



Official Journal of the MG Car Club – Sydney

Opposite Lock



December 2024 In this issue

AGM Report
Cyberster Launch

Join the Mother Club
The T Series Temptation

MGCC Sydney Club Calendar 2024

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

JANUARY 2025

- 18 Alf Luckman Fish & Chips Run . Matt Crawford



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December President's Report

Well, it's that time of the year again. Christmas is fast approaching. The years seem to go much quicker now days. And what a year it has been. The first half of this year was dominated by the national meeting we hosted in Tamworth over Easter. I was very proud for our club that we were able to host such a successful event.



While we could not have managed to put on the National Meeting without the assistance of so many of our members, at last month's AGM I awarded The President's Award to two people whose efforts really stood out. Hilary Wren who took over the leadership of our National Meeting Committee and Stephen Perry who organised the sporting events. I would again like to thank them publicly for their immense efforts.

On the subject of our AGM, our current directors were all reappointed to run the club again in 2025, along with Jacques Calluand who put his hand up to join the Board. The Board will appoint the directors to their positions at its December meeting. You will find the minutes of the meeting along with my President's Report elsewhere in this edition of the magazine.

This year we again have a Christmas function in place of our normal December Members Gathering on Tuesday 10 December. To do something a bit different we are going to have a casual event at the Hunters Hill Club with barefoot bowls to add a bit of frivolity for those that are interested. While there is a cost to attend, this event is being subsidised by the Club to encourage your participation, so please come along and join us in the festivities. It promises to be a great night.

We still have a great run for you to do in December with the TD Registrar's run to the Rail Museum in Thirlmere on 8 December. This is a really fascinating working museum and Michael and Jacqui Gerondis have organised an interesting drive to get you there.

We don't hold a Member's Gathering in January. We will kick off 2025 with our traditional Fish and Chip Run to Berowra Waters.

One thing we will need your assistance with next year is coming up with guest speakers for our Member's Gatherings. This is not easy every month, so if you, a friend, or anyone else who you think would be willing to come along and talk about something exciting they have done, their organisation or their pet subject please let me or one of the other directors know.

As we head into the festive season, don't forget we have some great regalia for you to put on your own Christmas list or to put under the tree to give to your loved ones. But most importantly, have a safe and festive Christmas and new year. I look forward to seeing you all in 2025 enjoying all that your MG car club has to offer.

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!

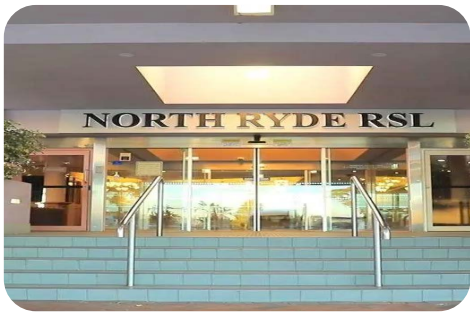
Damian Forbes	MGB+TF
James Kingham	MGB
Malcolm Ogborne	TF
Daniel Martinez	MGB
Golam Mashrur	MGB
John O'Leary	MGB
Joseph Ayoub	MGB
BrianEaston	MG midget
Sarah Appleby	
Muzzammil Sadiq	MGB
Rocco Crino	Y type
Harry Waters	MGB

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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December 2024

Opposite Lock

Contributing photographers:

Thanks To:

Micheal Hough,

Greg Fereday,

Hilary Wren, Claudia Lovett,

Bill Hamade,

John Carter,

David Pryce, Ray Johnston.



December 2024 Cover:

Ross Harris's Dartagion, doing a lap of the Concours field.

Photo: Bill Hamade

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

52, Weeroona Road, Strathfield.

Club Contacts

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Board Position/CMC	Jim Lovett	Claudia	0407 478 866	jameslovett03@gmail.com

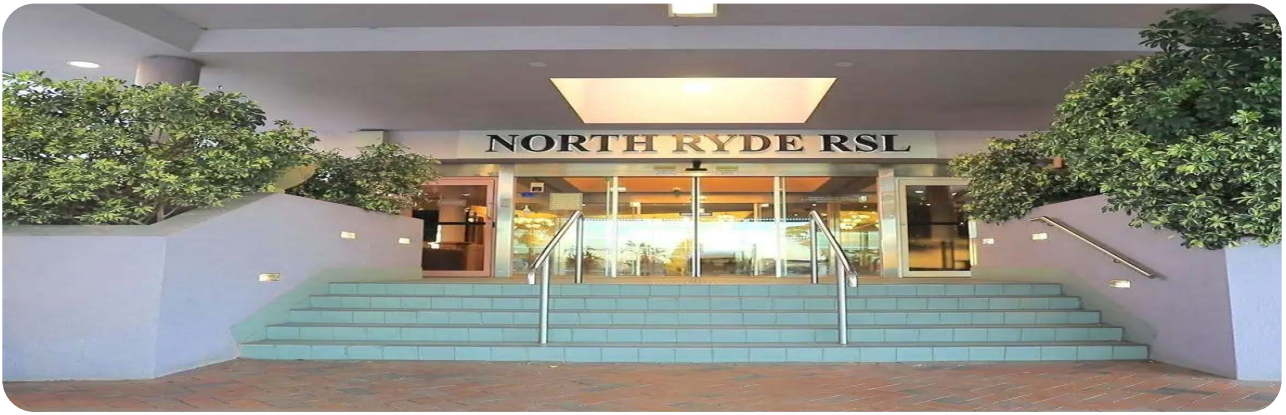
Model Registrars

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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
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Regularity	Stephen Perry		0434 275 970	windywoofer@gmail.com
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Members Gatherings 2025 will occur at North Ryde RSL



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 Ryde 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.



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MG CAR CLUB CHRISTMAS PARTY 2024




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**TUESDAY DECEMBER
10TH 2024
5:30-9:30PM
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tea & coffee

members \$20, guests \$40pp
buy your own drinks at club prices



AGM MG Car Club Limited 12th Nov 2024



Location & Time: North Ryde RSL Club at 7:00 pm

The MG CC Ltd President John Clarke opened the meeting at 19:17hrs

A Director of the North Ryde RSL, Robert Wilkinson, welcomed the MG Car Club Members to Nth Ryde RSL & detailed some other facilities available at the club.

John Clarke:

Noted the Board has agreed to no longer charge the \$2:00 fee for Members Gatherings.

Introduced : Chairman of the AGM: Mr. Andy Leondiou with thanks.

Apologies: John & Roslyn Bastian, John Carter, Ross Freeman, Robert & Jill Smith

Minutes of the 2023 AGM – be accepted & seconded

Moved: James Lovett **Secunder:** Hilary Wren

Chairman Invited:

John Clarke to give his Presidents report: A full copy of the President's Report is on Page 9. In summary:

2023/24 in the MG Car Club was dominated by the National Meeting in Tamworth.

While the Club made a small overall profit for the year of \$1517 thanks largely to receiving higher interest on our term deposit, we lost \$17,700 on the National Meeting. Nearly all National Meetings run at a substantial loss, and we wanted to put on a meeting that encouraged participation and that we could all be proud of. John thanked the National Meeting Committee under the leadership of Hilary Wren for pulling off a truly fantastic Event.

John ran through the benefits that the club provides to its members and talked about some initiatives for the next year including introducing a buddy system for new members, establishment of regional centres similar to the Illawarra Register and auction of the MGB Sebring.

He then thanked those members who have moved on from some of the key roles in the club, including Charlie Frew our past President, Granville Harris a Director and our regalia officer and Brian Woolmer who set up and ran our conditional registration for many years. And also, Jim Hull who has chaired many previous AGMs.

Treasurers Report:

David Milling, our treasurer, presented his report for the MGCC Ltd for the Financial Year ended June 2024 and the Auditors Report for the year ended June 30 2024. The Club recorded a profit of \$ 1,517, comprising a profit of \$ 19,224 from Ordinary Activities, offset by a loss from the National Meeting Activity of \$ 17,707. Members' Funds at 30 June 2024 total \$ 333,719, including cash on Term Deposit or held in trading accounts of \$ 303,930.

A number of written questions from Robert Smith were received prior to the meeting. Most of these questions requested details of the composition of some accounts, why some 2023 comparative amounts had changed, to align these expenses with the 2024 format and to provide more detail; movements in debtor balances and collection of the outstanding at 30 June 2024; the National Meeting sponsors and the accounting treatment of the National Meeting float paid onto Victoria in June 2024.

These were answered in detail by David and a copy of the answers have been emailed to Robert Smith.

David Milling: asked for the Treasurers Report 2024 be accepted. **Moved:** James Lovett. **Secunder:** Max Wasson

David Milling: asked for the Audit Logic Report to be accepted, and that they be elected as Auditor for 2024/25.

Moved: David Milling **Secunder:** James Lovett

The Chairman: Andy Leondiou declared all the Board positions vacant.

Then asked the Club Secretary, Matthew Crawford, to read the Board nominations:

Nominee	Nominator
Lynn Calluud	John Clarke
John Clarke	James Lovett
Matthew Crawford	Max Wasson
James Lovett	Matthew Crawford
David Milling	Hilary Wren
Max Wasson	Lynn Calluud
Hilary Wren	David Milling

Call for nominations from the floor for positions, for which one nomination had been received:

Name: Jacques Calluud

Nominee asked if he accepted the nomination: **Yes**

Move: Jacques Calluud **Secunder:** Lynn Calluud

Chairman: Invited John Clarke to deliver the President's Awards for 2024:

Hilary Wren – Chairperson of the National Meeting 2024.

Stephen Perry – Sporting Events for National Meeting 2024.

General Business

There had been no general business received by the Secretary.

The Chairman thanked members who accepted Board Positions & handed the meeting back to the President.

The President thanked the Chairman Mr. Andy Leondiou for conducting the AGM. Meeting Closed: 8:23 pm

2024 AGM PRESIDENTS REPORT

The real estate agent's mantra is location, location, location. Well for the MG Car Club in 2023 / 24 the mantra was National Meeting, National Meeting, National Meeting. This last year has all been about the National Meeting we hosted in Tamworth. And a very successful National Meeting it was.

The last time we hosted a National Meeting was in 2008. Our members have enjoyed participating in National Meetings all over the country hosted by other clubs and as one of the larger clubs, it was definitely our turn. Of course, it was also the Centenary of our great MG marque. And as the foundation MG Car Club in Australia, it was only fitting that we host the centenary event.

While we made a small overall profit for the year of \$1517 thanks largely to receiving higher interest on our term deposit, you might ask why we lost \$17,700 on the National Meeting. Simple, we wanted to put on an event that you could be proud of, that everyone would enjoy in the company of MG enthusiast from all over the country, and that would encourage participation. I am reliably told by others who have more experience in National Meetings than me, that they nearly all run at a substantial loss. And the National Meeting Committee did their darndest to cut costs without sacrificing quality. I think that they succeeded, and I hope you do too.

So, on behalf of all of the members I would like to thank the National Meeting Committee under the leadership of Hilary Wren for pulling off a truly fantastic National Meeting that we can all be proud of. Thank you Hilary, Steve Perry, Max Wasson, Matthew & Margaret Crawford, Stuart Ratcliff, Andy Leondiou, Ros Bastian, Leone Johnson, Sheila Trotman, Granville Harris, Ivana Arpel and David Milling for their tireless efforts to make this event a success. And I would also like to thank all of those members who volunteered to help run the various events. We are a volunteer club and we could not have done it without you. Thank you.

Would we host a National Meeting again? Probably not for a while at least. They are becoming increasingly difficult to run. Sydney is too expensive, hence why we went to Tamworth and we no longer have the members involved in sporting activities to run the required sporting events. We were lucky that through the efforts of Steve Perry we were able to get the assistance of the Tamworth Sporting Car Club and the Gunnedah Motoring Enthusiasts Club as well as qualified members from the other MG Car Clubs to run the required sporting events.

This year we came second in the contest for the prestigious Wratten Trophy. Next year's National Meeting is in Albury and it would be great if we could win it, so please put it in your calendar to come.

What else have we done this year, well while all hands were on deck with the National Meeting we still managed to do all of the usual things club runs and breakfast runs, members gatherings, have our Concours and display day and a Christmas party. Unfortunately this year the Tour d did not happen, but I am assured by Robert Smith that it will be back bigger and stronger in 2025, although held over the October long weekend.

One of the questions I am occasionally asked is what does your membership subscription get you? There are the things that you see - club runs, the Concours, a subsidised Christmas party and other events. Historic registration. But most of the costs are things that you probably don't see - we pay for external IT support, accounting, book keeping and audit; we pay for licences for In-design to produce the magazine, for

the Wild Apricot membership system and for the Stripe secure payment channel. We pay to be members of the CMC and Motorsport Australia who also provide us with insurance cover. We make contributions to some organisations such as the Maritime Museum when they provide us with a guest speaker. One of our largest costs is to rent a storage unit to keep all of our equipment and bulk regalia.

And of course, there are a myriad of other expenses. Our subscriptions have remained the same for last 5 years and don't worry, we don't propose to increase them at the moment. Your Board is very conscious of its obligations for the sound financial management of the club.

So what about the future? Since I have become President in February following the Extraordinary AGM, National Meeting aside, I have sought to return to the basics. I want to encourage not just membership, but participation. To this end the Christmas party will be a much more casual affair than the last few years with the barefoot bowls to encourage a bit of frivolity and interaction. And we will be having other casual events.

We are going to sell the Club's MGB Sebring replica. This is being auctioned at Donnington's on 1st December. Unfortunately this has not achieved what the Board had hoped in participation.

I do worry that we have become a bit cliquey and that new members can find this daunting. Next year if I am elected again I would like to put into place a buddy system for new members to help make them feel welcome, to answer their questions and to encourage them to come along and participate. I will be asking you the current members to volunteer to be a buddy.

I would like our regional members to feel that they are getting value from the club. Michael Hough leads up a very active Illawarra Register. I would like to see if we can put into place something similar in other regions that will encourage MG owners to get together. We might also be able to live stream members gatherings with them if they would like to get together on the 2nd Tuesday of the month.

And if you and your mates want to take your MGs for a drive and a picnic open it up to others. We can put it in the calendar and you won't have to fill out your log book.

The other big issue I want to start to tackle is how we get younger people interested in MGs and participating in the club.

But the big question is, what would you like us to do? What else would you like from your club? Following the formalities of the AGM we are going to have a bit of an interactive session with the members present to get some of your ideas.

Before I finish, I do need to recognise and thank those members who have moved on from some of the key roles in the club. Charlie Frew our past President, Granville Harris a Director and our regalia officer and Brian Woolmer who set up and ran our conditional registration. And also, Jim Hull who has chaired our previous AGMs and been our announcer at the Concours for many years. Thank you to each of you for volunteering your time and energy to the MG Car Club. 2023/24 was a very successful year for the MG Car Club, and I hope you, the members have enjoyed all that we have offered.

John Clarke.



CLUB RUN NSW RAIL MUSEUM AND PICNIC
Sunday 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/YiiYhvtLjULpyrT7>

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



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Alf Luckman Memorial Fish & Chips Run Saturday 18th January 2025

Berowra Waters Picnic Area

Area Convoy Meet: The Bull & Bush Hotel, Corner of Windsor & Seven Hills Rd at Baulkham Hills.

Time: 3:30pm for a 4:00 pm departure, estimated time of arrival 5:00pm at Berowra Waters. The drive is 40 km and quite picturesque, fully sealed and easy to navigate. The route takes us through picturesque, lush green wooded countryside, up Windsor Rd, on to Kenthurst, Middle Dural and up to Berowra Waters, taking just over 45 minutes.

Maps & Directions: the route to Berowra will be provided with instructions for each change of direction marked with a tulip diagram and the distance from the starting point listed both in Kilometres and Miles. It is essential for drivers the zero their odometers as they exit the assembly area. Should anyone, loose their way, directions to the final destination can easily be obtained via Google Maps. Much of the route chosen for the run is quite picturesque and has a country feel, despite being close to highly built-up areas of Sydney.

Non-Convoy Meeting: Most participants from the Northern suburbs elect to take the Pacific Highway to Berowra and then follow the Berowra Waters Rd down to the punt, cross the river and assemble at the Picnic area.

Parking is plentiful: The cars will not be assembled in one area, but scattered in groups within the available parking spaces.

Food: BYO, or enjoy the locally available Fish & Chips at the recently renovated Water Vista Café. Seating is limited in the fixed undercover shelters, so please bring your own fold up chairs and tables. Enjoy the cool of the evening, wine & dine with the other MGCC members. Traditionally this is the opening event for the MGCC Sydney. This is one of the more popular gatherings on the calendar, and all members are welcome. The vehicle you arrive in is your choice. All the better if it is an MG, but that is not essential. This is a social event, designed to meet other MGCC members, discuss cars, politics or whatever is your interest. Hope to see you there.

Contact: Matt Crawford Post War Saloon Registrar 0457 411 681 matcrawford@bigpond.com



Breakfast Run to Wombat Cafe



The first point of interest to me was at our meeting point McDonald's Dural was the provision of two EV charging stations adjacent to the main entry to the restaurant, a smart move how popular would this be in country areas, feed the family and relieve Range Anxiety all in one location. After a short welcome and instruction from President John our group set off on the drive to the Wombat Cafe

across the Wisemans Ferry and further up the back road to Gosford. We managed to arrive at the ferry within minutes of each other which enabled us to all be on the one trip however OH&S regulations forbid passengers from leaving the vehicles so photographing the group was limited.

The road on the Northern side of the river is still showing damage from past floods, good luck to the engineers and road workers charged with completing the repairs.

The Wombat Cafe is a Rustic building high above the river with great views across the valley and beyond, we were treated to old fashioned country hospitality, introduced to the staff which consisted of Nanna a granddaughter or two and a family friend providing a great atmosphere well done to them. Breakfast was enjoyed and we stayed for a couple of hours catching up with the latest stories before our homeward trip.

I have always been interested in roadside signs, although we were not all that far from Sydney this trip had the country VIBE, signs advertising Horse Poo, Chook Poo, Free Range Eggs, even Arum Lilies to be purchased along the way. You could also be Prosecuted for Trespassing or incur Demerit Points and Fines for Speeding but one of my favourites from the past was absent on this outing Petrol, Bait, Ice & Ammo. Perhaps not so correct in today's society.

Thanks to Julie Porter Stephens for her effort through the year in organising the Breakfast Runs, may there be many more to come.

Jim Lovett



2025 MG National Meeting – Albury Wodonga

Things are heating up and Victoria is now sending detailed information about the 2025 National Meeting.

Visit the now live 2025 National Meeting website at:

<https://vic.mgcc.com.au/natmeet2025#top>

More information will be in the February edition of Opposite Lock and on the website.

Don't forget: Registration opens 1 December.

Book your accommodation to stay with the Sydney contingent:

Albury Townhouse Motel

461 Wilson St, Albury NSW 2640

+61 2 6021 3000

info@alburytownhouse.com.au

Albury Georgian Motel

599 Young Street, Albury, NSW 2640

+61 2 6021 8744

Remember, a National Meeting is an easy way of also exploring some of our beautiful countryside.

From Albury Wodonga travel south to visit:

Yackandandah (known locally as “Yack”). A charming village steeped in history from the Victorian gold rush era and now home to a thriving artistic, pottery, sculpture community. About 34km from Albury – see explore.yackandandah.com.au for more info.

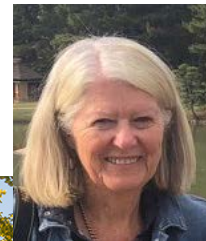
Beechworth – about 45km from Albury and about 550-600m altitude. A heritage gold rush town steeped in Ned Kelly history. The streetscape is a must see as are the nearby Gorge and Woolshed Falls. For more info see explore.beechworth.com.au

Milawa – a true gourmet village. About 80km from Albury and home of the famous Milawa Cheese Factory & Bakery, Milawa Mustards, Brown Brothers and more. Milawa is at the northern end of the King Valley where wine buffs will find much to enjoy.

King Valley is the Australian home of prosecco – and you'll find cellar doors such as Chrismont, Dal Zotto, Pizzini, Sam Miranda and more. www.visitvictoria.com/regions/high-country/destinations/milawa-and-the-king-valley

A fabulous area to explore so keep a few days free around the dates of the National Meeting and enjoy this beautiful part of our country. See you in Albury Wodonga!

Ros Club Nat Meet Coordinator



Yackandandah



Beechworth



Milawa



King Valley

MG Cyberster Launch

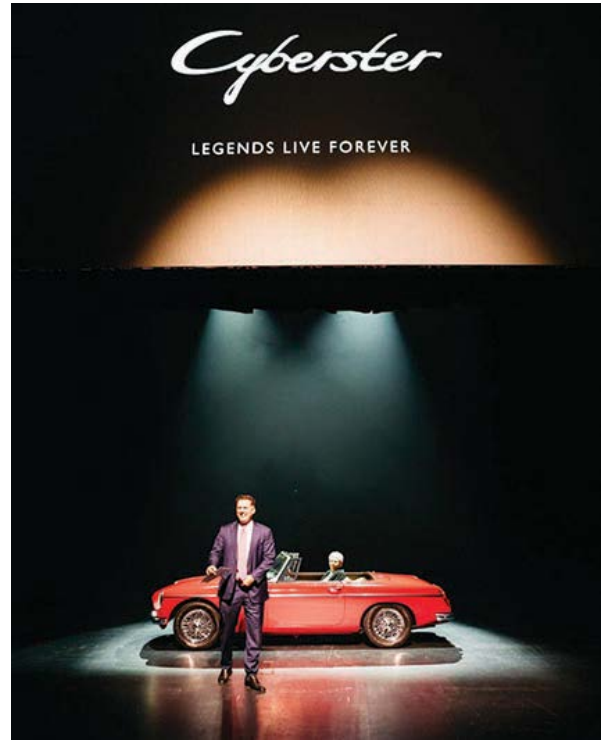
The Australia and New Zealand launch of the long awaited MG Cyberster took place on 16th October at Carriage Works, Everleigh, an inner suburb of Sydney.

The Cyberster is a two seater, convertible, all electric, sports car, overseas available in single or two motor configuration, with Australia receiving only the two motor, four-wheel drive option. This gives the car stunning performance, with a 0-100 time of only 3.2 seconds.

The launch was a lavish event, held in a large convention area of Carriage Works that for the evening had been divided into three areas by curtains, with the 50 invited guests from lifestyle organisations, such as Qantas and Vogue, being greeted in the first section by MG Motor Australia senior staff with champagne and caviar, with music from a string quartet. There was a brief introduction from Giles Belcher, CCO of MG Motor Australia, followed by soundtrack of a car engine starting and racing engines on track. This was my cue to start my MGB which was behind the curtain at the side of the hall with Karl Stefanovic as passenger, who was host for the event. As the curtains pulled back I drove forward into the centre of the hall where Karl exited the car and welcomed the guests to the evening, with a joke that I was his father but would not let him drive the MGB! He then asked the guests to come forward into the middle section of the hall, and the first curtains closed to reveal two very large video screens on which a new television advertisement was played. This featured the history of MG from the racing days of the 50s up to the new Cyberster. Then to dramatic music and the lights down low, two Cybersters emerged from behind curtains on each side of the hall, silently positioning themselves each side of the MGB. The English White car was driven by Carl Gotham, the chief designer of the Cyberster, who had flown out for the event. Karl Stefanovic introduced Carl Gotham, and interviewed him on the features of the car and the decision to build it.

Carl Gotham had done his homework on Australia, as he mentioned that the MGB had been assembled only a short distance from Everleigh at Zetland, that there were a number of MG Car Clubs around Australia, and that the Sydney MG Car Club had over 800 members!

After giving time for the guests to look at the cars and ask any questions, Karl Stefanovic asked all the guests to turn around as the next curtains were opened to the largest section of the hall, where a long table, seating thirty each side, was pulled forward and waiters and waitresses proceeded to bring out chairs, and guests were then helped by MG staff to find their places. A



sumptuous meal was impeccably served with a selection of wines, while music was provided by a wandering electric violin.

At the end of the evening Peter Ciao, the CEO of MG Motor Australia, gave a thank you for coming speech, winding up a spectacular evening. As each guest left they were handed a gift pack comprising a bottle of wine and a 1/18th model of the Cyberster!

I was amazed at how many of the guests approached to me saying how much they liked the MGB – it nearly stole the show!

Greg Fereday



2025 MG Cyberster EV roadster: \$115K Australian pricing confirmed.

MG's most expensive model ever offered is now in Australia, with this week's launch of \$115,000 MG Cyberster electric roadster



This follows our earlier story, below, which confirmed the Cyberster would enter at the lower end of the \$100-\$150,000 price range the brand was working towards for Australia.

Australian drivers will be blown away when they get behind the wheel. We're proud to launch what is sure to become MG's next iconic model," said MG Motor Australia and New Zealand CEO, Peter Ciao. 'Iconic' will take time to confirm, but the Cyberster is certainly MG's most expensive model by a very wide margin. The next price bracket down in the Chinese-owned British brand's line-up is the MG4 XPower performance EV, priced from around \$55,000.

MG's new electric sports car – which promises acceleration in the same league as Porsche and Ferrari – could cost up to \$20,000 less than first thought.

"Wheels" Dylan Campbell & Mike Stevens



TC Run to Sutton Forest

On Sunday 3rd November, my wife and I participated in the recent MG Car Club run, organised by the TC Register from Narellan, to Sutton Forest.

Whilst we have been members of the club for several years, this was our first club run, and we were looking forward to driving through the Southern Highlands, that I have known well for many years due to family connections

Getting to Narellan that particular Sunday morning was a bit of an effort after a late night, hosting friends. Thankfully, however, I had forgotten that I had deliberately moved our leaving time forward in the calendar by half an hour, in order to be at there on time. I had "forgotten" to tell my wife about this until half way down the M7, to much relief, otherwise we would have been late.

Travelling to Narellan via Cowpasture Road, we stopped at the McDonalds that Google had picked out, only to find it was the wrong one. We then had to quickly swing round to the next McDonalds, where we were much relieved to find about a dozen MG's waiting in the car park.



One there, I spoke with the TC Registrar about "what do we do now?" and it seemed we were waiting for others to arrive before the official briefing. This gave me the opportunity to say hello to Stuart and Sally Ratcliffe, who I have known since the 90's, with Stuart servicing my MG at both Granville and Seven Hills MG Centres. We also met a few other members while waiting to take off.

It was rather warm at Narellan, but a beautiful clear day for the run. After signing on and receiving directions, we set off and headed towards the Southern Highlands along the old highway.

It was a very good road to travel on and the route took us through some small towns & villages such as Picton, Talmoor, Buxton, Balmoral Village, Hilltop, crossing the railway line along the way. We were particularly enamoured by the small railway siding at Courdijam.

We travelled behind a group of four cars (that we tried to keep up with) and they lead the way for us very well. We enjoyed driving through Mittagong and Bowral, where many on-lookers were impressed with the MG procession rolling through the high street. Once through Moss Vale, it was a quick drive to Sutton Forest Inn with a beautiful setting and plenty of room to park a row of MGs.

Sitting with some other club members, we enjoyed a



lovely lunch - pie of the day was excellent. After lunch we had a look around the hotel established c1936. I was thinking my grandfather would have stopped here at some point, taking stock to Moss Vale saleyards. We then said hello to other tables of members and that's when I got the 'tap on the shoulder' to write this report. After thanking the TC Registrar and saying farewell, we travelled up the road a little further to St Maur winery and enjoyed a tasting before driving home via the freeway (with our purchases safely on the shelf behind). We would like to thank everyone at the run for making us feel welcomed - we had a great day!

Looking forward to the next run. Many Thanks.

David & Tegan Pryce



Someone was looking over me for our run as Sunday turn out to be a great day.

Comparing Saturday with clouds & plenty of rain. With most club members arriving well before 10 am at our starting point McDonald's Narellan with one exception with Robert & Jill Smith stopping some streets away but with a good push was back into the car park with the help of some club members following behind. Congratulations Robert & Jill for taking out the Horse's ass trophy I have a few of those at home on the shelf.

With some 32 members arriving we got away just after 10.30 am following each other through the back roads of Camden on to Remembrance Drive over the Razorback through Picton & this year I decided to take the back roads through Buxton/ Balmoral & through Hill Top which follows the old rail line which is still used by the Illawarra train Museum steam locomotive. After cutting over the Hume Highway & coming into Mittagong we then followed the main road onto Bowral / Moss Vale onto Sutton Forest Inn.

I had planned with bookings some months ago for tables on the front verandah as the pub gets very busy on the weekends, especially Sundays, we were looked after well & I think everybody enjoyed their lunch, the pub is under new management & the food is always good here.



Thanks again to all the members hoping your day was a great one, but we need to see more of the older cars we only had my TC & Robert's TF with 5 MGB, 3 MGBGT, 1 Modern MGTF Col Harper's Modern MG & MX5 several unmarks along with Steve Foldhazy Aston Martin, hope I have not miss any one out.

ENJOY and a safe travel home. *John Carter TC*



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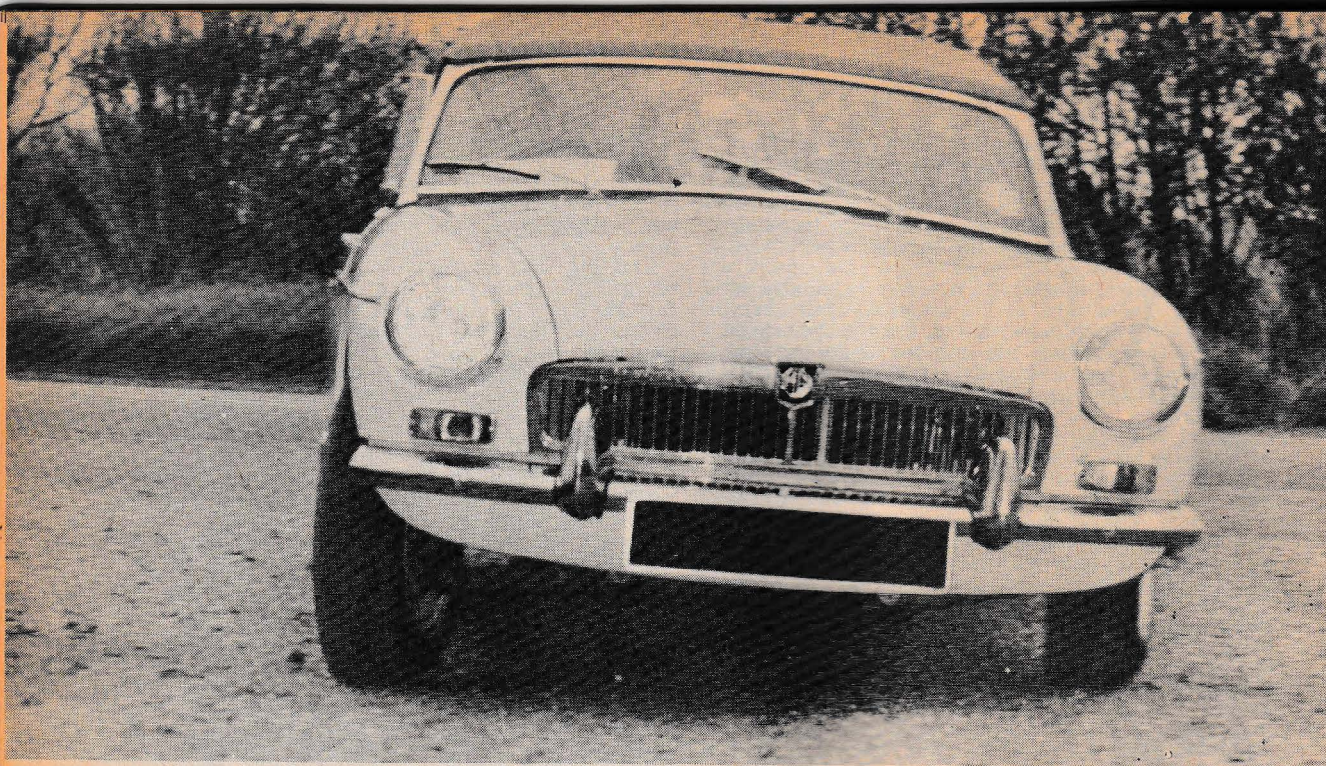
Faced with ever rising mailing costs, the UK club had to substantially increase subscription rates for overseas members

We are aware that this may have discouraged owners from joining. We recognize that overseas owners enjoy fewer facilities than those available to UK members, but that you may wish to maintain contact especially with the Registers and can only do so by joining the UK club.

To address this, we have introduced a new form of UK membership for members of local clubs that are affiliated to the UK club. Affiliated members who are happy to receive the magazine online (rather than as printed hard copy) can join the UK club at 50% of the usual subscription. If you wish to take up the reduced-price offer, please apply using the details on the left.

Those who want to join the UK club but not their local club, or those who wish to continue to receive the printed magazine by mail should continue to join or renew at the full rates found on www.mgcc.co.uk/join-now





HOW TO MAKE YOUR MG-B HANDLE

Last month we looked at ways of improving the performance of your MG. However, it's pointless beefing-up the power if the handling is not improved as well in order to take the extra stresses. Ian Fraser tells how.

GETTING bags of additional power from the MG-B engine is not a specially difficult trick. And if it's well done there is absolutely no reason why the power unit should not run for years without any kind of trouble.

However, getting the extra horses beyond the clutch can bring its share of difficulties. For instance, the gearbox can cause trouble because it cannot cope with the extra torque and the demands of the driver.

Rectification can be undertaken without too much of a pain in the wallet, though. In fact, if the engine and drive train are out of the chassis the sensible thing is to fix the box before it's refitted.

There are two ways of climbing over this particular Achilles heel. First, BLMC itself makes a close-ratio gear set for the B box. This incorporates a larger diameter layshaft — the point of failure in the standard box.

The close ratio box gives these ratios (the standard ratios are in brackets): First 2.45 to 1 (3.64 to 1); second 1.62 to 1 (2.21 to 1); third 1.27 to 1 (1.37 to 1); top, one to one in both cases.

Nice and all as a close ratio gear set can be in an MG-B, especially one with a modified engine, the fact remains that the cost is \$102. Owners wanting to use the standard box and ratios can have a \$19.50 mod to the box.

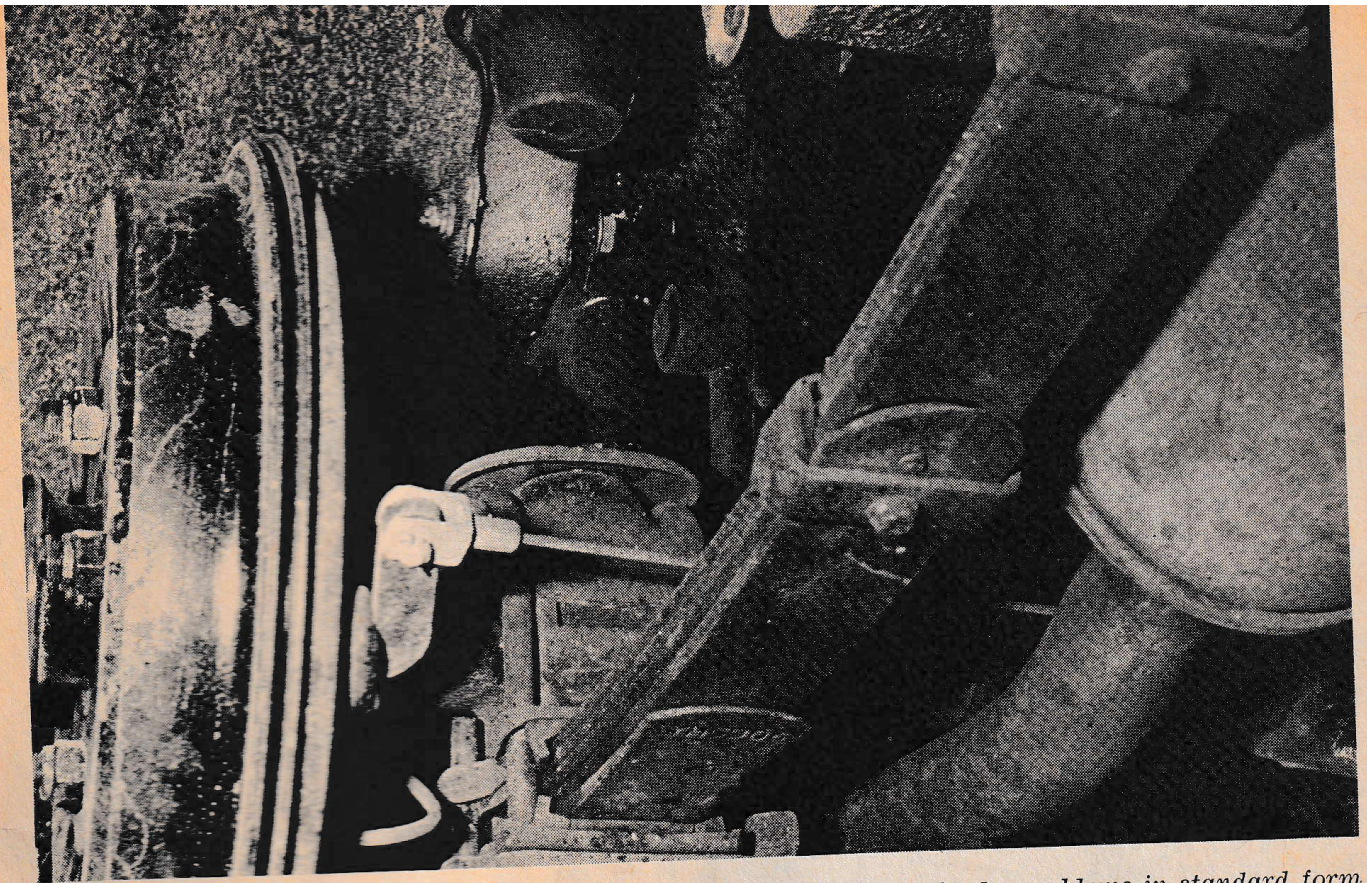
This is carried out by Lynx Engineering in Sydney, which very accurately line-bores the casing, fits new bushes and modifies the oil system before installing a $\frac{3}{4}$ in. layshaft.

Latest model MG-Bs have a different back axle arrangement from the earlier types. It has a split case differential, called the Sebring type, and its limits the alternative final drive ratios. Nevertheless, the earlier varieties allow a wide selection of ratios to be used.

Standard, the final drive is 3.9. But a 4.1 can be used, or a 4.2 from the old Magnette MG, or for really low gearing the Austin A/60's 4.8 can be fitted.

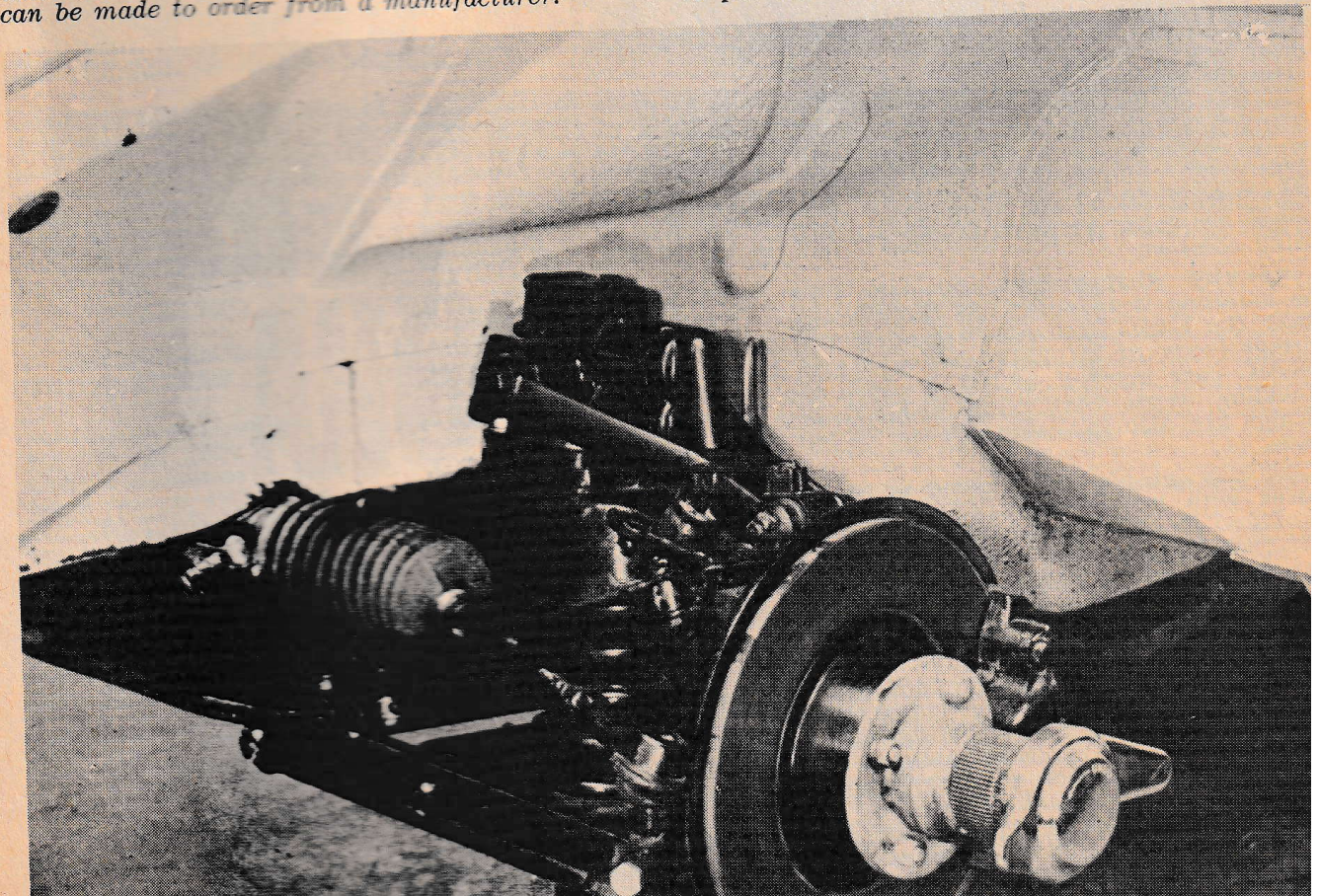
Significantly, the standard 3.9 ratio provides the highest gearing in the book. All the others reduce the number of miles per hour per 1000 revs.

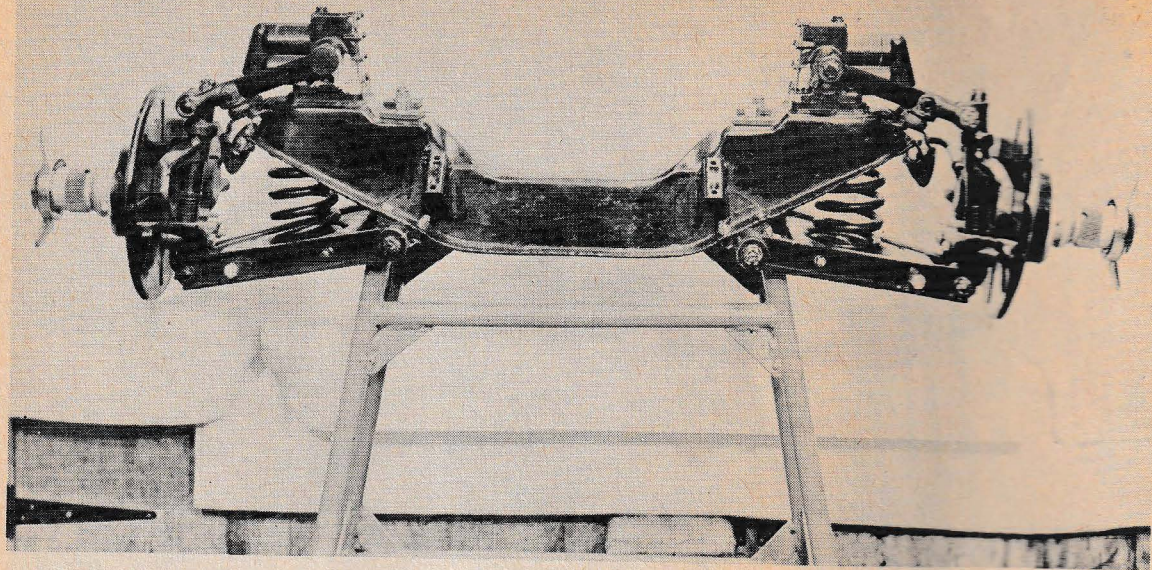
For Bs using the earlier back axle, the Pimec limited slip differential at \$186 is a sensible proposition. LSDs for the Sebring axles are virtually



While the front is stiffened the rear should be lowered. This can be done with lowering blocks but this method requires tramp rods to eliminate distortion under braking. MG-B GT leaf springs will also do a good job at the rear, or springs can be made to order from a manufacturer.

MGs don't have brake problems in standard form but when the power is increased it's a good idea to increase the braking efficiency. DS11 front brake pads are recommended. It's important to fit the same compound linings to the back brakes to prevent rear-wheel locking.





unheard of in Australia but when they do become available the price will be frightening.

MG-Bs do not have brake problems in standard form, even when coping with substantially increased power outputs.

However, DS11 pads and compatible rear linings will virtually guarantee fade-free operation at the cost of increased pedal pressure and a tendency towards increased noise from the discs and pads. It's most important if hard pads are fitted that hard linings also be used on the rear shoes. Failure to do this will lead to premature back-wheel lock-up under braking.

Because the MG-B has to please a wide variety of buyers, the suspension has been compromised on the side of softness. For the vast majority of owners, of course, this is just fine. But for the performance buff hell-bent on overall improvement, modifications can be made at the price of money, increased suspension stiffness and loss of riding comfort.

Basically, what needs to be done to improve the handling is to stiffen up the front end and lower the back. A simple method is to use the springs from the MG-B GT. Its coils give 480 psi (BLMC part number AHH 5789) with the rears providing 99 psi (AHC 31). Extra heavy rear springs are also available, giving 124 psi (AHH-7346).

Shockers can also be modified by replacing the valves with heavier ones (C/AHH7217 for the front and C/AHH7218 for the rear).

If these do not suit, then a reputable spring maker, such as National Springs, will make coils and leaves to order. Resist the temptation to cut down the standard coils — your life could depend on it.

The right spring combination for the individual's specific needs is not easy to find. It's largely a matter of trial and error if he wants to be super-fussy about the whole thing.

BLMC offers owners a bigger diameter roll bar for the front. It is $\frac{1}{2}$ in. diameter instead of $\frac{9}{16}$ th in. A worthwhile improvement, many owners find that this and the shocker valves give the changes they need for little cost.

However, the good work can be continued further by dismantling the back springs and lubricating between the leaves with a good quality grease or a moly grease. A finer point of tuning, this enables the springs to work faster when they are being compressed as cornering forces are applied.

First step in improving the handling of the B is to stiffen up the front suspension. One method is to use the springs from the MG-B GT as shown. Shockers can also be modified by replacing the valves with heavier ones.

Lowering blocks can be used under the back springs but while this drops the height, it also makes the springs more subject to distortion under braking and acceleration. One thing leads to another, so it then becomes almost mandatory to fit a good tramp-rod set-up to eliminate this vice.

But always bear in mind that if the back end is too securely pinned down it will make one wheel highly dependent on the other and will create a wheel lifting tendency that is as pointless as it is time consuming and costly on tyres.

However, when a limited slip diff is used the back end can be tied down as tight as you like. The LSD actively prevents wheel spin and should considerably reduce the B's time around any given corner.

The B's wheels can be widened an inch and, of course, radial ply tyres of virtually any good brand can be fitted.

As with developing the engine, the suspension and brakes should not be too wild. MG-B's are not suitable for serious racing so they are going to spend most of their active life on the road. They should be modified with this in mind.

Use only the best materials available and get the work done by recognised experts — and apply commonsense to your thinking. For instance, no matter how well the car should be handling and how much has been spent on mods, it will never be any good unless the wheels are properly aligned. Elementary, yes. But very close to real life.

Likewise, change the brake fluid every 12 months to ensure that it is maintaining its boiling point; never mix brake fluid brands or grades; get brake jobs done by experts only.

Some of the wise oldies of the car business occasionally let out a sigh of despair. As they point out in their infinite wisdom, the path to getting the most out of a car is to first make it stock standard — and that includes properly adjusted brakes, correctly aligned front end and engine settings to factory specifications.

If the owner is still unhappy, then is the time to start looking for ways of improving the designer's handywork. And that is often pretty difficult.

#

Submitted by Jock Grainger

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The "T" Series Temptation.

The appeal of a motor vehicle is a strange phenomenon which can and does capture the emotions of many.

After all, a motor vehicle is nothing more than a collection of metal, wood, rubber, leather, vinyl and of course, in our current modern times, plastic and synthetics.

However, due to the talents of engineers and design professionals, when their talents are aligned together and the products are assembled together, they are no longer inanimate they come alive, they become a thing of beauty which produces a temptation we have little power to resist.

The appeal differs between individuals depending on the vehicle, some you would not give a second glance whilst with others your focus is firmly fixed on every detail and coming with that, is an overwhelming desire to become a proud owner.

M.G. Car Clubs and many other car clubs, throughout the world, exist and thrive because of our attraction to these motor vehicles.

The clubs and car shows help to remind and expose people by making them aware of the once real motor vehicle world, when simple mechanics were available to all and with the appropriate tools and guidance much pleasure can be derived by attending to those mechanical and general servicing issues as they arose, yourself.

In today's motor vehicle world, with the modern cars, what you are confronted with when you lift the bonnet, is confusion.

When I look back on my motor vehicle experiences over the past 60 plus years I note that apart from a few modern SUVs the cars I have owned are now identified as collectable and have become quite valuable, totalling seven. This I expect wont be the case with todays cars.

Of the seven, two were stand outs, both being 1954 M.G. TF Roadster Convertibles and yes they were Red ! The first in 1968 and the second in 2018 and now in 2024 another TF has drawn me back into the M.G. world.

The first one in 1968 was not such a big deal as there were a number of British Sports Cars, along with the Japanese offerings around, which could be seen on our roads and streets.

Owning such a vehicle did not have quite the same head turning appeal as is the case today. There were plenty around and they became almost a common feature around and about.

My first TF in 1968 was a knock around car, I was in my early twenties and I knew very little about them, it was just a fun car mainly for weekend use with football mates and short drives here and there. Out of tune SU Carbies and wooden frames and floor turned me off and I sold it after a couple of years ownership and I might add for a profit. Values were heading upward even in the seventies.

After 50 years of the usual domestic life that comes with raising a family, following a conversation with a friend, I began to give some consideration to buying another M.G. TF Roadster and my second TF became a reality. Through Club membership I was able to locate one which was in very good condition and once again I was the proud



owner of a car that has always been my favourite.

Unlike in the seventies you see fewer of the past M.G.'s on our roads and very few of the T Series, they turn heads like never before and younger generations frequently ask, "WHAT IS IT" and what better reason to keep these old gems in good running order, for all to admire and enjoy.

Whilst No.2 was a pleasure to own it was not satisfying my desire to be able to carry out rejuvenation works and improvements myself, beside the usual washing and polishing.

I needed to be able to do more to put my mark on another TF and develop a stronger bond with the car. When a few mechanical issues arose with No.2 TF which were causing me frustration, mainly because they were beyond my capacity to put right, such moved me to consider parting with it and with all revealed to any new owner along with the usual receipts and history details TF No.2 was back on the market, after 3 years of ownership, and was

moved onto a new owner in very quick time.

I knew that finding TF No.3 and one that met my desires was going to be a drawn out affair.

Another TF caught my attention, the Modern TF which followed the F series and as the prices were reasonable, I thought why not.

And now two searches were underway, a 1954 M.G. TF Roadster and a 2004/5 Modern M.G. TF Convertible.



The modern TF revealed itself first, a one owner, as new condition, low kilometres and close to home. Negotiations commenced and after dealing with Covid restrictions, the Modern TF was in my garage. A very pleasing result. A 1.8 lr 160, mid engine and a real mover. Well known for head gasket failure I had it replaced at Cremorne Prestige at Artarmon and the improved performance was notable. Not such a head turner but you see very few on the road.

I decided to delay my search for the 1954 TF for a couple of years to spend time getting to know my Modern 2005 M.G. TF Convertible which is one of a group produced by M.G. Rover in the UK before Chinese interests took over the Company.



The temptation to own and admire the pretty form of the 1954 M.G. TF Roadster was stronger than ever and the thought of having both M.G. examples of the TF, side by side, in my garage was difficult to resist. So the search for 1954 TF Roadster No.3 commenced.

The next one had to be one in need of rescue, a fixer upper, not a resto. Just to be made pretty and sharp once more, a Wounded Warrior. The asking price had to be well below the current average, it had to be out of registration, as original as possible and within reason, mechanically sound. The search progressed for many weeks and nothing meeting my requirements was available. The market was strong and only pricy, quality examples were being offered for sale.

As always, "patience is a virtue" and "everything comes to those who wait" Finally there it was, protracted negotiations were commenced, although difficult at times, and an agreement was reached. My search was over and No.3 1954 M.G. TF Roadster was in my possession. It is indeed a Wounded Warrior with a sad look on that pretty face.

The vendor had owned the car for around 3

years and had no information about its history and only one receipt, being for a gear box rebuild in 2021.

The Guarantee/Compliance plate indicates that it was manufactured for the UK home market, was M.G. Dark Red, although a respray in Red is evident, and is wearing the original steel wheels. There is no information about when it made its way to Australia. The engine has been replaced with an RS Gold Seal exchange unit and a compression test has delivered a strong report.

So mechanically it meets my desires, the tired and torn vinyl trim, also a future challenge. Along with rust in the near side passenger door. These improvements together with new carpet, will also contribute my personnel touch to the TF. The vendor referred to it as a reliable old girl" and it pleases me greatly. I also look forward to getting her up off the round to tidy up the underside.

The lack of history, whilst not to the satisfaction of every enthusiast's needs, has a way of bringing me closer to the TF and from now on, its history will commence, refreshed. In an attempt to uncover some of the car's history in the UK, I contacted Barrie Jones, the M.G. TF Registrar for the UK M.G. Car Club, but no luck there. Barrie had no details apart from its build completion date. He remarked that not knowing the original UK registration number, information relating to ownership cannot be found.

And now the "tired old girl" (LADY), currently undergoing Blue Slip roadworthy checks, at Cremorne Prestige in Artarmon, will be given a new beginning and even with a few wrinkles and blemishes, here and there, she will still turn heads and the younger generation will continue to ask "WHAT IS IT"?

Ray Johnston



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 interest in the Illawarra register and a reminder to all of *Opposite Lock* readers is that our register is a very informal, social run-oriented group, which combines with the local Jaguar Drivers Club of Australia (Illawarra Register) to provide members of either club with the opportunity to take their classic car for an enjoyable run to an interesting location or activity.

We attempt to provide such an event approximately every two months, and our final event this year will be:- November 28th:-Lunch run to Greenwell Point.

As this run will occur after the closing date for this month's magazine, I will provide a report on the activity to be included in Feb 2025 edition *Opposite Lock*, so I hope the weather is fine and we can report an enjoyable day to you.

For This month's report I will provide a brief summary of my attendance at the annual MG Car Club's Concours and Car Display Day at Silverwater Park recently, at which my 1975 MGBGT "Rubber Nose" won its class in Concours.

I believe I was the only Illawarra register Club member to attend, which is a pity as there are a number of fine MG's in this region which would benefit from being seen and on display for a wider audience.

I hope you will enjoy my personal selection of photos taken on that day attached.

Michael Hough

Illawarra Register Draft Programme for 2025

We have started to plan the 2025 schedule of events, so if you have any suggestions for venues or visits, I would love to hear from you.

February Saturday 15th. Gerringong Motorfest

March Thursday 27th TBA *

May Sunday 18th Heritage Motoring Day 2025

July Thursday 24th TBA*

September Thursday 25th TBA*

November Thursday 27th TBA*

Note here are some of the locations we are considering .

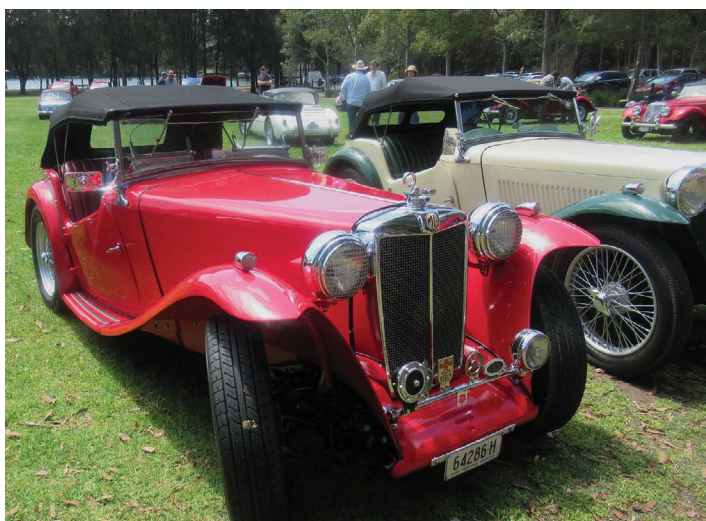
- Lunch at Headlands Hotel Austinmer/ Mt. Annan Gardens
- Berry & lunch at the pub
- Lunch at Bundeena Club via Royal National Park
- Lunch Gerroa Fisherman's Club/ Hill Sixty Pt Kembla & morning tea at the café near the Breakwater battery

Any preferences from amongst these suggestions or other locations?

If so, please email them to me.

Cheers and enjoy your classic motoring.

Michael Hough



Update on EV's.

Efficiency

I mentioned in my write-up last month that electric motors are intrinsically much more energy efficient than internal combustion engines, and that a conventional engine will only turn approximately 28% of the energy contained in the fuel into forward propulsion. (I've seen figures as low as 17%). The rest is wasted in internal friction, heat, vibration, noise and physical wear.

An electric motor, generally quoted as 90% efficient for "what goes in versus what comes out", doesn't have power sapping big end and little end bearings, crankshaft main bearings and camshaft bearings, a water pump, chain and belt drives, engine fans, a distributor drive nor, when so fitted, turbocharger bearing friction. Nor does an electric motor waste energy to suck in fuel and air, and blow the end product out. Pushing pistons up and down in their cylinders, friction on camshaft lobes, opening and closing valves etc, all use energy.

Then there are the power losses of gearboxes, both manual and autos, and differentials.

Even aside from the electric motor being more efficient, the coefficient of drag, (how easily a car can be pushed through the air) of an EV will always be less, as there is no need to force a significant proportion of the oncoming airflow through the radiator for cooling, then out of the engine bay and off to waste.

An EV does have a very small radiator for maintaining battery temperatures, and still has a condenser for the air conditioning. Most of the "grille" in my EV is ornamental and blanked off. My BMW EV is produced in petrol, diesel and electric versions.

The Cd (coefficient of drag) of the BMW 430i is a pretty damned impressive measuring 0.28. But the Cd of the electric version, BMW i4, measures 0.24

Efficiency II

The quoted energy efficiency of internal combustion engines does not take into account the energy required to get the fuel to the vehicle.

The crude oil is pumped out of oil fields, (usually) piped to oil terminals, from where it is loaded onto ships.

These ships then circumnavigate the globe to eventually reach Australia. (Massive energy costs).

The fuel is then unloaded, moved to refineries, and converted into the end product (more energy needed).

The fuel is then loaded onto trucks, and transported across the country to petrol stations (yet more energy)

The fuel is then pumped at the servo from underground tanks into your car, using, er....electricity!!

What a massive waste of resources, materials and time!

Morals

Through a freak of nature, virtually all the oil we import is from countries ruled by despots and their regimes, such as Iran, Russia, Saudi Arabia, Venezuela.

Don't for a moment believe that because there are embargoes on oil from Russia and Iran that their fuel can't wind up at your local petrol station. There is clear evidence of a major illegal industry whereby fuel is off loaded at sea from one tanker into another.

As another example, how do we differentiate between oil from Iran and Russia that arrives in Türkiye, from oil from non-blacklisted oil producing countries ?

Fuel Security

Shipping lanes can turn in an instant from safe to dangerous, or be simply blocked.

The Houthis rebels in Yemen have essentially turned the Red Sea into a commercially unusable route, forcing container ships to take far longer routes.

China has already demonstrated trade belligerence towards Australia, and has also been involved in disputes with its neighbours in respect to navigable waters. It would be perfectly conceivable that shipping lanes transporting fuel to Australia could be closed without notice.

We have just mandated an increase of our fuel reserves in Australia to 27 days for petrol and 32 days for diesel. So, if the shipping gets blocked, we run out of fuel in a month!

The previous Morrison led Federal Government had the "foresight" to buy additional fuel storage for Australia. Where is it? In continental USA! My suggestion is that this solves very little if any of our potentially very vulnerable fuel supply issues.

In contrast, we make all our electricity here in Australia, no matter what the source. Even when people argue against EV's that "they just burn coal to make the electricity anyway", at least it's Australian coal, mined and burned here to make that electricity. Additionally Australia's energy supply mix is now 40% renewables, and the proportion supplied by renewable sources is growing rapidly. The UK incidentally closed its last coal fired power station in September 2024.

Fire Risk of EV's

Numerous studies have shown that episodes of EV's catching fire is rare and that the risk of a petrol or diesel vehicle catching fire is between 20- 80 times greater.

6 EV's caught fire in Australia between 2010 and 2023.

In that same period, in NSW alone, 2803 internal combustion vehicles caught fire.

What is certain is that a battery powered vehicle fire is difficult to put out by conventional means, such as dousing with water. As with all other elements of progress, we have to adapt to different techniques and technologies.

What about emissions of EV's in their manufacture?

It is true that emissions in building an EV are greater than for an internal combustion engine vehicle.

Depending on the energy source for powering the vehicle, the emissions of an EV become less than for a petrol or diesel powered vehicle from 23,000 km in Tasmania (mostly renewable energy sources) and 38,000 km in Western Australia (mostly non-renewable currently). Most vehicles are used for much higher mileages than these figures before being disposed of.

<https://www.abc.net.au/news/2024-05-27/comparing-electric-cars-and-petrol-cars/103746132>

Battery Life

Battery life of a Lithium ion battery can be considerably enhanced by regularly charging to 80% rather than 100%, and not discharging below 10%. The latest generation iPhones will automatically charge to 80%.

The indications are that a Lithium ion battery regularly used between 35% and 55% will continue to function well indefinitely. Obviously most will need to go outside these ranges. But, with sympathetic use, battery life should potentially be comparable to that of a conventional ICE vehicle.



Tom Azcel

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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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Passport for Service

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VEHICLE IDENTIFICATION
(to be completed by Dealer)

MODEL **M.G.B. MK 11 MANUALLY CONVERTIBLE**

CAR OR SERIAL No. **YHN6/780**

ENGINE No. **1800WBE/1685**

REG. No. **3AD-012** KEY No. **39 / 935/949/78/526**

OWNER **J.R. & J. Inmont** DATE **10/24/1970**

ADDRESS **CONDORLIN ST. 3** STATE **N.S.W.**

DEALER **P. & R. WILLIAMS 433 RILEY STREET SURRY HILLS**

The above particulars must be presented to the Authorised B.M.C. Dealer when applying for Warranty.

THIS BOOK IS TO BE USED IN CONJUNCTION WITH THE DRIVER'S HANDBOOK

I was recently given this original "Passport for Service" for an 1969/70 MGB. I could not find any reference to the car in WA so thought I would put an ad in the classifieds.

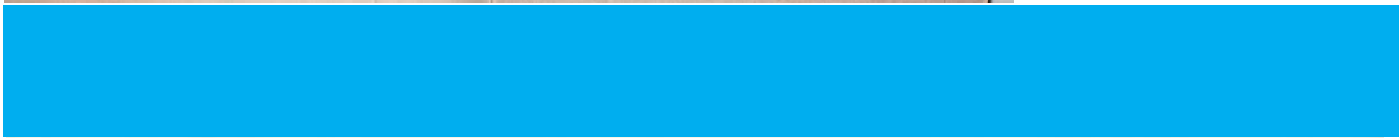
Sold by dealer P Williams, Riley Street, Surry Hills, NSW in 1970.

- MGB Passport to Service
- Chassis no. YHN6/780
- Original Rego BAD -012

If this is your car and you would like it.

Contact: John Clarke
0412 890 409

75,000 MILES 51,000 MILES 27,000 MILES

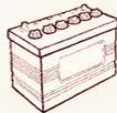


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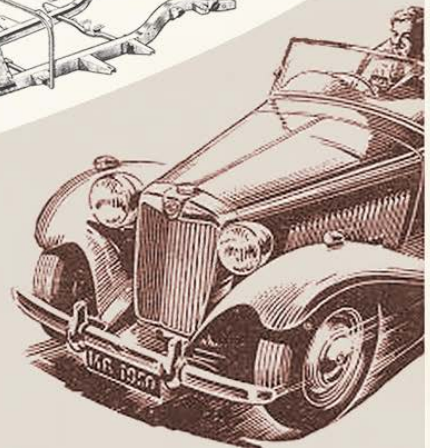
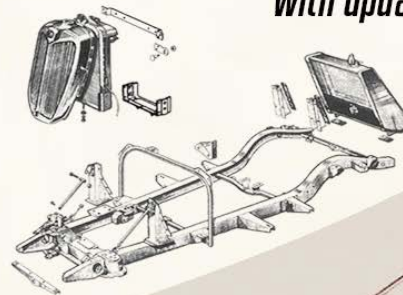
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MG BOOK REVIEW

I now have two MG books, *Kim*, a biography of M.G. founder Cecil Kimber and a *MG Centenary*.

The former by John Pressnell and the other by David Knowles.

These are extremely large books, *Kim* is 260mm x 300mm and weighs in at 3.4kg and *MG Centenary* a more conservative 255mm x 310mm and tips the scales at 1.8kg.



Both are loaded with period photographs and personal insight into the great man who we all revere and the marque we all love, they contain so much information not previously published and is illustrated by pictures not before seen.

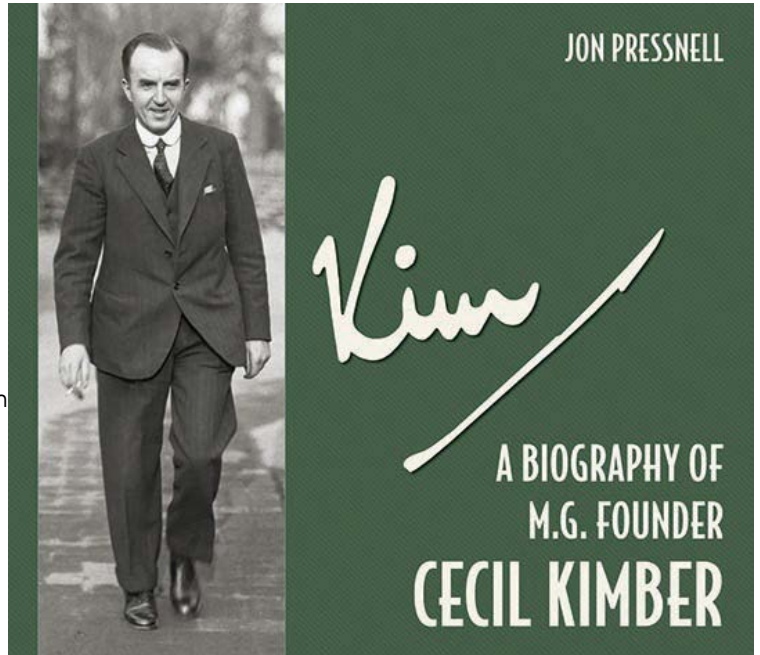
Being brought up reading more comic books than novels, I am extremely pleased with both of these to have in my library of MG literature.

The text is well written as both of these gentlemen are true enthusiasts of the marque we love, even if the car drips oil on our driveway.

Both are highly recommended. I purchase my books from Booktopia, which was an Australian based company, which went into voluntary administration in July this year. Fortunately, they're debts have been taken on by a new company.

Good luck with your purchases, I will still use Booktopia for my purchases.

John Lindsay



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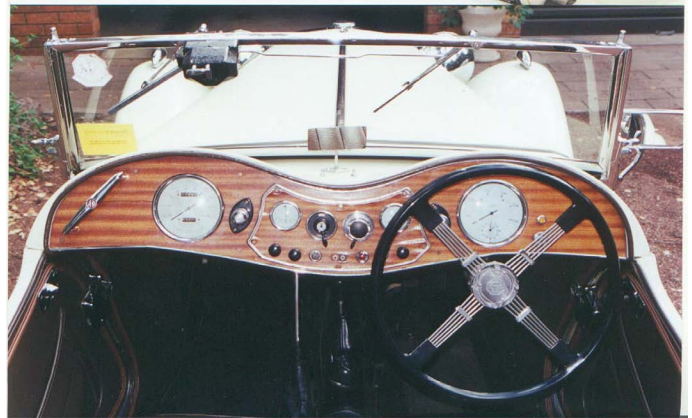
Classifieds - Cars



1948 MG TC .

Chassis # TC 4647 Engine # XPAG 5291

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



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 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



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.



Number 1058 of the 1983 produced, this car is one of only 152 produced in Nightfire Red worldwide and features a Stone Beige leather interior.

Enhanced with power steering to make city driving easier, this car performs well with its 3.9-litre Rover V8 motor and the smoother R380 5 speed manual transmission.

This car was originally sent to Japan and imported and complied in Australia in 2000. It is sold with a comprehensive maintenance file going back almost 20 years to 2005, and I have owned the car since 2018 as a MG Car Club enthusiast.

The car has travelled 43,000kms and has a set of new Michelin tyres that have done less than 3,000kms.

Price: \$57,500 ONO.

Contact: Bruce. 0419 229 585



1967 MG C Roadster

NEW

3.0-litre manual is offered by its owner of the past 30 years in beautiful condition with 9 months of registration remaining. It's equipped with triple SUs, and sits on four new Pirelli tyres. The odometer reads 58,945

It has always been garaged, and won many trophies over the years. She has spent some years on blocks in storage during a recent move, but has been brought back to a high standard by Moxhams. Sold with service records.

Price: \$55,000

Contact: Diane 0438 180 096



NEW

MGTF

Body is in good condition.

Engine & gearbox are out of the vehicle and the cylinder liners require resetting before reassembly. The cylinder head was new ~20,000km ago – it has been hardness tested and is still like new.

A Mike Satur ultimate suspension kit was fitted ~10,000km ago.

The brakes have been upgraded, but the exact system is unknown.

Ultimately the turnaround time on repairs was too long for the owner to proceed so this MGTF is being offered for sale as is, or for parts.

Price: Reasonable offers will be considered.

Location: Queanbeyan

Contact: 0422 099 557

contact@performanceplus.net.au



NEW

MGB

1964 pull door handle

Currently on Club rego, sold unregistered.

An excellent starter car.

Drives well

Body in good condition for its age

Paint in usable condition.

White with factory red interior

Location: Rooty Hill

Price: \$16,000 ono

Contact: David Newell

0414 001 955

david@sydneydesignanddetail.com.au



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



This 1977 MGB rubberrnose 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



MGY 1949

1st Place in Class, Show & Shine, 2024 Sydney Concours, Registration MGY949

Black with red interior this car is a superb example of the MGYA Class. Acquired by the current owner from a former Treasurer of the MG Car Club in 2005. The car was meticulously restored by the owner prior to that and comes with full service history and receipts. Mechanically sound and drives beautifully. Comes with 12 months rego. A range of spare parts are included with the car.

Location: Sydney
Reduced Price: \$22,000 ONO
Contact: Peter Sutherland
0419 314 295



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

NEW

MG TC Parts

- Spare wheel carrier – aluminium centre only \$35
- Spare wheel centre badge only, needs new enamel \$5
- Pair of rear half shafts and hubs, used, with shafts lightly welded in to seal oil \$200
- Retaining clips for crankhandle & miscellaneous bits \$5
- Oil pressure gauge \$100
- Side mirror replacement curved glass, needs resilvering \$2
- Bakelite wire terminal cover on back of generator \$15
- Bezels for dashboard indicator lights, some lenses \$5
- Dashboard light switch \$20
- Pair trouble light plugs on base, NOS, not MG but they look the same \$10
- Ignition/light switch, ign post loose \$35
- Distributer DKY4A complete 75
- Tachometer drive gearbox for back of generator, complete but unserviceable due to diecasting distortion, but good for a pattern \$20
- Scroll for steering column below steering wheel, used, tarnished \$10
- Bonnet corner rubbers, 7 in total \$40
- Headlamp rim clip and spring, poor \$2
- Handbrake cross shaft with levers, adjuster, ratchet missing \$175
- Cylinder head, round water passages, large valves, used, complete with valves and seats ground and lapped, rocker gear, rocker cover (not TC), studs, all ready for use \$450

- Water pump, I think it's ok \$20
- Cylinder block (MG casting), 2 sets bearing caps so will need line boring, miscellaneous other associated bits including flywheels, rods, camshafts, timing sprockets, damaged TC oil pump, Wolseley oil pump, oil pipes, covers, front mounting plate, water pump, good quantity of correct bolts and miscellaneous minor items \$450
- Set Vandervel bigend bearings -.010" \$40

Plus, not TC -

Pair Headlamp reflectors with solenoid dipping, perhaps TA? \$30
Full set of wire wheel adapters with knock ons, used \$250

Contact: Rees Mackay 9419 4251.
email vscca40@gmail.com



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

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.

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

NEW



Wanted

Australian Dictionary of Motoring Terms

by Pedr Davis, published in the 1960's.

A motoring commentator of note.

Contact: Jim Hull, if you know where he can get one from, or you may have one available in your collection.

02 9878 4271

NEW

Overdrive Unit

Good condition, with or without attached gearbox. Type not that important as I going to modify to fit into a vintage car. Tell what you have and I will see if I can get it to work.

NEW

Contact: Jacques Calluud

jcalluud@live.com 0433 506 668



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

New bonnet for MGB 1970.

Contact: Gerry 0432 838 743

gerardvolt@yahoo.com.au



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