Stephen Hands kindly came from Castlemaine to share the commentary role with an MG Car Club member and the food catering was well provided by a most pleasant Panton Hill CFA volunteer team.

Mike Bellair Editor

Vintage Sports Car Club of Victoria - October
View more photos via this link.

<https://robinkpage.smugmug.com/invite/112912860966f3b6d59c3ad3.95888342>



MGCC RV8 Run to the Zig Zag



The lure of a steam train ride was too great for 43 club members who joined the RV8 Register run to the Zig Zag Railway in the Blue Mountains on the 29th September.

Organised by RV8 registrar, Alan Heritage, the run commenced from the McDonald's car park at McGrath's Hill. Despite earlier threats of rain on the day, it turned out to be dry with only a hint of mist and very little traffic along the 80km run; a climb up the Blue Mountains following the Bell's Line of Road. This was a route marked out in 1823 by explorer Archbald Bell (with the help of two Aboriginal guides) as an alternative route to the early settlement of Bathurst on the Central Tablelands.



The detailed run sheet provided by Alan guided participants along a beautiful MG run through Kurmond then up the Bells Line of Road to our destination at Clarence and the Zig Zag Railway car park.

On arrival, the group found that Dom David, assisted by Greg Fereday, had driven ahead and organised a space in the railway car park so that all the MGs could be parked and displayed together. They also found that the Zig Zag railway had specially reserved a carriage for the MG car club



members for the steam train run.

Once everyone had something to eat at the railway's "iconic Container Café" it was all aboard our carriage on the steam train for a ride down the western escarpment of the Blue Mountains via a series of stops to Bottom Points station. Along the way, the group were told over the train's PA system of how the Zig Zag railway was originally opened in 1869 as part of the NSW's western railway line to transport people and produce from the Western Plains to and from Sydney. The zig zag section enabled the trains to climb across the mountains by means of this engineering feat and the elegant viaducts. However, 40 years later in 1910, a deviation of the line was opened incorporating a series of tunnels through the mountains making the zig zag section no longer required. It was not until the 1970s that the section was reopened as a stand-alone heritage attraction. It operated in the 1970s, 80s and 90s until a series of issues and finally damage from two bushfires forced it to close. While riding in the train, several members fondly remembered in the train during this earlier period. Now reopened they reminisced and obviously enjoyed riding in it again. At the same time, some of the members' grandchildren who had come along for the day, experienced, probably for the first time, the characteristic noise, smoke, whistle and clanking of a steam train.



There were plenty of stops along the way for members to view the steam engine, Number 218, that pulled the train. It was built by the Baldwin Locomotive Works in Philadelphia USA and delivered, as part of a batch of train engines, to Queensland in 1943 where

it operated until 1968. It was then placed in storage and subsequently bought by the Zig Zag Railway.

At the end of the day everyone had enjoyed themselves. There was good companionship and lots of laughs in our carriage and even a whiff of engine smoke. A unique adventure for MG club members. *Frank Perry*





MG Motor Show & Shine

We're excited to announce the return of the Virtual MG Show and Shine for 2024, and we'd love to share this event with you and your passionate MG community.

This year, we have three fantastic prizes, with the grand prize being a \$5,000 Red Balloon voucher for the first-place winner! The virtual format allows MG enthusiasts to showcase their beloved cars from anywhere, making it accessible for all.

MG will also be contributing \$30 for each submission, to the Australian Red Cross. This is a wonderful opportunity to celebrate our love for MGs while supporting a great cause.

To participate, entrants can upload their images with their MG cars to Instagram using the hashtag #MGshowandshine and complete their submission online at our website: <https://mgshowandshine.com.au>

We would greatly appreciate your support in spreading the word within the MG Car Club, as we know how passionate the community is about their vehicles.

We can't wait to see the incredible MGs that will be part of this year's show!

MG Motor



Trickle Chargers.

For my sins I was recently appointed as Secretary of the Gold Coast MG Car Club.

Lots of us in the 'old car' community use a trickle charger to maintain the battery in seldom-used cars. I have been doing so for decades so that my MGs and other cars are 'ready to go'.

I have never had a problem, but from time to time I have heard the claim that trickle chargers can cause fires. I thought it might be of interest to the MG community to do a bit of informal research to see whether there is any basis for the claim.

I suspect that those making the claim are confusing trickle chargers (which are typically fused and regulated, and run on only around 5 amps) with battery chargers (which run on 25+ amps and if left unattended have been known to be related to over-charging and failure of batteries). Or maybe they are thinking of the spectacular

fires related to charging lithiumion batteries in EVs and electric bikes.

I was wondering if you could invite your members to get in touch with me and let me know if:

- (a) they have regularly used a trickle charger and
- (b) if they have ever come across an example of a trickle charger causing a fire?

I am communicating with Fire Services, auto electricians, manufacturers of these devices, and insurance companies in the hope of clarifying the issue.

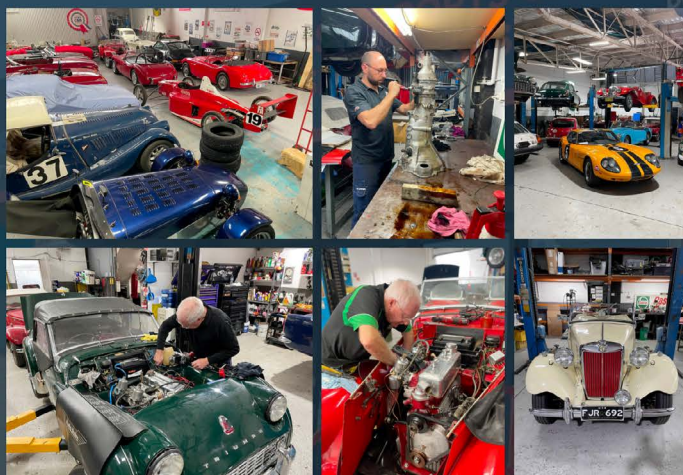
It goes without saying that in due course I will be happy to write up an article and share it with everyone!

Please contact: johnhcrighton@hotmail.com
0418-232-093. With best regards *John Crighton*



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Touring by EV Eastern Australia.

Experiences, comparative costs and conclusions.

Preamble

The concept of owning an electric vehicle had become increasingly appealing to me in recent years.

The idea of paying for some, or even all my day to day transport energy costs "out of the sky", off my home solar panels was a very attractive one.

What to Buy?

I had been very close to buying a Tesla 3, until two separate test drives, some months apart had to be cancelled because of COVID. The design and layout of the demonstration floor pan in the Tesla showroom looked very impressive.

I used my COVID-induced free time to research owner experiences with Teslas. I became somewhat unsettled after reading in various reports, and seeing in YouTube demonstrations, frequent examples of poor assembly standards and haphazard tolerances with these cars. Also of concern to me was the apparent dismissive attitude and lack of support Tesla offered to owners with problems relating to manufacturing issues. I had also noticed

what seemed to be dull paint finishes of the blue and white Tesla 3's I saw running around. (The red and gunmetal grey cars seemed a little better).

The interior trim materials seemed a little thin and cheap too, and I simply didn't want either a black or ivory interior. There were no other choices.

My last three car purchases for my own use had been BMW's and two of the three had been fantastic driver orientated cars. (The 2006 E90 was however frankly awful! I even surprised myself by buying another BMW after that one!)

But, each BMW had been perfectly assembled, with quality materials inside, enjoyable, and proved to be essentially trouble free till the years and the mileages started to creep up to over 160,000 km.

So the idea of buying a BMW EV was rather appealing. This was still very early days for mainstream EV models for most car companies.

Nonetheless, I took the plunge in November 2021 and put down a deposit on a BMW i4 e drive 40 soon after it was announced; not just without a test drive, but without having even seen one, or having ever seen a BMW painted in the "Brooklyn Grey" colour I chose. A brave and possibly reckless decision, which in the end turned

out fine. So, what's it like?

I have been delighted with my EV Beemer! The smoothness, the silence and the instant torque and fantastic acceleration along with all the other characteristics I've grown to appreciate in a BMW are there in spades.

Servicing is CHEAP!

The first service at 12 months was a top up of the windscreen washer fluid. The second service was a biggie. Change the brake fluid and change the pollen filter for the air conditioning. Oh, and of course the windscreen washer reservoir top-up.

No oil to change, no spark plugs, no...well anything really.

Negatives?

The i4 is based on a shared platform with internal combustion engine BMW 4 series models.

So there's a big space robbing transmission tunnel for a gearbox and propshaft that aren't there.

And there's no getting away from the sheer weight of that big 84 kw/hr battery pack underneath, that, no matter how low it sits in the car, still wants to go straight ahead rather than around corners. My previous and wonderful 2016 BMW 428i F32 M Sport was a much better balanced and superbly planted open road touring car.

The turning circle is HUGE, presumably to make space for the front motor in the M50 model so fitted. (The cost difference actually wasn't all that much. I just didn't think I needed 0 to 100 km/hr acceleration in 3.7 seconds.

OK, So What About Open Road Touring and Range Anxiety?

We had already made a few trips to Queanbeyan/ Canberra to visit our son and his family. I would charge up to 100% at home and typically arrive with 32% left.

Interestingly the return journey would see me arrive back home with 36% left!

So we knew the range was pretty good for Australian distances. But still, a multi-day open road trip, with all that we had read about poor charging infrastructure, and queues at chargers was concerning.



Charging at Coogee. The other BMW i4, on the left, is an M50 model. Twin motors. 0-100 km/hr in 3.7 seconds. Since the M50 comes fully optioned, the price difference between that model and my single motor e40 wasn't all that large. But I just didn't need that ridiculous amount of performance.



We got to put this all to the test recently when, at the last minute, (the evening before leaving), my dear wife Ged announced to me that she didn't want to do the 12 day "Great Divide" trip in my MGB (which I have owned for 55 years and travelled 250,000 miles (400,000 km) completely reliable miles in.

Well I am delighted to report, that we (almost) had no EV issues whatsoever. The car's range is excellent. We found chargers pretty much everywhere we went, and we only had to wait twice to plug in.

Do You Need To Do Things Differently On a Longer Journey?

Yes you do. We learned to develop a different mind-set. For example, rather than fuel up before or after lunch, you do it during your meal. You've stopped anyway, so why not just plug in while you are there?

Likewise if you stop for a comfort stop, why not just plug in while you're at it if there's a vacant charger there? (There was).

If I had done this our inability to charge up in Dorrigo at our lunch stop would not have been a problem. Even the Dorrigo (almost Dorri-no-go) issue now appears to have been that we hadn't added our credit card to the NRMA charging app.

How Do the Costs Compare Between EV and ICE Touring?

This proved to be very interesting. As you will see, I believe I have been very conservative with consumption figures and fuel costs. I have rounded them up for convenience.

98 octane often costs \$2.20 and more, depending on the fuel price cycles, and purchase locations, but I have calculated at \$2.00 per litre.

A V8 Mustang will need close to 10 litres/100km, and an MGB probably around 7 litres/100km.

Total Distance = 2,918 km. Round it up to 3,000km.

If buying 98 octane, at say \$2.00/litre, and driving at 8 litres/100 km That would make for 240 litres used, costing \$480. \$2.20 per litre would make that \$528

My car came with a complimentary 3 year Charge Fox network subscription. So I didn't have to pay for Charge Fox chargers, nor for some of the NRMA chargers. However, if I tally up ALL my charging costs, including, as if I had to pay where the cost was covered by my subscription, the total cost of charging

for my trip would have come to \$192.38. Because of my complimentary Charge Fox subscription that was included

with my car's purchase price, my own personal, out of

pocket charging costs for our entire circa 3,000 km trip came to a grand total of just \$63.25 !!!

When Darryl Pike asked me during our final trip dinner at The Anchorage, how EV charging compares for cost with petrol, off the top of my head I estimated that EV charging came to about 40% of the cost of fuel. It looks like that figure was surprisingly close to spot on!

"Ah but" I hear you say. "we petrol users have to pay the fuel excise".

This presently stands at 56 cents a litre. So if we reduce the (very favourably conservative) price of \$2 per litre by 56 cents, the cost for 240 litres of fuel for our trip becomes \$345.60. So electricity is still significantly cheaper.

What's more, charging at home, even if fully taken from the grid, is much cheaper than the tariff cost of commercial road side EV chargers, (these companies obviously have to make a profit). Home charging when supplemented by solar panels, is cheaper still.

I have no doubt that ultimately a "user tax" will be formulated so that all vehicle users will (quite rightly) contribute for the roads we drive on, no matter what the energy source. It shouldn't be difficult to come up with something based on annual "mileage", perhaps with an additional weight factor. Even so, based on the figures I have found, it appears that powering an EV will remain cheaper than for an ICE car.



Falls Way, just immediately south of the Qld/NSW border, Boonah to Legume. (This is NOT Waterfall Way, that runs from the coast to Armidale, through Dorrigo).

Some absolutely fabulous roads around here, heading east, west or south from Legume (what a great name for a place). I decided I just had to see a town with that name, not realising what wonderful driving/riding roads were in this area. I've now driven it three times, and ridden it once. Just love it!

So in Summary, What are the Upsides of Owning an EV?

1) I am without reservation, a total convert to EV's. I love the instant response of an electric motor (maximum torque is delivered at zero rpm). It's incredibly quick. It's also totally silent and smooth. (There's no engine bits going up and down, and there are no little explosions at the top of every alternate piston stroke!)

"Other cars may be different, but the BMW i4 has essentially no wind noise and very little road noise when travelling at speed. Road velocities can creep up unnoticed to very high speeds and threaten your license points and the potential fines at the same time would also significantly deplete your wallet.

When I now drive Ged's VW Tiguan, which once felt so refined, it now seems extraordinarily rough, noisy and crude.

2) I love the convenience and the economy of charging my car mostly off my roof during times my car is otherwise parked and not being driven.

3) I find the whole EV experience technically fascinating, such as how, when braking, the shed energy is fed into the battery to be used later for propulsion, instead of being totally wasted as heat, dust, noise and wear. Likewise the knowledge that instead of about 28% of the energy from petrol being used as mechanical propulsive energy (the rest is lost as heat, noise, forcing air through the radiator etc etc), about 90% of the energy fed into an electric motor is converted to mechanical propulsive power.

Sources vary in this; I have seen as low as 17% for internal combustion derived propulsion, and as low 76% for EV's, but the above figures I think are pretty fair and representative, and the contrast is constant.

4) Petrol stations now suddenly seem very smelly and fume-derived headache inducing. I'm happy to not have to frequent them much anymore.

And What About the Downsides of EV's?

1) It is undeniable that EV's don't yet have the range of a typical ICE car. This is compounded by the advice that, to maximise the expected lifespan of an EV (or any lithium ion) battery, it should not be allowed to discharge to under 10%, and regular charging should be to 80%.

So this effectively reduces the everyday range of my car's circa 530 km total range to more like, say, 375 km.

Interestingly, (to me), in a lecture I watched on the subject, if regularly used between 35% and 55% of its

capacity, a lithium ion battery will potentially last for ever. Most of us will need to go outside these ranges for longer trips, but I mostly run my car in this sort of range for day to day local use."

So far, after about 30,000 km, I have not detected a reduction in battery performance, though there would presumably be some if measured.

Figures I have seen, at this sort of battery age and mileage suggest about a 2-3% deterioration in battery performance, which, practically speaking, would be imperceptible.

2) There is no doubt that the charging network in Australia remains somewhat under-developed, especially compared to Europe and the UK. In the latter we found chargers in the most remote regions of the Scottish Highlands and the Orkney Islands, far away from any highway or even from B roads.

Coming out of our son's flat in Cheltenham in the UK, there are electric chargers all the way up the street that look like our parking meters. I never once saw anybody waiting for charger access, anywhere.

There really is absolutely no reason why there can't be EV chargers anywhere in Australia where there is a power point.

3) When travelling on long journeys, you do need to adapt, and top up when you are going to be stopping anyway. We found it is no hardship at all to do this.

4) Unfortunately a somewhat unpleasant part of owning an EV is the quite frequent poking of fun at you about your choice of buying an electric vehicle.

The majority of such comments are made by folk who have never travelled in an EV, let alone used one regularly, lived with one or owned one. It can become tiresome.

Oh, and I must come clean and confess; we did have a flat battery on our trip. I had to stop in Tamworth to replace the battery in my i4's ignition key!! *Tom Aczel*



NATIONAL MEETING 2025

ALBURY WODONGA



I have been chatting with Melbourne about the National Meeting next year and Jan Rattray, the Registrar, says she is really stressed, 'so everything must be ok and going to plan.'!

To get things started, The Cube will be the venue for the Noggin

'n' Natter and Rocker Cover Racing. You will know how to find it on Friday evening because you'll have been there for Registration and Scrutineering earlier on Good Friday.

The Concours will take place on Easter Saturday at Gateway Lakes Park, on the Victorian bank - rive gauche - of the Murray River. It's a great open space with plenty to do after you've checked out all the cars. There's some boutique shopping and refreshment venues at the nearby Gateway Village, along with nature walks along the river bank. Food and coffee vans will be available on the concours site too.

Saturday night will be theme night at Albury's Commercial Club. The theme for this year will be Flappers, Gangsters and All That Jazz - celebrating a time when the only MG you could buy was a new one, when clothes were classy and the music was hot. So let's celebrate the 1920's in style.

Once the theme night has concluded, the scenic roads, hills and valleys of the region will provide



everything a sporting motorist could wish for. The area is replete with historic towns dating back to the gold rush. The scenic Murray River, the Hume Weir and winding country roads, including the longest remaining section of the old Highway 31 running through towns complete with period shops. *Old Highway 31 - now a great MG driving road!*

What could be better for the Sunday Kimber Run and Monday Discovery Run? Be ready for a walk



through some of these historic towns to answer the Discovery Run questions, have a refreshment and soak in the atmosphere.

Sunday will also be Motorkhana Day and the patterns will put all of our memory capacity to work once again. We are still selecting a venue for the motorkhana and will update entrants when a selection is finalised.

There will also be the traditional farewell breakfast and delegates meeting on Tuesday morning.

Albury and Wodonga have great museums and galleries, as already noted in an earlier article, along with fine restaurants to enjoy.

Don't forget to 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

&

Albury Georgian Motel
599 Young Street, Albury, NSW 2640
+61 2 6021 8744

See you in 2025

Ros Bastian



Illawarra Register

Michael Hough



Visit to Graeme Lords Man's Cave 26.9.2024

Unfortunately I had a skin cancer surgery treatment scheduled for that day, and was unable to attend and our Illawarra co- Register Secretary- Ron Critcher, took over the task of conveying those attending up to Mittagong from the RV in Wollongong, and enabled the visit to occur.

Thanks very much Ron, and the remaining section is Ron's report of the day:-

"On the 26th of September 2024 Graeme Lord graciously opened up his Man's Cave to members of the MG Car Club so members could see Graeme's collection of Jaguars and British motoring memorabilia and some of the projects he is currently undertaking.

Firstly Graeme & Kerrie provided our members with morning tea. To say the least Kerrie had supplied enough morning tea to feed a battalion of hungry soldiers, so thanks Kerrie.

Graeme then described the V12 engine he had been working on which was out of Kerrie's XJS. This work included replacing the rubber fuel hoses with a solid bar which reduced the risk of a fire in the engine (something that V12's were noted for). Other work Graeme has been involved in was an XK engine and repairing a head from an XK.



We were shown the video of the 1984 Jaguar National Concours which was held in Wollongong at Glenniffer Brae the former home of Mr. & Mrs Sid Hoskins who, with his father and brother, were the founders of the Australian Iron & Steel Company at Port Kembla. Graeme won

the Concours that year with his series 2 XJ6.

Graeme told those present the story of how he became an apprentice at his father's BMC dealership in Wollongong and when that closed his move to behind the Ampol Service Station at the corner of Princes Highway & Balgownie Road Fairy Meadow.

Lots of other stories followed about his work carried out in that workshop and the one he subsequently purchased in Kingsford Street Fairy Meadow. Most members present have had had work carried out by Graeme over the years.

Following our thank you to Graeme and Kerrie by Ron Critcher, for your hospitality opening up your man cave for us Ron. Please enjoy the photos of the visit attached also taken by Ron. A reminder of our final Illawarra register activity for this Year:-

THURSDAY 28th NOVEMBER:-LUNCH RUN TO GREENWELL POINT

RV at Nungary Rest Area on Princes Highway at Dunmore, located between Shellharbour and Kiama to depart at 1030am.

This is a fish and chip shop but has the distinction of being awarded the title of the best fish & chip shop in Australia on two occasions. We have made a booking at the cafe due to its popularity. From Wollongong the trip takes about 1.25 hours of driving. The cost of main courses is \$25.00, so reasonable.

On the way back there is an antique shop & a lolly shop we will visit for those who want a little extra .

We are also looking for suggestions for places to go on our runs in 2025. The run to Greenwell Point came out of suggestions last year so come along for the day and meet up with your fellow register members.

Cheers and enjoy your classic motoring.

Michael Hough. Illawarra Register



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Tea Gardens Hawks Nest Motor Club Inc

PO Box 177, Tea Gardens 2324

OPEN INVITATION

Date: 23rd October 2024

Dear President and Members,

The Committee and Members of the Tea Gardens Hawks Nest Motor Club are pleased to formally extend a warm invitation to your Club to participate in our annual Motorfest, which is now in its 20th year. **The date is Saturday March 8th, 2025 at Myall Sports Park, Yamba Street Hawks Nest. Please save the date.**

This event has proven to be very popular with Motor Clubs, local residents, our Business Community and visitors since its inception. Through Motorfest we have raised in excess of \$100,000 to assist many local community aid groups such as our Rural Fire, Red Cross, TGHN Surf Club and our free Clinic Bus.

At our 2025 Event we really want to focus on presenting a great display of Classic Cars, Hot Rods and Motorcycles, including such as those owned by the Members of your Club. We will be awarding a good selection of Trophies covering a wide range of Classic Cars, Hot Rods and Motorcycles and as usual, we will run our Monster raffle. Plenty of good food, drinks and entertainment will be on offer, and as Myall River Festival is on the following day we are expecting a strong turnout.

Classic and unique cars and motorcycles are always a huge attraction and a display by your Club would very much assist us with making our Event very special.

Gates will open at 8.00AM and we will wrap up from 2.00PM. Display admission is \$10 per vehicle.

Should you wish to pre-enter for your group please contact us with your details/numbers and watch out for further correspondence when we launch our new website at www.teagardenshawksnestmotorclub.org where we will provide updates.

Looking forward to seeing you in March.

David Jones, MotorFest Committee Chair

0413757725

Davejones3414@gmail.com

Other Contacts: Mike 0428453009, Ranaid 0491232055, Ross 0400320611

Marketing Administrator Required.

Over the last 16 years, I have developed 3 businesses: www.vintageandclassiccarhire.com.au B2C targeting the gift market

<https://starcarsagency.com.au> B2B targeting advertising, PR & events companies

<https://www.vcch.com.au/> targeting car clubs & owners of classic cars.

All three businesses are well established, having developed, close to, monopolistic control of their markets, with minimal marketing and it is now time to take them to the next level. For this I need experienced marketing support.

We are looking for an experienced admin person to maintain our databases, agency listings, photo library, etc.

5-10 hours per week. Location and days flexible but prefer someone who is able to come into our workshop in Kings Park, Sydney once or twice a month.

Looking for someone with expertise in Facebook, Mailchimp, local, state and inbound tourism operators, Trip Advisor, Red Balloon and other experience agency listings.

Interested parties please contact: admin@vcch.com.au

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granville2@bigpond.com to order.

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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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BMC LEYLAND AUSTRALIA HERITAGE GROUP

ANNUAL REUNION – SUNDAY 10th NOVEMBER 2024

Wenty Leagues Club

50 Smith Street, Wentworthville 2145

CAR DISPLAY: Contact Greg Kean on 0403 000 976 if you would like to display your BMC Leyland vehicle. There's a trophy for the rarest car on display, so start polishing and bring your classic along.



*Arrive around 10.30am for a look at the cars on display.
Have a chat over a cup of coffee or tea the coffeeshop on entry level.
Doors will open upstairs at Midday.*

50th Anniversary of the closing of the Zetland Plant.

PAYMENT FOR BMC LEYLAND AUST HERITAGE GROUP 2024 REUNION
Please forward this section with your payment of \$50.00 per person to our secretary:
Evan Jones, 41 Budgeree Road, Toongabbie NSW 2146 (Phone 0411 103 043)
Email: secretary@bmclaheritage.org.au
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RSVP: 31/10/2024

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Please advise if you have a
Special Dietary Requirement:.....OR would like Disabled Seating:.....

Booker T and the MG's

Great music and a great theme for meetings....

Booker T was interviewed in London the other day confirming the little British car was the band names origin

For many years, Stax publicity releases stated that the initials in the band's name stood for "Memphis Group", not the MG sports car. However, this has proved not to be the case.

Musician and record producer Chips Moman, who worked at Stax Records when the band was formed, claimed that the band was named after his sports car, and only after he left the label did Stax's publicity department declare that "M.G." stood for "Memphis Group".

Moman had played with Jones and Steinberg in an earlier Stax backing group called the Triumphs, which was also named after his car.

Jones, in a 2007 interview on National Public Radio's Fresh Air with Terry Gross, confirmed Moman's account of the origin of the group's name. Jones has re-confirmed this story on several occasions since, most recently as a guest on the Late Show with David Letterman on May 9, 2012.

Stax historian Rob Bowman has averred that the reason the label obscured the story of the meaning of the name M.G.'s (and concocted the "Memphis Group" explanation) was to avoid claims of trademark infringement from the manufacturers of the car. In a 2019 interview with The Guardian, Steve Cropper confirmed the motor car origin and "Memphis Group" explanation, but added 'we were being interviewed and someone asked:

"What does MG actually stand for?" Duck Dunn said: "Musical geniuses!"

Submitted by Jock Granger

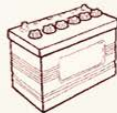


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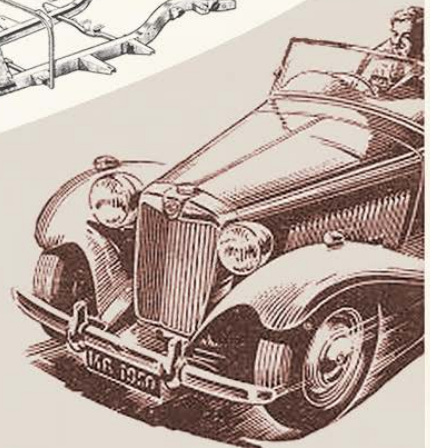
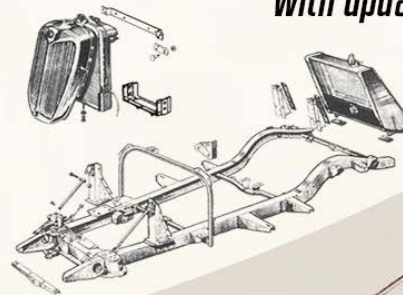
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MOVEMBER

As we embark on another year of all things Movember, I wanted to tell you why I feel so passionate about it. Each year we come together to change social norms and champion men's health. We connect, We create conversations and you have a heck of a lot of fun along the way too. With less than two weeks to go, it's time to raise awareness again.

The idea of Movember, born out of growing moustaches to shake up the system, is a pretty outlandish one. Yet time and time again, our community shows up to put their stake into the ground and to say that men's health matters.

And we've achieved so much across the last 12 months. From launching the Movember Institute of Men's Health to fund critical research, to breakthrough prostate cancer treatments. More recently, we've announced a partnership with the Department of Social Services to better understand the link between poor young men's health, social media and gender-based violence. It's a complex topic, but as the largest men's health organisation in the world, I'm proud that, thanks to funds raised we're playing our part in this space.

It's also helping some of our members as you read this message.

So let's go, Men are dying before their time and let's continue the important job we've started.

Go to movember.com/m/rossfreeman

United We Mo, *Ross Freeman*

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Classifieds - Cars



1948 MG TC .

Chassis # TC 4647 Engine # XPAG 5291

NEW

This car was built in Abingdon and came off the assembly line on 27th January 1948. The record of this was provided by Mr. Richard Millington of the MG car club of Victoria and comes from original MG factory records. The T-Series Association of Australia records show that it arrived on the S.S. NESTOR in Australia on the 23rd May 1948. These records show that it was delivered to a Mr. I.F. Nicholson of Barclay Motors on the 2nd June 1948. Exterior colour was described as Cream with Green interior. Very few records of early history exists but a Dr. C.J. Luke, an English doctor, purchased the car from SPORTS CAR WORLD on 21st October 1975 for \$ 4,650



when it was registered HDS 328 and the receipt incorrectly has engine # XPAG 5201. A letter from him to the next owner is attached and incorrectly identifies the car as a late 1946 or early 1947 model but details that it was in poor condition and sold by a HP company on default. The car was "brought up to good mechanical condition" by John Mullen of MG Spare Parts.

Ron Jarvis, of Griffith, purchased the car from another dealer, Camcar Centre, of Liverpool road, Burwood, Sydney on the 12th June 1977. It was then registered N.S.W. MG 852 and the price paid was \$3750-00. The dealer's notice, at the time, indicates that the vehicle "is a very early and original vehicle and requires extensive restoration". Also itemised are other problems with the water pump, differential, axle splines, engine rings, noisy gearbox, etc. Ron has said the car was in fair condition and he restored it for Concours events. He said the engine has had new rings and bearings and has done less than 5000 miles during his ownership. The car at one stage of its life had been painted red over the original cream.



Alex Dumilov purchased the car from Ron Jarvis for \$18,000 in December 1986 and it remained registered until 1995. Alex did little to the car and rarely drove it apart from its annual pink slip check. During this time the car was kept in excellent condition - but from 1996 the TC was not used as Alex could not get it started. This malady was subsequently found only to be stuck fuel bowl float valves.

The car was sold to me in March 2000, when Alex decided to move house. He was a willing seller. On receipt of the car there were problems associated with the long period of non-use, such as partially seized brake cylinders and a leaking water pump.

The car has been taken into care and significant work has been carried out since April 2000.

A full list of the renovations can be seen on the web under the classified section.

Price: \$30,000

Location: Griffith

Contact: Doug

0409 469 607

dougandjuliemcw@bigpond.com

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1969 MGC GT

Primrose yellow tourer.
Manual with overdrive.
Full engine and mechanical rebuild in November 2021 by BMC Performance.
New leather seats, new tyres, new brakes, new exhaust and full suspension rebuild.
New fuel tank and fuel pump.
New electronic ignition.
Drives magnificently. Airconditioned.
RWC. In full registration, 12 months left, with custom plates available.
Full history and Heritage Trust Certificate.

Chassis GCDI/6595G

Engine 29 GRUH/4198

Price: \$54,000 Reduced to sell

Contact: Sam on 0412 256 980

horgan@vicbar.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: \$21,500

Condition: Good, as per the photos.

Location: Galston 2159 NSW.

Contact: Graham Monaghan

02 9653 1230

gmono99@proton.me



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

Price: \$25,000 ono

Sandro Spinetti. 0401 895 292

Sandro.Spinetti@boral.com.au



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





1957 MGA.

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.

Location: Forestville and the price is **Price:** \$40,000.

Contact: Jim Kent.
jbkent@icloud.com
0417 549 541

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 TC.

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
0438 747 099

arctic.seals@telstra.com



Classifieds - Parts



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

Roll Bar for MGB.

Padded chrome steel double roll bar for MGB including half tonneau cover.

Location: South Coast

Price: \$550

Contact: Don
0408 265 427

lftdebbie@gmail.com

A pair of MGB wire wheels for sale.

Price: \$100 for the pair

Location: Mosman

Contact: Shari

shariamery13@gmail.com



MGA 1500cc Rebuilt Block and Non-Rebuilt Cylinder Head .

Selling a rebuilt 1959 MGA 1500cc block that is turning over happily when cranked by hand.

The cylinder head is included and needs a complete refurb.

Please feel free to get in touch and I am happy to send videos of it being hand cranked.

Price: \$1000 shipping at buyer's expense.

Contact: David Wyllie
0435 046 834

dsmwyllie@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.

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

New bonnet for MGB 1970.

Contact: Gerry 0432 838 743

gerardvolt@yahoo.com.au

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