



Official Journal of the MG Car Club – Sydney

Opposite Lock

February 2025 In this issue

2025 Board of Directors
MGA & MGB Workshop

Join the Mother Club
Alf Luckman Memorial Run

MGCC Sydney Club Calendar 2025

FEBRUARY

- 2 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 3 Board Meeting, Greengate Hotel
- 9 Breakfast Run, Wollongong, Julie Porter – Stephens
- 11 Members Gathering, North Ryde RSL
- 15-16 Classic Rally Club, The Ire of Man TT,
Jim Richardson
- 15 Gerringong Lions Club Motofest Gerringong,
Illawarra Registrar, Michael Hough
- 23 Club Run Ku-ring-gai Chase National Park,
MGB Registrar, John Clarke

MARCH

- 2 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 3 Board Meeting, Greengate Hotel
- 11 Members Gathering, North Ryde RSL
- 15 CSCA Supersprint (hosted by Sprite CCA), Sydney
Motorsport Park, South Circuit, Max Wasson
- 22 Kimber Run to Frontline followed by lunch at
Panania Hotel, Robert Smith
- 27 Illawarra Registrar's Run, Bundeena Club,
Illawarra Registrar, Michael Hough
- 29 Social Dinner, Julie Porter-Stephens

APRIL

- 5 MG Racing NSW, One Raceway, Steve Perry
- 6 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 6 Club Run, NSW Rail Museum, Thirlmere, TD Registrar,
Michael and Jacqui Gerondis
- 7 Board Meeting, Greengate Hotel
- 8 Members Gathering, North Ryde RSL
- 18-22 MG National Meeting hosted by MGCC
Victoria, Albury, Ros Bastian

MAY

- 4 CSCA Supersprint hosted by MGCC Newcastle,
One Raceway, Max Wasson.
- 4 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 4 Club Run, Magnette Registrar, Peter Baldry
- 5 Board Meeting, Greengate Hotel
- 13 Members Gathering, North Ryde RSL
- 17 MG Racing NSW, Sydney Motorsport Park,
Steve Perry
- 18 CMC National Motor Heritage Day Berry,
Jim Lovett & Illawarra Registrar, Michael Hough

JUNE

- 1 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 1 Workshop, MGC & BGT V8 Registrar, Glen Protheroe
- 2 Board Meeting, Greengate Hotel
- 6-8 HSRCA & MG Racing, Sydney Classic Race,
Sydney Motorsport Park, Max Wasson
- 8 Breakfast Run, Julie Porter – Stephens
- 10 Members Gathering, North Ryde RSL
- 22 Club Run, TF Classic Registrar, John Chadban

JULY

- 6 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 7 Board Meeting, Greengate Hotel
- 8 Members Gathering, North Ryde RSL
- 13 Club Run, MGF/TF Registrar, Mark Robson
- 20 MG Racing NSW, Sydney Motorsport Park,
Steve Perry
- 24 Illawarra Registrar's Run, Stanwell Tops & lunch at
Headlands Hotel, Illawarra Registrar, Michael Hough

AUGUST

- 3 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 3 Club Run, Pre-War Registrar, TBC
- 4 Board Meeting, Greengate Hotel
- 12 Members Gathering, North Ryde RSL
- 16 CSCA Supersprint, hosted by Lotus, Sydney
Motorsport Park, Gardner GP circuit, Max Wasson
- 16-17 MG Racing NSW, One Raceway, Steve Perry
- 17 Shannons Sydney Classic Display,
Sydney Motorsport Park, Jim Lovett
- 29-31 HSRCA Spring Festival, Race & Regularity,
One Raceway, Max Wasson
- 31 Breakfast Run, Julie Porter – Stephens

SEPTEMBER

- 1 Board Meeting, Greengate Hotel
- 7 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 9 Members Gathering, North Ryde RSL
- 13-14 Gathering of the Faithful hosted by MGCC of
Wagga Wagga, Peter Baldry
- 14 All British Day, Hawkesbury Showground,
John O'Neill
- 20 Social Dinner, Julie Porter-Stephens
- 21 CSCA Supersprint, hosted by MX5 Club,
Sydney Motorsport Park, South Circuit, Max Wasson
- 25 Illawarra Run, Mt Annan Gardens . Michael Hough
- 28 Club Run, RV8 Registrar, Alan Heritage

OCTOBER

- 5 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 7 Board Meeting (TBC), Greengate Hotel.
- 14 Members Gathering, North Ryde RSL
- 18 MG Racing NSW, Sydney Motorsport Park,
Steve Perry
- 19 CSCA Supersprint, hosted by Jaguar, Sydney
Motorsport Park, North Circuit, Max Wasson
- 26 MGCC Concours & Display Day, Jacques Calluud

NOVEMBER

- 2 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 7-10 Pre-war MG Register of Australia Biennial Rally,
Ballarat, Robert Smith
- 9 Club Run, TC Registrar, John Carter
- 3 Board Meeting, Greengate Hotel
- 11 MGCC Annual General Meeting and Members
Gathering, North Ryde RSL
- 23 MGA/MGB Workshop Day, MGA Registrar,
Greg Keenan
- 27 Illawarra Registrar's Run, Breakwater Battery Port
Kembla, Illawarra Registrar, Michael Hough
- 28/30 HSRCA Summer Festival, Race & Regularity,
Sydney

DECEMBER

- 1 Board Meeting, Greengate Hotel
- 7 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 9 Members Gathering Christmas Party, Hilary Wren
- 25 Santa comes. Get some MG Regalia for under the
tree

February President's Report

Another MG year is upon us. I hope you and your families had a fun and safe Christmas and New Year and have had the opportunity to get your MGs out and enjoy the summer weather.

In this, our first edition of *Opposite Lock* for the year you will see our 2025 calendar and all of the wonderful activities we have planned for you. Whether you are into great drives, social activities, car shows or motorsport, or all of the above, the MG Car Club has something for you. All you need to do is participate.

Participation is going to be one of our key themes this year. Your board is working very hard to improve the member experience. We are updating the web site and want to keep its content up to date. We also want to make sure our Facebook page showcases what the club has to offer. And many members want to know more about their cars and how to fix, restore or improve them so we want to increase the technical aspects of the club – you will see we have 2 workshop days as well as a visit to Frontline in the calendar, and I want to reintroduce tech tips at members gatherings as well as increase the number of technical articles in the magazine.

We are looking at ways to attract and retain new members and to encourage their participation. We acknowledge that there are many people who are attracted to join our Club because of the cheap historic registration. We need to get these members to realise that there is so much more that the Club has to offer.

In particular, we need to attract younger members. This is a challenge for all car clubs and is vital for the continued enjoyment of our cars. And by younger members I don't just mean people in their teens, 20s and 30's, although that is important. But also, people in their 40s and 50s who have reached that stage in life where they can now indulge a passion. Let's make sure that it's an MG and that they want to do it with other MG enthusiasts in the MG Car Club.

And we want to hear what you the members want. At the AGM in November, I had intended to hold an interactive session to canvas your ideas. However, in the end I didn't think we had enough time. I will look to do something in the future. But don't wait please contact me if you have some ideas.

2025 promises to be an exciting year with lots to do and lots of fun activities for you to enjoy with your MG. I look forward to seeing you at some of these.

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!

Sean Finlay	MGA
Robert Gibson	Midget
Edwina Lofts	MGB
Lee Hughes	MGB
Theo Belalis	MGB
Michael Green	MGB
Mike Wilcox	MGB & MG3
Nicole Pettit	Sunbeam

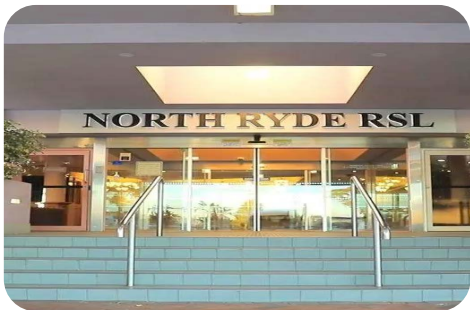
So, you have bought a 'new' MG, or you have unearthed one long lost in the garage or you have finally finished that long, long, longer than you expected restoration & decided to now join the club.

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*





Page 6 Members Gathering.
Location for 2025. North Ryde RSL



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Page 26 Illawarra Register



February 2025 Cover:

Peter Foggety's stunning car on the
Fish & Chips Run in January.
Photo by Scott Bailey.

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February 2025

Opposite Lock

Contributing photographers:

Thanks To:

Micheal Hough,

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Don Young, Hilary Wren.

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Monthly Club Gatherings are held
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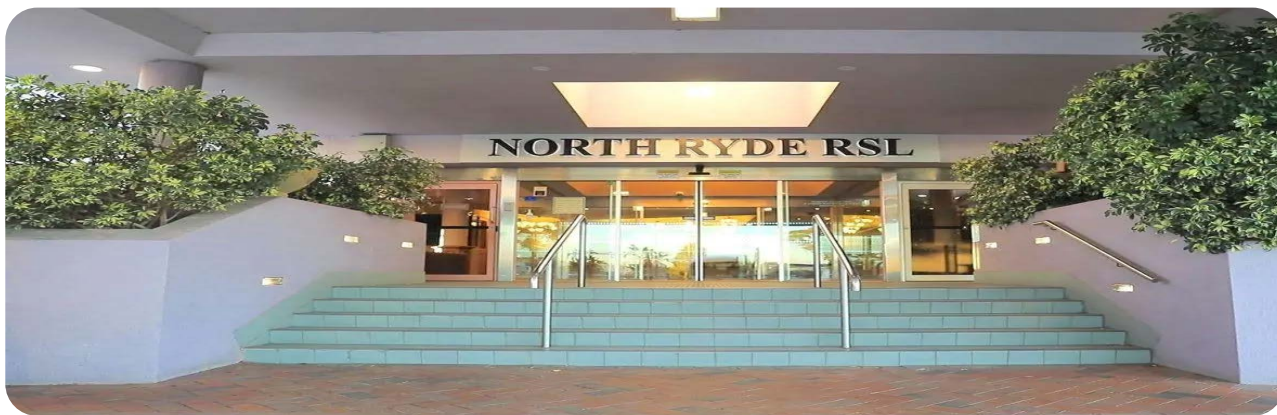
Model Registrars

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C and V8	Glen Protheroe		0408 466 140	stradanut@gmail.com
Midget and FWD	Vacant			
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Club Officials

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Regalia	Jamie & Leanne Mc Master		0405 188 741	jame1848@yahoo.com.au
Regularity	Stephen Perry		0434 275 970	windywoofer@gmail.com
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Members Gatherings 2025 will occur at North Ryde RSL



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.

We look forward to welcoming you in February where our guest speaker will be Gavin Smith, who is the Vice President and Bio security Officer of the Urban Beekeepers of the Inner West. He is one of three people to win a prestigious award from Westfield, Burwood.

Gavin, a former teacher, is a member of Urban Beekeepers of the Inner West and is dedicating his retirement to saving bees, which have been decimated by fires, droughts and loss of their natural habitats in urban areas.

He has rescued hundreds of swarms and uses his teaching skills to educate the community that bees are not important only for honey; they are crucial for pollinating 70% of our food crops. He encourages people to plant urban gardens that support Australian native bees and European honey bees.

Following the devastating 2019-20 bush fires, Gavin and Urban Beekeepers of the Inner West initiated Beemergency. They tirelessly raised money for materials to build new hives and worked at collecting bee swarms.

Lynn Callaud



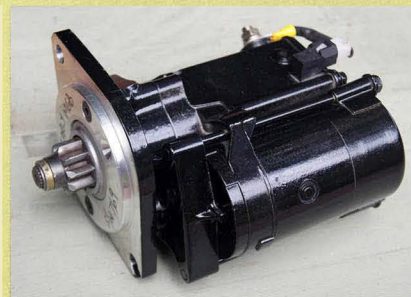
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MG CAR CLUB
CHRISTMAS PARTY
2024



The MG Sydney Board decided this year to put on a more casual Christmas function, rather than a formal sit down 3 course meal.

As a result we had a very relaxing and fun time at The Hunter Hill Club, where over 70 club members were encouraged to participate and many did so, in lawn bowls.

We should have had a competition going, as I would have qualified for a winning place!

The weather was very kind to us, although very over cast and threatening. All members enjoyed an anti pasta & pizza dinner and feedback has been very positive.

We would appreciate your ideas for future events.

Hilary



MG Car Club Sydney Board of Directors for 2025

John Clarke. President & Registrar Representative.

My MG ownership commenced in 1978 with a black 1957 MGA Roadster. At the time I was a young Cadet Midshipman at the Naval College at Jervis Bay and enjoyed spirited Sunday morning drives through Kangaroo Valley as well using it as my everyday car for more mundane activities like driving to Sydney and taking out young ladies. After 4 years we tearfully parted company for a Fiat X1/9.



Jump forward 10 years, one wife and a young daughter later we needed a second car and I renewed my MG affair with a 1967 MGBGT, which I still have today. A short time later I encouraged my retired father to fulfill his lifelong dream to have an MG with a 1971 MGB Roadster, which when he passed away, he left to me. Along the way I have also owned a modern MGTF 160 (later written off by my son) and now a 1975 MGBGT V8. I also have a 1954 MGTF 'barn find' given to me by friend, which he started to disassemble in the mid 1970s and progressed no further than that. I plan to restore it one day soon, I hope.

One of the things I like about classic MGs is that they are simple cars and easily maintained by the home mechanic. I have always done and enjoyed doing the maintenance of my MGs myself, and hopefully you also enjoyed reading about some of it in my old MGB Musings column.

In my professional life I was a Naval Officer for 21 years in the Supply specialisation with roles in logistics at sea and ashore. After leaving the Navy I had various executive positions in procurement and corporate property management. I am now fully retired.

As I start my second year as President of the Club and as the long-time MGB Registrar I look forward to continuing to help steer and organise our great MG Car Club in 2025 so that we can all enjoy these wonderful cars and the camaraderie of fellow MG enthusiasts.



Max Wasson. Sporting Captain.

I have been a member of the MGCC Sydney for twenty years, since I bought an MGB which I still own, myself and my partner Paula Thistleton have recently purchased a MG 1100 so we both can enjoy the club together.

I have helped run a manufacturing company for the last forty years with the help of my brothers, it's a family company that our father started in 1952, the business has grown and diversified over the last 30 years. We now have two plants Wasson Engineering Plastic's in Peakhurst where we do plastic injection molding the other Mantova Marketing in Prestons where we make cool room shelving for the service industry.



Hilary Wren.

Vice President & Editor of Opposite Lock.

I inherited my beautiful MGB GT, 1972, with its unique "cross flow head" from my late partner Gerald Heasman 9 years ago. I've now been a club member for 12 years.

I grew up in a household with a father who was a British Chartered Mechanical Engineer, so as soon as I showed any interest in cars, I was instructed in dip sticks, tappets, spark plugs, jump starting, double de clutching, indeed everything a 17 year old lass needed to keep her on the road to get safely home!

I qualified as a Registered Nurse in London in the 70's, to Australia in 1975, where I became a Midwife and then qualified in Cardiothoracic Intensive Care.

I have spent the past 40+ years in the medical industry, latterly in a senior marketing role for Asia Pacific, when I also completed an Executive MBA.

I am currently the Divisional Manager, ANZ for a Surgical Company. I am now entering my 7th year as your editor and magazine publisher and my commitment to the club is to continue to ensure that the key communication tool for our members is informative, constructive, educational, inspiring & motivational.

However to achieve that goal, I need your valuable input please, particularly on restorations and technical tips for our members.

Please send your contributions to editor@mgcarclubsydney.com.au

Thank you. H



Dr Matthew Crawford. Club Secretary.

I am a retired Anaesthetist, Intensivist and Pain Medicine Specialist. Following graduation in Medicine at the University of NSW in 1975, I undertook training at the Prince of Wales Hospital in Sydney. In 1982 did further training at the Mayo Clinic in Rochester Minnesota in anaesthesia & research for a further two and a half years.

Returning to Australia, I was appointed as a Staff Specialist at the Prince of Wales and the Sydney Children's Hospital's practicing all three specialties. I was involved with the College of Anaesthesia and Pain Medicine as an examiner for 27 years, and took up various administrative positions within the two hospitals.

I have travelled extensively in South East Asia, PNG & Africa providing education in Paediatric Cardiac Anaesthesia and Intensive Care Medicine. In 2009 I was awarded the Paul Harris Fellowship by Rotary PNG and the Order of Luguahu by the PNG Government.

I purchased my first MG in 1966, a MGY sedan for £35 and restored it over a two-year period. It was my daily drive for 10 years until it was involved in a major accident. The car was eventually restored in 2005 for our eldest daughter's wedding in January 2006. Since we have three daughters, each one demanded a different Y Type for their wedding. As such we now have a collection of Y Types. In addition, I have a Modern MG TF and a Magnette in the process of restoration, as well as a 1912 Stower B5 and a 1915 Berliet Thorpedo.

Now retired I am in the process of completing the restoration of a 1970 Morris Cooper S for our eldest daughter, financing the completion of a 1969 Triumph Bonneville and a 1933 Matchless motorcycle for our son.

Lynn Callaud . Membership Secretary.

I became a member of the MG car club almost 3 years ago when my husband Jacques bought an MGB, an aspirational car from his youth as he neared retirement, and I tagged along for the rides.

This was only fair since I became a beekeeper when I retired and he tagged along for that journey.

I've enjoyed the MG Club runs and meeting new people and it was on one of Don Young's north coast runs that I met Hilary, who twisted my arm to become the membership secretary, and what a journey that's been.

A dedicated Apple user as a former English and ESL teacher, learning the routes and shortcuts of a non-apple computer and new program has been challenging and frustrating in equal measure, so thank you to those of you who have been patient while I navigated my way through.

The MGB, was replaced with an RV8 to get a few more creature comforts and was work in progress as the front end was overhauled before Tamworth.

If you think I have an accent, you're right.

I was born in Gateshead in the north east of England and emigrated here with my ten-pound-pom parents in 1969, you got my sister and I for free.

We were only coming for 2 years but arriving in Freemantle my father said 'just look at the sun in that sky' and I knew then we were never going 'home'.

Since then, Sydney has been home albeit with stints in other states when Jacques worked for Shell and a year when we lived in London so I could work out if I was Australian or English.

I now have the certificate to prove I'm a dinky-di Australian, even if it only took 50 years.



David Milling. Treasurer.

Knowing my accounting qualifications, experience and background, I was approached by our past President, Charlie Frew, to become our Club Treasurer in February 2023, initially with the task of completing the 2023 Annual Financial Statements and liaising with the auditor in his audit review. Subsequently I was elected at the 2023 AGM as a Director, with the intention that I continue in the role of Treasurer.

I do not own a MG, but in my short time as a member I have learnt a lot about MGs and also about the workings and events of the Club.

My working life has been quite varied. I started work with AIS (BHP) in Wollongong, as a trainee Accountant and after university graduation I joined a firm of Chartered Accountants in Canberra. There I worked in general accounting, audit and taxation, and during this time I qualified as a Chartered Accountant. After 4 years I moved to AIDC, a government owned financial organisation, rising to the position of Financial Accountant. I was involved in the public listing of a subsidiary, AIDC Ltd, and was responsible for the preparation of the financial statements for the group

including the listed company, ASX reporting, taxation and other corporate requirements.

In 1993 I retired from corporate life and purchased an office supplies business in Pymble. This I sold in 2017 and moved into semi-retirement. During this time I maintained my accounting membership registration and completed some private accounting work.

My work life has included experience with many software programs, including MYOB, which we currently use, Xero, Excel, Readysell and Pronto for example. I have also had experience with financial institutions, the ATO, auditors and ASIC.

I believe this experience and acquired knowledge will be of benefit to the Club.



James Lovett. CMC Representative.

Unknown to me my life's program was set in place at age 6 when my father and brother walked me up to the main road to watch the modern day gladiators roar past on their journey in the Redex Trials of the time.

I was enthralled by the magic of it all, it took me more than 30 years to find the vehicle, money and time to finally compete in a similar type of event the Bourke to Broome Bash.

I took a boring 1959 Vauxhall Cresta and turned it into a mean competitive rally car competing in the next 5 events before the car was retired to a Vauxhall Museum on the outskirts of Sydney. Not content with that achievement I did a similar job on a 1959 Austin Lancer competing in 2 Camp Quality Capers with Claudia on navigating duties.

I have always had an interest in Vintage Vehicles. I lived in Carlingford where we had garaging for 8 vehicles, when I started collecting Whippet and Willys Knight relics. The standout was a 1929 Whippet 6 wheel equipped Roadster which we restored to Concourse condition, winning a few along the way. Also in the collection was my first MG, a 1970 Midget which I bought damaged, restored back to near new and drove it for several years before on selling to my nephew who still has an MGB today.

My next MGB came by chance, Claudia and I had been on a 2 year Australian adventure in a Nissan Patrol and Jayco Camper, upon our return we relocated to Coogee. In our apartment building a young couple were looking

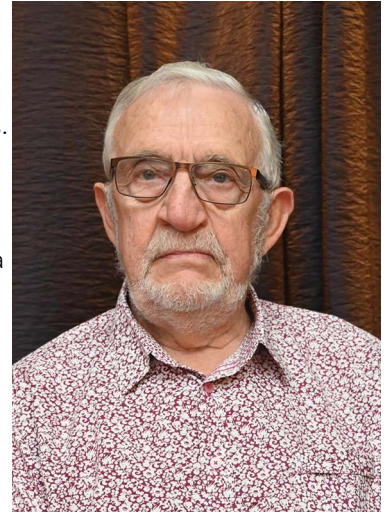
for a vehicle to do a trip like ours and they had an MGB to trade. So a deal was done and the 1967 MGB, Snowdrop was ours. Another complete resto began finished in time to compete in the 2006 National Meeting in Launceston, followed by a 2 week tour of Tasmania, one of the best trips ever.

Claudia and I joined the MGCC Sydney in 2005, I was still in business and didn't have the time or energy to become fully involved with the club. Having now fully retired I have the time to contribute and hope that my tenure on the board is a success. I would like to be an advocate for the members perhaps be a conduit to the board with any suggestions which may arise.

I look forward to the challenge ahead and attending board meeting.

On a personal note I ran a successful plumbing business, was a project manager for a large building company and graduated with a Dip -Ed from Uni.

I am a stepfather to 4 and grandfather to 8 children.



Jacques Callaud. Concours & Display Day.

Even though I have a foreign sounding name, father French and mother Greek, I was born in Sydney and spent the vast majority of my life in Sydney. Went to University and graduated as a Mechanical Engineer and then did a Masters Degree at UNSW. Along the way I meet Lynn at a high school dance and was married at what would be considered these days as very young and after a suitable length of time, more than 9 months, we had 4 children.

Worked in manufacturing industry for around 10 years before joining Shell in what I would call industrial construction. Tanks, rail sidings, country fuel depots, service stations etc. Shell kept promoting me and moving me around the country and I worked for them in Sydney, Brisbane, Adelaide and Melbourne. Eventually the kids started high school and they wanted to stop moving around. Fortuitously Shell was offering a redundancy package which I took and the family moved back to Sydney. My career then seemed to be either short stints with a company because I didn't like the work or the company or some long stints. Some of these were Works Manager of the Sydney Harbour Bridge looking after a 100 strong work force, Operations Manager at Andersal Engineering which did remedial construction work and my final job before retiring was 10 years as Chief Engineer at Sydney Harbour Tunnel.

Cars have always been part of my life, more so tinkering than racing them although I did some hill climbs and motorhans with the Mini car club eventually with a Cooper S. I built a car a bit like a Morgan but with Holden running gear and got it registered. When Shell moved me to Adelaide in late 80s, they put us in a rented house so I was a bit bored and ended up buying a 1927 Erskine Phaeton basket case. It has been very slow



process of restoration all done myself including paint and upholstery, finally getting it registered a few years ago. Nearing retirement Covid hit and I was only going into the office one day a week so again was bored so thought an MGB, the aspirational car of my youth would be good. Purchase a rust-free English built 1972 MBG roadster and joined the MGCC to get access to Historic Rego, what a great scheme so let's not abuse it. Rimmers loved me as I did some cosmetic restoration to things like suspension rubbers, door cards etc. Going to MGCC events I discovered RV8s and decided a bit more power and AC would be great so ended buying one of these and selling the B. A few problems with the clogged fuel filters so fuel tank out for a clean of all the rust and installation of a tank lining kit and new fuel filters and pump. As well syncros pretty bad so gearbox out, stripped and new syncros fitted and back in. Isn't google great, put in the part number and all these suppliers pop up, mainly Range Rover ones but hey the parts fit.

I took up sailing in my 30s firstly in dinghies then catamarans and now keel boats. Race with Greenwich Flying Squadron in twilights and Sunday winter series in my boat which is a French built Tofinou 9.5.

Alf Luckman Memorial Fish & Chips Run. Sat 18th Jan 2025



A group of seven Club members in four cars, an MG Ceberster, an MG RV8, an MGY and a Porche, assembled at the Bull & Bush Hotel car park in Baulkham Hills at 3:30 pm. Instructions on the route to be followed were provided via tulip diagrams and distance in km or miles, from starting point to each point of direction change. The distance to the destination was 34.9 km or 21.6 miles, passing through picturesque lush green wooded countryside, taking about 40 minutes. Unfortunately, Peter Foggarty was late for our departure. As such, we gave him instructions by phone of how to get to the destination and he caught up with us half way along the journey.

Despite the predictions of inclement weather, the drive was rain free. Upon arrival at Berowra Waters the MGs were lined up for a photograph opportunity. We adjourned to the shelter which we virtually had to ourselves. Considering the weather forecast we managed to attract 24 attendees in 11 MGs: 3 MGYs, an MGB Mk1 fast back, an MG RV8, an MG ZT, 2 modern MG TFs, an MG Z ST, an MG 5 and an MG Cyberster.

Through out the afternoon and evening intermittent light rain showers occurred, interspersed with periods of sunshine. Conversations regarding the incredible bad weather we had been experiencing for the past week, age related major and minor health issues that club members and relatives were experiencing and how members had been coping with events. Bruce Smith had lost his "runabout", related to large parts of his neighbor's tree falling on it and crushing its roof.

At around 5:30 pm we all started the head to the Water Vista Café for fish and chips. Although grilled fish or battered fish was available, the grill was turned off at 5:30 pm, denying us that option, which was disappointing. However, the battered option was still very tasty and served up quickly.

As the weather started to close in around 7 pm, we all started to head home, some via the Punt to the Pacific Highway and others back via Bay Rd and Old Northern Rd to Baulkham Hills.

Matthew Crawford Registrar Post War Saloons



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2025 MG National Meeting – Albury Wodonga

Things are heating up and the National meeting website is live at: <https://vic.mgcc.com.au/natmeet2025#top>

Registrations are open: <https://docs.google.com/forms/d/e/1FAIpQLSdK7S-ePACHYLqxfiT2dFibRqDbi9-ej-iEs3JWFX1fysRw/viewform>

Entry fees up until the 14th February:

Adult Competitor	\$495
Junior Competitor (under 17 as at 1/1/25)	\$395
2nd Competition car	\$40
Adult Social	\$455
Concours only extra car	\$20
Junior social (4 & under as at 1/1/2025)	\$5
Junior social (5 – 11 as at 1/1/2025)	\$255
Junior social (12-16 as at 1/1/2025)	\$395

FROM THE 15TH FEBRUARY ENTRY FEES WILL RISE- see Nat Meet website for details.

Don't forget to 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 60218744

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

From Albury Wodonga a good round trip is to drive west to Corowa (on Riverina Hwy, about 57km) and return via Rutherglen and possibly Chiltern.

Corowa is the “Federation” town where the colonial supporters of federation met, in 1893, to agree a process to achieve that. Corowa is a working town servicing large agribusiness enterprises: Riverlea, the largest piggery in the southern hemisphere and the Uncle Toby's factory where your rolled oats are made.

In the old flour mill, there is Corowa Whisky & Chocolate. The once derelict property was acquired for \$1 (providing the new owners refurbished it) and it is now a significant tourist spot.

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



Old Corowa Flour Mill



Bridge across Murray- Corowa



Rutherglen



Chiltern

MGA & MGB Workshop Day

Sunday 24th November 2024- Greg Kennan's Shed.

Left home at around 9.00 and it was already a very hot day. Once there meet up with about a dozen MGCC members. Day started at 10.00 with a chat around a cuppa.

Then off to the shed to what I must say is very impressive body work done by Greg with some assistance by others.



He had an MGA chassis on his alignment table and went through how he goes about measuring up the chassis visually and with straight edges and tapes to get an idea of what needs to be repaired. A lot of the time problems are caused by impact damage and this needs to be fixed as well as rust around certain areas including where the timber floor bolts in. So new sections of steel have to be cut and formed to fit. Not an easy job as many parts of the chassis have compound curves.

He explained the basics of metal forming, bending, stretching and shrinking. He showed us how he makes up tooling to help shape complex shapes. He then showed us jibs he has made to hold

parts in the correct place that need to be welded back onto the chassis.

We talked about different welded techniques such as MMA, TIG and MIG.

Finally, Greg got out the laser measuring equipment. Targets are hung from critical points on the chassis, such as spring hangers and using a special laser unit mounted on a track that allows it to move along the length of the chassis. With this he can locate all the critical points on the chassis in 3D and compare to the factory spec sheet. If any final adjustment is required this is done by bending the chassis using hydraulic rams.

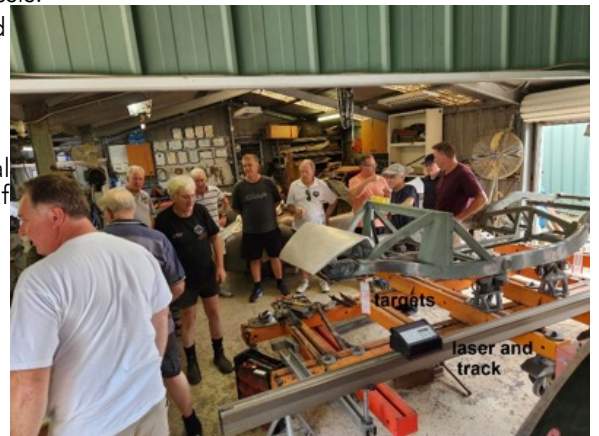
All very interesting and informative.

Then it was back to the back patio for a great BBQ lunch cooked by master chef Chris complimented by a range of drinks.

A great day out and very informative. I encourage club members to take advantage of these educational opportunities.

Thanks Greg.

Jacques Calluad



February Breakfast Run to Pepe's on the Beach, North Wollongong

Join us for an easy drive through the Royal National Park, followed by a bistro-style breakfast at Pepe's on the Beach, North Wollongong .

Date: Sunday 9 February 2025.

Meet: (a) 7:30am at Wentworthville McDonalds (441 Great Western Highway, Wentworthville NSW 2145) for a 7:40am departure

Meet: (b) 8:20am at McDonalds, Allison Cres, Menai NSW 2234, for an 8:30am departure.

Navigation: Please note that this route has tolls on the M5. The run will take approx, 120 minutes from Wentworthville and 80 minutes from Menai. click on the link for directions:

<https://maps.app.goo.gl/zCT2psmjWPUQogT58>

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

Bookings: by 5pm Wednesday 5 February 2025 via the MGCC Website.

Limit: 30 places.

Enquiries: [Julie Porter-Stephens -breakfastruns@mgcarclubsydney.com.au](mailto:Julie.Porter-Stephens-breakfastruns@mgcarclubsydney.com.au)

Warm Regards,

Julie Porter-Stephens MGCC – Breakfast Run Coordinator

Club Run to Ku-ring-Gai Chase National Park and Pittwater - Sunday 23 February 2025 hosted by the MGB Registrar

If you like sweeping corners, hills and tight bends while sharing the drive and views with fellow MG lovers then join us on Sunday 23 February for a morning of spectacular scenery and a great technical drive through Ku-ring-Gai Chase National Park and then through beautiful Pittwater on route to Narrabeen Lakes.



We will stop for a BYO morning tea in The Resolute picnic area with time for an optional walk to the stunning West Head Lookout.

Lunch will be at North Narrabeen Park overlooking the lake where there is free parking. Either BYO picnic lunch or purchase from the nearby De Assis Cafe.

Meet at St Ives Showground, Mona Vale Road, St Ives at 9:00 am for a 9:30 am departure.

Cost: Entry to Ku-ring-Gai National Park for the drive to West Head is \$12 per vehicle and payable at the gate. Please have the correct change.

What to Bring: In addition to you and your MG, bring your own morning tea and picnic lunch (or lunch can be purchased from the De Assis Cafe) plus chairs, picnic rug etc.



Bookings: Bookings are not required. Just rock up on the day.

John Clarke parclose@optusnet.com.au

MG at 100: Stroming the Hudson in Three Joyous Sports Cars



This story first appeared in the November/December 2024 issue of Hagerty Drivers Club magazine. Join the club to receive our award-winning magazine and enjoy insider access to automotive events, discounts, roadside assistance, and more.

This story is about MG, which turned 100 in 2024. It is also, unavoidably, about me. In 1956, my young parents took their life savings and bought a new MGA 1500 off the showroom floor in Paris for \$1600—cheap even then. After spending six months touring Europe, they shipped it home to Brooklyn, where they used it to drive me home from the hospital following my birth on Christmas Day, 1957. Though they traded it in when my

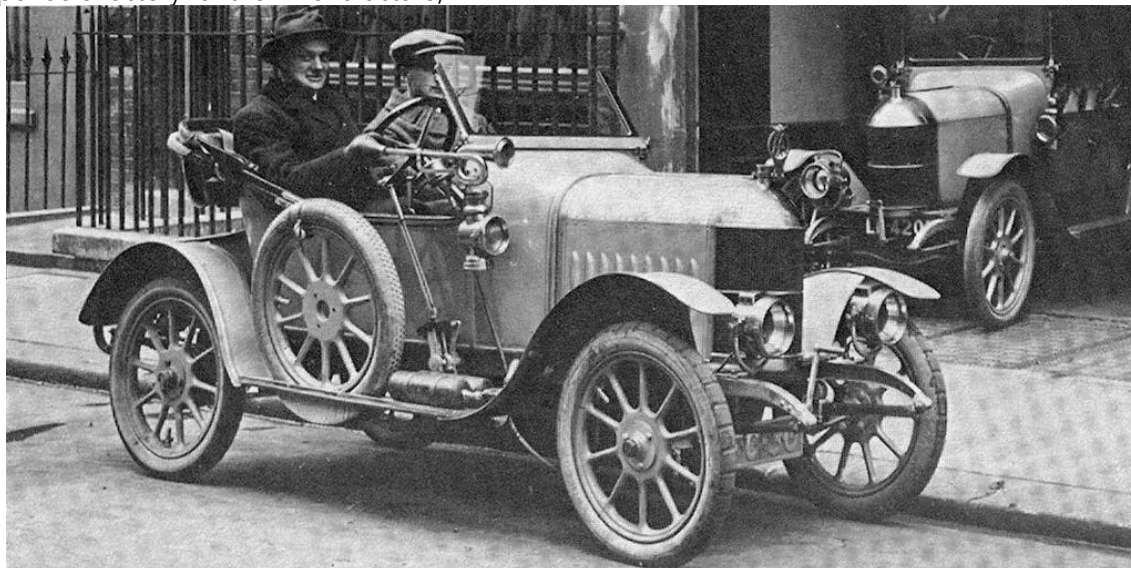
sister came along in 1959 (against an MG Magnette ZB sedan, no less), in later years, my father would regale us with stories about the fun they had in their A. It became, for me, the automotive gold standard, and the thought of racing down mountain roads in an A—shifting gears adroitly, with my future sweetheart sitting admirably by my side—became a life goal.

MG's centennial provided as good an excuse as any to consider the brand anew, so we gathered its three most successful model lines—the MG TF, the MGA, and the MGB GT—on winding New York state roads. Each of these cars has, over the decades, imprinted on me, touched me, distracted me, and almost wrecked me.



Like so many things about British cars, MG's 100th anniversary designation is charmingly inexact. The carmaker's origins technically date back to the 19th century, when founder William Morris came to motorcars via his love of another relatively new invention, the bicycle. He loved them so much that he opened a factory for their manufacture,

which soon enough led him into motorcycles. Not notably successful in either endeavor, he pressed on undaunted, opening Morris Garages to sell cars (initially WRM Motors), then Morris Motors Limited to build them. The first Morris Oxford—affectionately known as the "Bullnose"—was released in 1912 to some acclaim.



Major success came with the Morris Cowley of 1915, also bull-nosed but bigger and more powerful. That model set Morris on the road to riches, enabling him to place his hands in many pots, acquiring suppliers and additional brands sufficient to become one of England's most successful and decorated industrialists. (Fancy titles included an OBE in 1918 and baronetcy in 1929. By his death in 1963, he was officially Viscount Nuffield.) Of the many brands he shepherded—including Morris, Wolseley, and Riley—only MG remains.

At his best, Morris was an assembler of companies, a more

As the decade unfolded, Morris general manager Cecil Kimber—who has been called the father of the British sports car—grew convinced, along with William Morris himself, that sporting success would grow the brand.

The first MG Midget, a diminutive number shown at London's Olympia Motor Show in 1928, established a formula that produced a dizzying number of iterations over decades. Success on the track and in numerous world speed record campaigns carried MG through the 1930s and beyond. Its new factory, established at the vast Pavlova leather works Morris had acquired in Abingdon-on-Thames, however, was soon put to war work.

The first model after World War II was the TC, undertaken after the Luftwaffe destroyed tooling for its predecessors, the prewar TA and TB Midgets. Like the earlier cars, the TC was assembled in the 1920s style, with a wood-frame body mounted on a petite steel frame. Delightful if antiquated, it nevertheless became the company's first export hit. As author David Knowles notes in his recently released and highly readable volume *MG Century*, the prevailing myth that American servicemen were the first to embrace the marque is largely untrue; rather, the TC's initial overseas breakthroughs were in Australia and other Commonwealth countries. Eventually, though, America consumed as much as 70 percent of all MG sales.

TC sales far exceeded those of its predecessors, with 10,001 units delivered over its four-year (1946–49) run, quite credible for the day and a big shot in the arm for the company, which labored under Britain's export-or-die policies. (The kingdom rewarded manufacturers who shipped cars abroad, particularly to the land of the American dollar, by offering them greater access to scarce materials.) The MG TD, new for 1950, was much improved by Nuffield engineer (and father of the Morris Minor and Mini) Alec Issigonis, who blessed it with an independent front suspension of his own design. The TD nonetheless remained a senior citizen from the jump

Jamie Kitman.

To be continued next month.



stable British version of General Motors' acquisitive Billy Durant. Always looking for new ways to access people's pocketbooks and an enthusiast himself, he landed on the idea of a more sporting Morris. And so it would be, with the Cowley forming the basis of what is considered the first MG. Known as the Super Sports Morris, it was assembled in low numbers at Morris Garages starting in late 1923 and was registered, along with the signature octagonal logo, in 1924 (hence the 100-year celebration). In short order, a small range of mildly upmarket specials emerged, and in time, stand-alone models debuted, derived from the prosaic fare that comprised the Morris lineup.

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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



MGCC members doing other things



Stephen and Michelle Page, 1928 A model

Jacques and Lynn Callaud, 1927 Studebaker Erskine




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Wheels Car of the Year Contender MG4 ESSENCE 64



Even if this MG was only a very basic, barely pleasant thing to drive, it would be a game-changer, but in the shape of the MG4 Essence 64 model we were driving at COTY, it's a lot more than that. Indeed, even at this spec level, it's a five-door, five-seat family hatch that makes plenty of EVs in the \$60,000 to \$70,000 price range look like terrible value, while also offering something to the purist with its single-motor, rear-wheel drive power-train offering 150kW/250Nm and a 0-100km/h time of 7.2sec. Here is a vehicle that offers performance, practicality and peace of mind – thanks to a 10-year/unlimited-kilometre warranty – but also changes the value equation and makes buying an EV a viable option for so many people by coming to market from just \$37,990.



MG GNOO Blas Weekend. 7-10th Feb 2025

For our club members wishing to partake in the Gnoo Blas Classic in Orange. Friday 7th Feb- Monday 10th Feb

Friday 7th Feb.

Meet: MacDonalds Blaxland at 9am for departure by 9.30am.

To accommodate the aging bodies, a comfort stop at the Victoria Park, corner Durham and Hope St Bathurst, for morning tea BYO.

Then travel the Mitchel Hwy to Lucknow for lunch at the Two Fat Ladies café 12.45, Known as Larder and Home The West End Motor Lodge motel Orange phone 0263 625 755 is about a 20 min drive from Lucknow.

Dinner: 6.00pm at the Robin Hood Hotel Orange, 30 Burrendong Way Orange, table booked.

Please RSVP to Paul your participation for numbers by 5th Feb.

Saturday 8th Feb GNOO Blas Display Day at Jack Brabham Park, Forest Road, Orange.

Meet: Entry gates 7.30—8.00am 1. prepaid Entry 2. Pay on the day

Dinner Saturday Booking needed via GNOO Blas website for event dinner.

Sunday 9th.

Meet 8am Cook Park for Morning Car Run

Monday 10th Safe drive home

Contact: Paul Challinor 0428 259 922

NOTE: Please go to the GNOO Blas web site gnooblas.com to register for all their events which interest you.

Paul Challinor 0428 259 022



A promotional graphic for the GNOO BLAS CLASSIC CAR SHOW. The background is a blue and green geometric pattern. In the center, a cartoon character with a yellow face and black eyes is wearing a black and white checkered racing helmet. Below the character, the text reads "GNOO BLAS CLASSIC CAR SHOW CELEBRATING 65 YEARS OF TOURING CARS 7-9 FEB 2025". The text "65 YEARS OF TOURING CARS" is in a large, bold, yellow, distressed font. The dates "7-9 FEB 2025" are in a smaller, white, sans-serif font. The graphic is surrounded by several inset images: a blue and white racing car with "Castrol" and "28" on it; a basket of colorful items; a red car with its hood open; a young girl in a pink shirt; a burger on a plate; and an aerial view of a car show.



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I may not have an MG (at present), but I am still devoted to the marque and willing to help others, with my knowledge gleaned over the years.

I have included a "technical tip" which you may choose to include in a future copy of the magazine.

Please respond to jhl.technispec@gmail.com or fireball.jhl@gmail.com

Kind regards. *John Lindsay*

Technical Tip - Glovebox Essentials

What is in your glovebox?

What you'll need.

1. A set of SU spanners (see picture). You will find these invaluable when needed by yourself or a colleague. There are two sizes, plus a small tube spanner to remove the needle and seat. You can ask at one of our club advertisers, check eBay or just Google them.

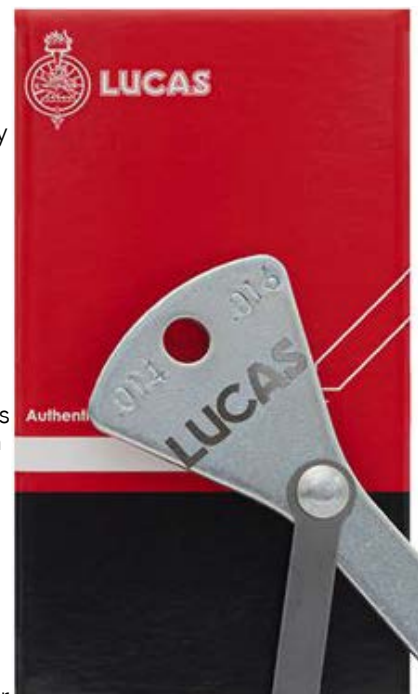


2. A small flat screwdriver suitable for adjusting the carburettor dashpot or float bowl removal.

3. A Lucas ignition spanner (see picture). This will adjust the points and set the points gap. Available, maybe, from the same sources as the SU tools.

4. A Leatherman multi-tool. Available with all sorts of tools. Be careful, the cheaper versions (non-Leatherman) tend to fail when you most need them.

5. A 7/16" x 1/2" AF spanner or a 3/16" x 1/4" Whitworth spanner depending on your MG model.



6. If your car is more modern with electronic ignition and fuel injection the only thing you need in the glovebox is a current NRMA Roadside Assist membership card.

The above will get you and your mates out of most trouble. Spares, depending on what you can carry, but a fuel pump, spark plugs, radiator hoses and fan belt are normal requirements on longer runs.

Don't forget the duct tape!

John Lindsay

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Australia Day at Government House 2025



Illawarra Register

Michael Hough



Happy New Year and thank you for your interest in the Illawarra Register. 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.

For example our final event for 2024 took place on November 28th with a lunch run to Greenwell Point. This was a very enjoyable and well attended run with approximately 40 members and partners attending .

Some quick impressions of a very enjoyable event:-

- The Glengarry Rest stop on the Highway at Dunmore is an excellent RV
 - It was great to see a significant convoy of MG's and Jaguars on the Highway south, past Berry, through the Nowra CBD and then through the dairy country out to Greenwell Point
 - The very poor condition of rural roads between Nowra and Greenwell Point
 - The very efficient staff at the Greenwell point café serving large numbers very quickly
 - How fierce a coastal cloud burst can be – fortunately whilst we were all parked and enjoying lunch
- I hope you enjoy the selection of photos taken on that day by either Eveline Critcher or myself.

Our Programme for 2025.

Note these runs are combined with, and co-advertised by, The Jaguar Drivers Club of Australia, Illawarra register.

- February 15 Saturday Gerringong Motorfest- RV- Meet at Glengarry Rest Stop for an 0830 departure.
 - March 27 Thursday Lunch at Bundeena Club via Royal National Park. RV at Bundeena Club for 1200 departure.
 - May 18 Sunday Heritage Motoring Day 2025- Berry RV details TBA
 - July 24 Thursday Bald Hill Stanwell Tops RV at 1100, Lunch- Headlands Hotel Austinmer
 - September 25 Thursday Mt. Annan Gardens & Lunch RV TBA
 - October 26 Sunday Jamberoo Car Show Details TBA
 - November 27 Thursday RV Breakwater Battery Pt Kembla, then Hill 60 Lookout. Morning Tea Venue TBA
- Enjoy your classic motoring.

Michael Hough Illawarra Register



Touring to Berrmagui, Comma & Goulbourn

Day 1. Sydney to Berrmagui:

12 cars left from the southern outskirts of Sydney for Nowra for morning tea on the river bank at Nowra, followed by an easy drive to Batemans Bay for lunch, at the bay. Then onto Tilba-Tilba, a very quaint town with cheese factory and Gelarto Ice Cream Shop. Then onto to Berrmagui for our first over night stop in a Great Motel with delicious Tuna Steaks in th pub.

Day 2. Berrmagui to Cooma:

After leaving our motel for Tathra, a beautiful drive along the river /ocean front for morning tea on the headland at Tathra then onto Bega, real diary country, then up into the mountains of timber and ferns to Candelo, Wyndham and onto Bombala. However some cars followed Google maps and got totally lost 20 kms off course on beautiful dusty, dirt roads followed by lunch in Bombala. You can always rely on paper maps not the intranet!

Then off to Dalgety on the Snowy River, a great camping spot, however with the pubs closed on Monday & Tuesday, so we followed the Snowy River to Berriedale for dinner at the RSL, then onto Cooma for our over night stay.

Day 3. Cooma to Queanbeyan:

We left Cooma and headed to Queanbeyan for morning tea and then onto the very picturesque village of Bungandore, onto Tarago and ended up for lunch at Roses Cafe in Goulbourn.

After that it was homeward bound after a great 3 days on the road, with great cars, great company & friendship. Long may it continue.



Don Young. Touring Registrar



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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.

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When I get too old to walk..



The Insane London Steampunk Car

My name is Geoff Failes. I am a retired journalist living in Farmborough Heights near Wollongong.

I am wondering if you might be able to help me track down my old MGB.

It was a 1969 Indigo Blue MGB with rego AEE656 (which I'm sure has been changed years ago).

Unfortunately, I don't have any chassis number, engine number or any other details to help me in my search.

I am keen to find out if the car which was my pride and joy is still around.

I bought the car in Moss Vale in 1970 but only owned it for approximately one year before I left to live and work in the UK.

Attached is a pic of myself with the vehicle in the hope that one of your members might recognise it!

Anyway, I realise this is just a long shot but it would be exciting to discover if the car is "still alive".

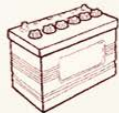
Regards Geoff 0438 715 226



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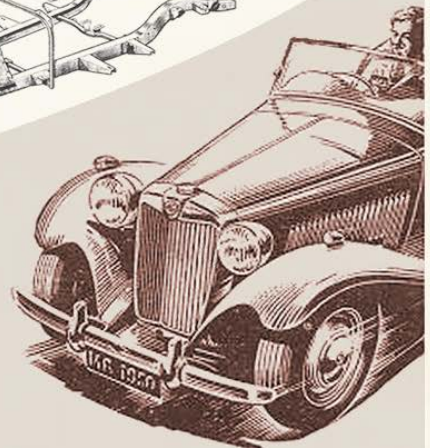
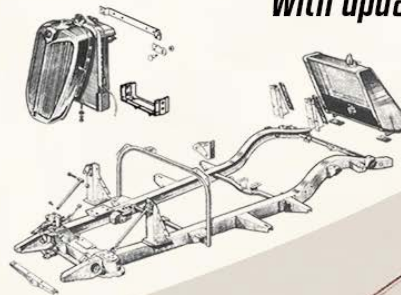


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I wanted to share with our members the beauty of having Shannon's Road Side Assistance, they came through and could not have been more helpful.

I was on a run with the Mini Car Club in early December, at the start of the Christmas Picnic run at Edmondson Park I had a failure of my clutch system.

As you might expect on a Sunday morning, the call was answered by a call centre that probably answers for other Road side assistance companies.

At first they thought I was with another company by saying we can take you 10KM's free and I could pay by Visa for the balance, but when I confirmed I was with Shannon's, Oh sorry sir, you are covered for 100KM's free.

The flat bed tow truck arrived within the predicted time and was very helpful. Got me back home to Padstow.

As it turned out, it was the Clutch slave cylinder, and as most mini owners have a spare, it only took a total of 45 mins to remove, fit and bleed the replacement.

Next day I got an email from Shannon's with a small survey regarding the quality of service from the Road Side Assistance and was I satisfied?, It was a big YES.

The other thing that most people don't understand, I only pay one fee for all of my cars, and that's a saving of over \$400 from the other company, when I questioned this when I took out this service, Shannon's said you can only drive one car at a time!

I would thoroughly recommend this product and their professional service.

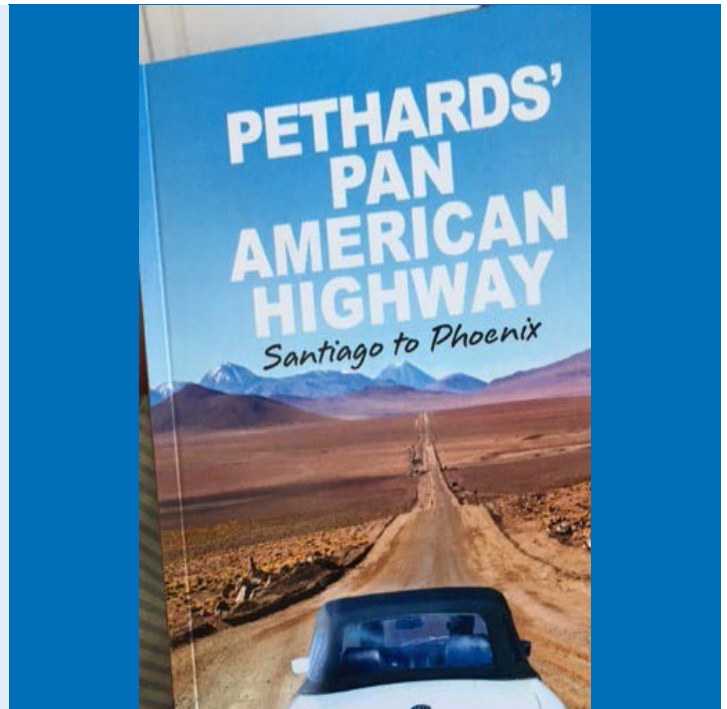
<https://www.shannons.com.au/roadside-assist.html>

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Choose from two levels of Shannons Roadside Assist. Enthusiast & Ultimate. Choose Roadside Assist Enthusiast for cover on one specified vehicle, or choose Ultimate for up to eight vehicles under your Shannons Motor Insurance policy. www.shannons.com.au

Kind regards

Ross Freeman



Dear Adventurers,

Cherie's book "Pethards Pan American Highway" has recently been launched. The book is for sale at \$30 plus \$11 postage.

Please let us know if you would like a copy.

A Merry Christmas and a Happy New Year.

With our best wishes,

George & Cherie

george@pethard.com.au



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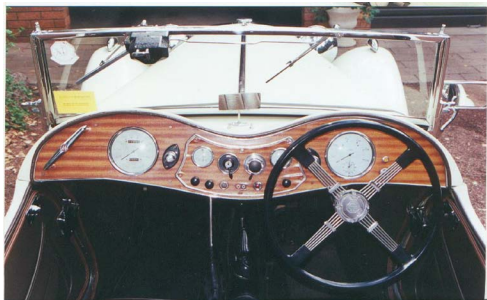
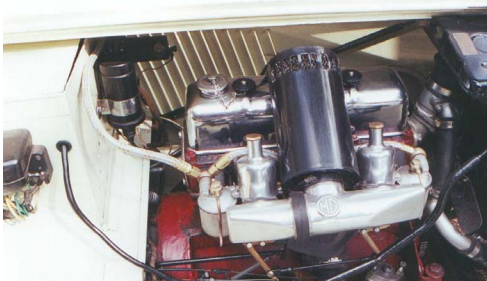
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Classifieds - Cars



1948 MG TC .

Chassis # TC 4647 Engine # XPAG 5291
 Built in Abingdon coming off the assembly line Jan 1948 and arrived in Australia on the May 1948. Exterior cream with green interior. 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. The car has been fully restored and a full list of the renovations is available.



Price: \$30,000
Location: Griffith
Contact: Doug 0409 469 607
dougandjuliemcw@bigpond.com



NEW

MGBGT 1964/65. Early Model

58,289mls. Chassis GBDPOOO658
 Original straight car with no rust. All matching nos. Some years ago a full mechanical engine, gearbox, diff, drive chain and running gear rebuild was carried out by a known MG professional restorer.

New fuel tank and SS exhaust. Head adapted to unleaded petrol. Interior is original leather in need of work to the front seats/or not. Cosmetic work to interior carpet and engine bay and more generally could be carried out/or not. Recent duco respray carried out.

Was on historic plates and now a reluctant sale.

Looks good on the road, great fun to drive and reliable.

Price: \$31,500 Negotiable to genuine buyer.

Contact: Russell Turner 0419 980 030
rturner.architecture@gmail.com



NEW

MG RV8 1995

Still on full registration although now eligible for Historic Rego so will change to this on next renewal in February.

Saves buyer the stamp duty. Woodcote Green. Just under 42,000km.

All original and in good condition. In the last 2 years regular service as well as a new soft top, clutch plate and pressure plate.

Fuel tank removed and cleaned and given a fuel tank lining, new filters and new Bosch fuel pump. Suspension rubbers replaced as needed. Only non-standard item is cruise control.

Location: Hunters Hill

Price: Offers around \$52,000.

Contact: Jacques 0433 506 668
jcalluad@live.com



NEW

MG RV8 19954

With great regret due to health issues I'm offering my 1994 Woodcote Green RV8 (number 0683) for sale.

Originally this vehicle was exported to Japan, owned by the importer of Audi cars whilst there and then privately imported to QLD for Australian compliance in 2006. The car was purchased by Graham Leese (MGCC member) in 2013 and stored on his property in Little Hartley along with some other lovely cars till 2022.

This car is in absolutely beautiful original condition and is on full NSW rego. It has travelled only 29,200 kilometres and has been kept garaged and covered at all times.

Full Japanese and Australian purchase & service documents including log books & original leather key ring supplied with vehicle.

- Air conditioning
- Original emergency flare
- Original MG cassette deck and 6 stack CD player
- New neoprene gear linkage grommets & bump stops

Price: \$55,500 ono

Contact: Matt Buttenshaw
 0412 929 701

matt@machooka.com.au





NEW

1967 MG C Roadster

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



NEW

1960 Triumph Herald Coupe

Stunning & immaculate example of a rare coupe version of this classic British vehicle. Original 948cc engine, gearbox with matching numbers. 67,000 miles. Following a complete frame-up restoration in 2016, this vehicle is better than new and any inspection will appreciate the hours of work put into this vehicle.

See slideshow of the restoration.

<https://vimeo.com/661121465>

Manuals, logbook & spare parts.

Y708 Chassis Number: H28/AA3869

Body Number: 2106KB

Gearbox Number: G37017

Colour: Black 258-2222

Reluctant sale and would prefer to sell to an enthusiast.

Currently unregistered but was on historic plates before storage.

Yes, it's not an MG but it is a classic, almost as beautiful as my TF 1500. The Triumph Herald burst onto the scene in 1959, styling by the famed Italian designer Giovanni Michelotti. Further background on this unique model <http://www.triumph-herald.com/index.htm>

Price: \$14,000 (well below purchase)

Contact: Malcolm Bell 0423 975 011



NEW

1950 MG TD 50A This 1950

Available for sale, currently with full registration until 29/6/2025.

Price: Seeking \$25,000 negotiable.

Contact: Peter Logan

0421 165 720



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.

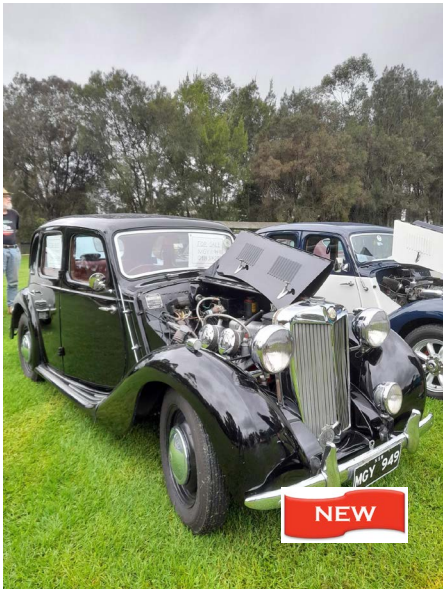
Chassis GCDI/6595G

Engine 29 GRUH/4198

Price: \$54,000 Reduced to sell

Contact: Sam on 0412 256 980





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



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

Price: \$40,000.

Contact: Jim Kent.

jbkent@icloud.com

0417 549 541

T-Type aircleaner manifold:

As shown in the photographs, 3 part MG TC air cleaner manifold, which is very difficult to come by, especially the complete set with clamp. I've seen some pretty ordinary ones advertised for up to \$600 US.

If you are willing to part with \$285

Contact: Syd 0418 18 0418



Quick fill fuel and/or radiator cap – Racing type, raw castings

Add additional class and extra glamour to your vehicle.

As shown in the photograph, castings in their raw cast state which will need machining to suit your own application before polishing for the final finish. The photographs show the 6 piece set of raw castings and those images on the red fuel tank reflect the finished result on my TC. \$85.00 plus postage.

Contact: Syd on 0418 18 0418



Classifieds - Parts

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 guage \$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

FOUND at Sportsparts.

Call Bruce on 02 9875 1144



RARE: Complete set of 5 x 16" spoked wheels

Transform the handling of your TC with wider wheels which provide improved grip, more precise steering and better handling. More robust than the standard 19" wheels, these are 48 spoked wheels. They were straightened and true before I fitted them. Although my car hasn't done great mileage since then and the wheels appear to be excellent, they probably will need to be re-trued by now. If you are quick to respond you can test drive the car with the wheels still fitted. Price without tyres \$180 each, selling as a complete set only.

New wheels, when you can find them, cost over \$750 each.

Contact: Syd 0418 180 418

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



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

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 me what you have and I will see if I can get it to work.

Contact: Jacques Calluud
jcalluud@live.com 0433 506 668

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