



Official Journal of the MG Car Club – Sydney

# *Opposite Lock*



August 2020

In this issue

Most Expensive Cars Ever Sold

The Novice

The Phoenix Rising

Tour of New Zealand



## MGCC Sydney Club Calendar 2020

### AUGUST

- 3 Board Meeting
- 11 Members Gathering, Strathfield Golf Course
- 15 CSCA, hosted by Morgan Owners Club, Sydney Motorsport Park, Gardner Circuit, Max Wasson
- 16 Shannons Classic. **CANCELLED**
- 19 Mid Week Muster, Bob Parkinson
- 29-30 HSRCA Spring Festival, Wakefield Park, **Competitors Only**
- 30 Club Run, TC Registrar John Carter

### SEPTEMBER

- 6 North Shore Sporting Club- St Ives. TBA
- 7 Board Meeting
- 8 Members Gathering, Strathfield Golf Course
- 12 CSCA hosted by Triumph Sports Owners, Wakefield Park, Max Wasson
- 13 All British Day, King's School. **CANCELLED**
- 16 Mid Week Muster, Bob Parkinson
- 24 Illawarra Registrar Run, Michael Hough
- 27 Club Run C&V8 Registrar, Steve Foldhazy

### OCTOBER

- 4 North Shore Sporting Club- St Ives. TBA
- 6 Board Meeting
- 11 MGCC (UK) 90th

- 9-11 Bathurst 1000, Mount Panorama
- TBC Motorclassica, Royal Exhibition Building, Melbourne
- 13 Members Gathering, Strathfield Golf Course
- 14 Mid Week Muster, Bob Parkinson
- 18 CSCA, hosted by Jaguar Drivers Club, Sydney Motorsport Park, Druiitt Circuit, Max Wasson
- 18 MGCC Concours and Display Day, Allen Gower

### NOVEMBER

- 1 North Shore Sporting Club- St Ives. TBA
- 2 Board Meeting
- 8 MGA/MGB Workshop Day. MGA Registrar, Greg Keenan
- 10 MGCC Annual General Meeting and Members Gathering. Strathfield Golf Course
- 11 Mid Week Muster, Bob
- 22 Club Run MGB Registrar, John Clarke
- 26 Illawarra Registrar Run - Lunch Michael Hough
- 28-29 HSRCA Racing/Regularity Sydney Motorsport Park Gardner Circuit, Steve Perry

### DECEMBER

- 6 Club Run RV8 Registrar Alan Heritage
- 7 Board Meeting
- 8 Members Gathering, Strathfield Golf Course
- 9 Mid Week Muster, Bob Parkinson

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## President's Report

As I commenced writing this month's report, I pause to reflect on my opening comment in the July magazine. That being that it was pleasing to see some Coved-19 restrictions have been reviewed. I have decided to make this report Coved-19 free and instead reflect warmly on the activity that have taken place during July.



Namely the July 19th MGF/TF register run organised by Don Young. I'm sure those of you that attended this run will agree that it was very pleasing to see such strong numbers of support from the club combined with a very picturesque tour up to the Gosford turnoff and the scenic drive that followed through to Wiseman's Ferry some 60 miles later. Enjoy the read on the event on page 27. It is our intention to continue to strive to hold runs of this nature whilst keeping a "Patched Eye" on the COVID-19 situation.

That said, it is disappointing to report the cancellation of this years All British Day held annually at the Kings School Parramatta. Whilst disappointing on many levels, I do agree with Greg Kean in that it would be better to cancel the event than hold what would only be a marginal affair at best.

On more exciting news I am delighted to reconfirm that the August meeting will take place at the Strathfield Golf Club, 52, Weeroona Rd, Strathfield. Dinner from 6.30 pm with the meeting starting at 7.45 pm. Please refer to the add in this magazine for more details on page 6. A full presentation on the value of this new venue was given during the Zoom meeting last month. I will present a shortened version of that presentation at this month's meeting for the benefit of those that were not able to attend the ZOOM meeting.

The Strathfield Golf Club have gone to great lengths to accommodate all of our needs and so I would encourage members to attend this August meeting, so that we can show to the Strathfield Golf Club our keenness in joining in a partnership with them into the future.

As this will be the first physical meeting of the membership for some time, we have arranged for two very special guest speakers to entertain us.

In no particular order Gavin Luxton Business Development Manager for Shannons Insurance Sydney will brief the membership on some new added benefits/developments from Shannons. I am sure you will all be delighted with the news.

Secondly, I am delighted to say our next guest speaker will be Colin Bond. Described as one of the most versatile Australian drivers of all time, Colin is it without doubt one of Australia's iconic motor racing personalities. Colin is no stranger to the club having spoken at our gatherings on at least two previous occasions and I have to admit I am probably one of his biggest fans. If you have a specific question that you would like to ask Colin please email me as soon as you can and I will make sure he is forewarned.

As I mentioned above it is our intention to continue "club runs" whilst permitted. Full details of all future activities are as usual listed on the club website under the events section and in *Opposite Lock*.

All the best for the month ahead.

Charlie Frew

## 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!



|                        |     |
|------------------------|-----|
| David Martinez         | MGB |
| David Suters           | TD  |
| Duncan Sim             | TD  |
| John & Jack Hildebrand | MGB |
| Jaqui Gerondis         | TD  |
| Robert Rust            | TC  |
| Mitchell Browne        | 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 and 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](mailto:editor@mgcarclubsydney.com.au)





Page 6: Most Expensive Cars Ever Sold



Page 16-17: The Phoenix Rising Part 2



Page 18-19: CSCA Supersprint



Page 20-21: New Zealand Tour Part 2



Page 26: Illawarra Report



Page 27: MG River Run



August Cover:

Taken by Greg Fereday on the recent "River Run", hosted by Don Young.

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August *Opposite Lock*

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Delia & Peter Rayment,

Geoff Chrysler, Michael Hough,

Greg Fereday, Stephen Harmer,

Seth Reinhardt, Alan Heritage,

Hilary Wren, Bob Parkinson.



# Club contacts

## Directors

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## Model registrars

|                 |                |           |                               |  |
|-----------------|----------------|-----------|-------------------------------|--|
| Pre-war         | Ron Taylor     | Lindy     | 0418 413 613<br>4324 5877 (W) | the2taylors@live.com.au                        |
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| TD              | Vacant         |           |                               |  |
| TF              | Vacant         |           |                               |  |
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| Magnette        | Peter Baldry   | Lesly     | 0407 102 279                  | leslyandpeter@gmail.com                        |
| RV8             | Alan Heritage  | Shirley   | 0418 459 496                  | alanheritage@yahoo.com.au                      |
| F and TF Modern | Don Young      | Sandy     | 0412 600 415                  | don.young9636@gmail.com                        |
| C and V8        | Steve Foldhazy | Chona     | 9680 4648                     | mgcgtsf@yahoo.com.au<br>mgbgtv8sf@yahoo.com.au |
| Midget and FWD  | Vacant         |           |                               |  |
| Post 2010       | John Lindsay   | Lesly     | 0403 330 441                  | john@technispec.com                            |

## Club officials

|                                |                  |        |                           |                                   |
|--------------------------------|------------------|--------|---------------------------|-----------------------------------|
| Club Secretary                 | John Bastian     | Ros    |                           | secretary@mgcarclubsydney.com.au  |
| All British Day Coordinators   | David Noble      | Leta   | 0414 576 376              | david.noble070@gmail.com          |
|                                | Allen Gower      | Yvonne | 0439 650 401              | allenandyvonne@bigpond.com        |
| Breakfast Runs                 | Stephen Holt     | Tracey | 0409 002 177              | holtstephen66@gmail.com           |
| CAMS Representative            | Vacant           |        |                           |                                   |
| Club Plates                    | Brian Woolmer    | Julia  | 0407 274 655              | clubrego@mgcarclubsydney.com.au   |
| CMC                            | Greg Fereday     |        | 0408 611 427              | gregfereday.com                   |
| Illawarra Register Coordinator | Michael Hough    | Wendy  | 0418 424 748              | mnhough5@gmail.com                |
| Library                        | Vacant           |        |                           |                                   |
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| Member Liaison                 | Jan McKenzie     | Brian  | 9724 1969<br>0408 473 037 | jbmck1@bigpond.com                |
| Membership Secretary           | Sheila Trotman   |        | 0410 504 132              | membership@mgcarclubsydney.com.au |
| Points Scorer                  | Adrian Whiffen   |        | 0404 011 564              | adrianw@mailboxesr-us.com.au      |
| National Meeting Coordinator   | Dominic David    |        | 0414 407 400              | dom.d.david@gmail.com             |
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| Regalia                        | Granville Harris |        | 0414 880 374              | granville2@bigpond.com            |
| Regularity                     | Stephen Perry    |        | 0434 275 970              | windywoofer@gmail.com             |
| Social Secretary               | Vacant           |        |                           |                                   |



## AUGUST MEMBERS GATHERING TO BE HELD 11 AUGUST 2020 AT STRATHFIELD GOLF CLUB



August Members Gathering will be held at the Strathfield Golf Club.  
Guest speakers include Hardie Ferodo 500 and Australian Touring Car Champion,  
**Colin Bond and Gavin Luxton from Shannons.**  
Come and try this modern and stylish new venue and join us before hand for dinner with a  
selection from a special MG Car Club menu.  
Dinner from 6:30 pm and the meeting starts at 7:45.

Strathfield Golf Club, 52 Weeroona Rd, Strathfield NSW 2135.

### Wednesday 19th August 2020

Mid-Week Muster – Bobbin Head

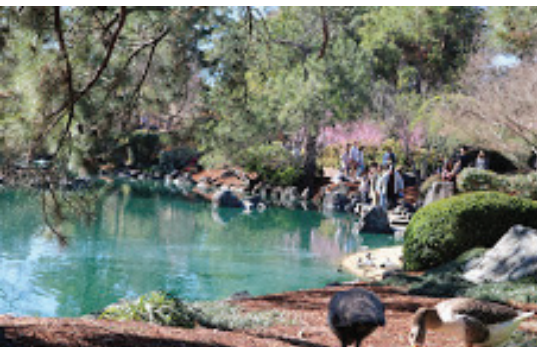
Picnic Area on the left after the Bridge when  
approaching from Turrumurra

**Meet:** From 11:00am

Bring your own picnic lunch and refreshments.  
There is a covered area with tables. It may be wise to  
bring chairs should the area become crowded and  
there is a need for social distancing.

**Contact:** Bob Parkinson 0412 968 771

[rjparko@bigpond.net.au](mailto:rjparko@bigpond.net.au)



### Wednesday 16th September 2020

Mid-Week Muster – Auburn Botanic Gardens

Chisholm & Chiswick Road, Auburn

**Meet:** From 11:00am

Bring your own picnic lunch

Also bring chairs and tables to provide seating for social  
distancing if it is necessary.

**Contact:** Bob Parkinson 0412 968 771

[rjparko@bigpond.net.au](mailto:rjparko@bigpond.net.au)



AUGUST



2020

# TC RUN

'Lunch at The Bundanoon Hotel'

Sunday 30th August

10 Barbour Rd Thirlmere

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Meet at the Rail Museum for  
a 10:30am START. Then on  
to lunch at The Bundanoon  
Hotel.



**Book Now:**

John Carter - 0416292929  
- (02)96624278  
johnmartincarter@gmail.com  
RSVP. 24st - August - 2020



*\*Bookings are essential for numbers for both venues\**



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## Our New Membership Secretary

Sheila Trotman



My love of cars goes back a long way and I have fond memories of learning to drive in my Dad's sparkling new Ford Anglia around the narrow lanes in the UK. In my early working life I was involved in marketing and racing in the motor industry and from then on I was hooked! Over the years Steve and I have owned several classic cars and are especially enjoying our 1970 MGB.

When we joined the Sydney MG Car Club a few years ago we thought how welcoming and friendly it was. When the Membership Secretary position became vacant, I felt it would be great to be more involved with the Club and with a background as a corporate EA and more recently managing the membership for a charity organisation, I felt my skill set would be suited to the role.

Outside of cars, I enjoy and am kept busy with our rural property lifestyle in the Hawkesbury, along with our Belgian Shepherd and various chickens.

I'm looking forward to contributing to the Club and to being of help to both existing and new members.

Sheila

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# The 16 Most Expensive Cars Ever Sold: Part I

A red 1962 Ferrari 250 GTO BerlinettaA red 1962 Ferrari 250 GTO Berlinetta, sold for \$38,115,000 via Bonhams (August 2014). In the world of classic cars, all roads lead to... the auction block. Classic cars for sale can fetch vastly different sums given that the market for collector cars varies widely. Even the distinction between racing cars and road cars, for example, can separate purchase prices by hundreds of thousands of dollars. Classic car values depend on a myriad of factors including how rare the car is, originality, the state of its condition, the quality of its restoration, and the caliber of its provenance. The best classic cars sold in the last decade have achieved stratospheric sums at auction, driven by scarcity of examples, condition of the motorcar, and market demand.

So what are the most expensive cars ever sold? Our editors scoured auction results to bring you the sixteen highest prices for collector cars ever achieved, including remarkable barn finds, rare racers, and classic European cars. There are clear trends that emerge on the list: racing cars remain in a class by themselves, demand for 1960s cars is high, collectors love the color red, and Ferraris reign (you'll find eight iconic examples included on this list). Beyond the clear winners, however, there are some chart-toppers that may surprise you. Below, see the outstanding collector cars that cruised their way to auction legend.

## 1. 1962 Ferrari 250 GTO

Price Realized: \$48,405,000

Auction House: RM Sotheby's (August 25, 2018)

Kicking off the list as the most expensive car ever sold is a 1962 Ferrari 250 GTO, offered by RM Sotheby's in August of 2018. Its star racing history certainly helped it achieve celebrity status: the candy apple red motor car was driven by famed Italian racer (and known lover of Ferrari) Edoardo Luialdi-Gabardi in his winning race in the 1962 Italian GT Championship. Additionally, this remarkable example is number three of only 36 GTOs ever built, one of only four upgraded by Scaglietti with Series II GTO/64, and is one of only seven like vehicles to receive more aggressive coachwork. These rare accolades drove bidding to unprecedented levels when the classic Ferrari crossed the auction block during Monterey Car Week, ultimately selling for \$48,405,000, including buyer's premium. In doing so, it surpassed the previous auction record for most expensive car ever sold — by nearly ten million dollars.

## 2. 1962 Ferrari 250 GTO Berlinetta

A red 1962 Ferrari 250 GTO Berlinetta

Price Realized: \$38,115,000

Auction House: Bonhams (August 14, 2014)

When the hammer fell at Bonhams on August 14, 2014, a 1962 Ferrari GTO Berlinetta had just become the most valuable car in history. In what was described by Bonhams as "a passionate bidding war that at times resembled a tennis match, complete with moments of silence interrupted by cheers," the extraordinary motor car — which was offered without reserve — had ultimately sold for \$38,115,000. Driving its value was its extensive mountain-climb competition history and its reputation as one of the best-known and most often raced Ferrari GTOs. Additionally, the two-seat coupe was the only Ferrari 250 GTO to remain in the same private hands for as long as it did; a colossal 49 years. This fresh-to-market example reigned for four years as the most expensive car ever sold, only to be surpassed by another 1962 Ferrari GTO in 2018 (see number one on this list).



## 3. 1957 Ferrari 335 Sport Scaglietti

A red 1957 Ferrari 335 Sport Scaglietti

Price Realized: €32,100,000 (approx. \$35,730,510)

Auction House: Artcurial (February 5, 2016)

One of only four Ferrari 335 S Spider Scagliettis ever produced, this 1957 beauty remained in the same private hands for more than 40 years before it reached the auction block at Artcurial in 2016. The remarkable racing car was driven by many reputable drivers over the years, including Peter Collins, Maurice Trintignant, Wolfgang von Trips, Mike Hawthorne, and Luigi Musso. Among its numerous accolades, this motor car achieved a second-place finish in the 1957 Mille Miglia and won the 1958 Cuba Grand Prix. Iron-clad provenance, extensive racing history and historical significance drove the value of this 1950s Ferrari to its lofty sale price of €32,100,000 when the hammer fell, securing its spot as the third most expensive car ever sold.





#### 4. 1956 Ferrari 290 MM

Price Realized: \$28,050,000

Auction House: RM Sotheby's (December 10, 2015)

The Ferrari 290 MM was designed to compete in the World Sportscar Championship, inaugurated in 1953 — just three years before this spectacular example emerged. Driven by five-time World Champion Juan Manuel Fangio, the 1956 Ferrari 290 MM achieved 4th overall at the 1956 Mille Miglia. This iconic open-road motorsport endurance race was established in 1927 and endured until 1957, only taking a brief hiatus during the tenure of World War II. With its long racing history and Ferrari Classiche certification, the '56 Ferrari cruised its way to auction legend when it sold in December 2015 for \$28,050,000.

#### 5. 1967 Ferrari 275 GTB/4\*S NART Spider by Scaglietti

Price Realized: \$27,500,000

Auction House: RM Sotheby's (August 16-17, 2013)

They say true love lasts a lifetime, and such was the case for Eddie Smith — car collector and former mayor of Lexington, North Carolina — whose 1967 Ferrari remained in his collection until he passed away in 2007. Driving its value is its rareness; chassis number 10709 was one of only ten highly desirable N.A.R.T. (North American Racing Team) Spiders ever built. When the '67 Ferrari sold in August 2013 at a jaw-dropping sum of \$27,500,000, it became the most expensive road car ever sold at auction.

#### 6. 1964 Ferrari 275 GTB/C Speciale

Price Realized: \$26,400,000

Auction House: RM Sotheby's (August 16, 2014)

Coming in as the sixth most expensive car ever sold is a 1964 Ferrari 275 GTB/C Speciale, which was one of only three like models ever built. It's considered to be rarer than the Ferrari 250 GTO. Although it was designed as a race car, this example was only ever used on the road. It was the first Ferrari road car to feature independent rear suspension. Its uncommon features, coupled with rock-solid provenance traced all the way back to new, this '64 beauty raced to a jaw-dropping \$26,400,000 when it sold at RM Sotheby's.

#### 7. 1954 Mercedes-Benz W196 R F1 Racer

A silver 1954 Mercedes-Benz W196 R F1 Racer with the number "twelve" painted on the side of the car

Price Realized: £19,601,500 (approx. \$24,277,492)

Auction House: Bonhams (July 12, 2013)

Driving the demand behind Bonhams' 1954 Mercedes-Benz W196 R F1 Racer was its rareness and impeccable history, coupled with the fact that it was the only W196 remaining in private hands when it sold in 2013. Among its key achievements are winning two World Championship-qualifying Grand Prix races, and was driven by legendary driver Juan Manuel Fangio to achieve his second Formula 1 championship in 1954. It was later driven by famed drivers Hans Hermann and Karl Kling.



Once retired from racing, this remarkable set of wheels underwent light restoration and was exhibited at the Mercedes-Benz Museum. Having been authenticated by Mercedes-Benz Classic prior to its sale, this silver bullet broke a number of records when it was sold for £19,601,500 in July of 2013; surpassing the previous record for a German car sold at auction — by double.

#### 8. 1956 Aston Martin DBR1

A green 1956 Aston Martin DBR1

Price Realized: \$22,550,000

Auction House: RM Sotheby's (August 18-19, 2017)

Green with envy? As the first of just five DBR1s, it's fair to call this 1956 classic rare. Over the course of its lifetime on the road, the racing car was driven by some of the greatest names in motor racing, including Roy Salvadori, Stirling Moss, Jack Brabham and Carroll Shelby. When it sold for a jaw-dropping \$22,550,000 in August of 2017, it became the most expensive British car ever sold.

*Submitted by Robert Smith from  
"The World's premier auctions and galleries website"*



# Membership Renewal

Sheila Trotman



This month's magazine includes the Membership Renewal Form as all memberships fall due on the 30 June 2020. Over the next few months you are requested to renew your membership of the club along with any family members.

New family members are always welcome.

There are two basic ways to renew membership:

**1.** Renew online, this involves logging in on the website with your username and your password. If you have forgotten them, then contact me on [membership@mgcarclubsydney.com.au](mailto:membership@mgcarclubsydney.com.au) and I will send the username to you by email, the passwords are no longer available to me. You will then need to log on with your username and then use the link forgot password or similar. The link will then be sent to your email for you to log on. The link may only be temporary for about 24 hours. Both usernames and passwords can be changed by you. I can only change usernames. Payment is made online with a credit card through a secure portal and to the Sports Technology website.

**2.** Filling out the form and sending it to me at GPO Box 5165 Sydney NSW 2001 with payment by cheque, money order or credit card details.

The previous way paying at the monthly meeting and bringing your form in then is not available as meetings are not being held currently.

Sometimes if you have changed your email the logging in may not be effective. Try and change your email details first using your old email. Log out then back in and proceed to renewal. This was a problem for some members for the last two years. Contact me by email, I will first have to verify it is you and then I can alter your email details in the system.

When you pay online you should get an email from Sports Technology with a receipt number. They will then send me a Payment Advice email advising of the member name, Approved transaction status, receipt number and the charge paid. It also has another reference number.

When payment is made by post or otherwise then the renewal has to be processed to update your membership. This is done as soon as possible after its receipt. If a credit card transaction is made then you may receive an email from Sports TG confirming that. Your credit card details on the renewal form are cut off and shredded. The rest of the renewal form is retained. Cheques are banked into the Club's account.

Letters containing the new membership cards are posted in the ordinary post. If you do not receive your membership card within 7 days of an online transaction please contact me. I usually print them in batches of up to 30 at a time.

When renewals are received, whether online or by post they are checked to ensure address, membership details are correct, etc. The date the cards are posted are also noted on the form or the email I receive. I also tally the renewals to date to keep a record of the number going through.

In the August, if you have not renewed you a reminder will be sent via email advising that no further magazines will be sent as your membership has not been renewed.

Membership of the club is a condition of the registration of your car under the scheme. If you are not a member then the registration cannot legally be renewed and the Club cannot sign the form required by Service NSW.

I hope you will be able to renew your membership.

## To renew Membership online follow the steps:

Go to [www.mgcarclubsydney.com.au](http://www.mgcarclubsydney.com.au). Click on Membership tab at top and select "Membership Renewals"

**Step 1:** Enter your Username and Password and login. NOTE: If you have forgotten your Username then please contact me at [membership@mgcarclubsydney.com.au](mailto:membership@mgcarclubsydney.com.au) and I will send your Username to you. If you have forgotten your password you will have to log in with your Username and click on forgot password, you will be sent a link by the system you will need to use that link to log on. I cannot see your password so cannot give it to you. This is a change from previous years.

If you have changed your email then the system may not recognise you. Email me and I will first verify it is you and then edit your email. You will then be able to log on after I send an email confirming the change has been made.

**Step 2:** Select Renewing Membership on the top toolbar. Select the Registration Renewal that fits your situation and highlight the appropriate button. Next. Under Member 1 click "Check Detail" for Member 1. Next. Tick the box under Privacy Policy and The M.G. Car Club waiver having read them. Next.

**Step 3:** Member1 Details: confirm your email address. Next.

**Step 4:** If you are the Primary Member of a family of 2: Click on Linked Members and your linked members will be shown. Click on the first family member.

**Step 5:** Click "Enter Detail" for Member 2. Click the button RENEWAL (FAMILY MEMBER), then Next.

**Step 6:** Click boxes next to Privacy Policy and The M.G. Car Club waiver for family member. Next.

**Step 7:** Check family member's details, confirm email address. Next.

**Step 8:** When all family members have been entered click Next.

**Step 9:** Fill in credit card details and click Next. Follow the prompts and you will receive a receipt for you membership subs. You can use this receipt as proof of your financial status with the MGCC. Your membership card will be mailed in a few days.

Thank you, please email [membership@mgcarclubsydney.com.au](mailto:membership@mgcarclubsydney.com.au) if you have any problems regarding renewal on line.

The fees are changed from last year following the resolution at the AGM in November 2019 to increase the single member (Primary member by \$20.00. The Family membership fee remains at \$15.00

|                         |          |
|-------------------------|----------|
| Renewal one member      | \$100.00 |
| Renewal Family of two   | \$115.00 |
| Renewal Family of three | \$130.00 |
| Renewal Family of four  | \$145.00 |

Sheila Trotman. Membership Secretary





# THE M.G. CAR CLUB LTD

ABN 66 000 560 538  
TAX INVOICE

GPO Box 5165  
SYDNEY NSW 2001

Tel:  
Email:  
[membership@mgcarclubsydney.com.au](mailto:membership@mgcarclubsydney.com.au)

"Dedicated to maintaining the Breed"

## Membership Renewal Form

PLEASE PRINT

|   | TITLE | GIVEN NAMES | SURNAME | DATE OF BIRTH | GENDER M/F |
|---|-------|-------------|---------|---------------|------------|
| A |       |             |         |               |            |
| B |       |             |         |               |            |
| C |       |             |         |               |            |

### CONFIRMATION OF DETAILS

#### Postal Address

|   | NO | STREET | SUBURB | POST CODE |
|---|----|--------|--------|-----------|
| A |    |        |        |           |
| B |    |        |        |           |
| C |    |        |        |           |

#### Telephone (one required)

|   | Business | Direct | Private | Mobile Phone | Occupation |
|---|----------|--------|---------|--------------|------------|
| A |          |        |         |              |            |
| B |          |        |         |              |            |
| C |          |        |         |              |            |

Email Address

|  |
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|  |
|--|

### CHANGES TO MY MG DETAILS

|             | Car 1 | Car 2 | Car 3 | Car 4 |
|-------------|-------|-------|-------|-------|
| MODEL       |       |       |       |       |
| YEAR        |       |       |       |       |
| REGO NO.    |       |       |       |       |
| CHASSIS NO. |       |       |       |       |
| ENGINE NO   |       |       |       |       |
| CONDITION   |       |       |       |       |
| COLOUR      |       |       |       |       |
| Body        |       |       |       |       |
| Interior    |       |       |       |       |

The fees (\$100.00 Primary member & \$15.00 for each Family member) are for memberships valid to 30 June 2021 and include GST

Membership applications can be done on line at [www.mgcarclubsydney.com.au](http://www.mgcarclubsydney.com.au). Alternatively send a Cheque, Money Order or your MasterCard / Visa details with this renewal form to GPO Box 5165 Sydney NSW 2001.

#### Card No

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#### Valid through date

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#### CVN

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#### Cardholders Name (Please Print)

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**PRIVACY:** MG car Club members become members of the Confederation of Australian Motor Sport (CAMS). Members details are provided to CAMS under our affiliation requirements. These details will not be released to any other external party without the express permission of the member.

2013 – 14 Membership Renewal Form



# The Novice

## MGB – Dropping and refurbishing strap type fuel tank.

It started with a regular strong smell of fuel in the garage and a stronger smell around the rear of the MGB.

Tracing the fuel from the tank to the carburettor did not show any obvious leaks, so onto the rear of the car. The boot always had a smell of gas and checking the inlet pipe it was clear that the seal between the tank and the boot had deteriorated.

An inspection of the tank itself indicated that while dirty (50+ years' worth), there was a stain coming over the front of the tank.

A new original strap tank (rather than the bolt to boot version) would cost over \$700 and while there appeared to be a used one in Geelong, the cost of freight and possible damage suggest having a look at the existing one maybe a good option. Covid-19 was upon us, so the MGB was off the road anyway, so might as well have a go.

Started with the safe lifting of the car by using the trolley jack, wheel wedges and four stands as most of the work would be under the car.

### Strap type fuel tank removal

1. Work in an open space with plenty of ventilation.
2. Disconnect the battery.
3. Prepare storage fuel tank/s for removed fuel and plenty of rags.
4. Remove fuel cap and use the drain plug to drain all fuel from the tank and leave standing to reduce vapours (later models suggest using the pump to drain to a bucket).
5. Remove the power and earth wires from the sender unit, noting the allocation (mine had different connectors).
6. Note the orientation of the sender unit in the tank for re installation.
7. Remove the copper pipe from the tank connecting to the pump.
8. Drain the pump to ensure all fuel secured.
9. Remove the filler hose rubber sleeve and remove filler neck from body of the car, while being careful to ease the seal against the body to prevent paint damage.
10. Prop the tank on the trolley jack using a piece of timber to give you stability (align timber between the two straps to allow for later lowering).
11. Remove the two bolts on the strap hanger or alternatively remove the cotter pins (more on this later).
12. Gently encourage the straps away from the tank, noting there is a rubber strap under the metal strap separating the tank from the strap (my rubber was very deteriorated and had welded itself to metal on both sides).
13. The straps will eventually swing away toward the rear axle and the tank can now be lowered using the trolley jack with a steady release to ensure the tank does not fall off the jack.

### The State of Play

On dropping the tank, it was clear that this was probably an original tank and Smiths sender unit. A closer inspection suggested that any rust was primarily surface rust other than some deeper rust around the seal between the neck and the boot and this appeared to be where the leak stream seemed to come from. The underside of the boot was in good order, just requiring a brush and treatment.



Trolley jack lowering tank

Stain on top of tank



Underside of boot

Brushed / sandpaper clean



The pin hole under seal

Smith's sender unit





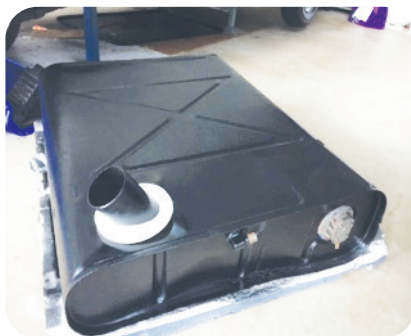
The clean up took several days with methylated spirits, brush and sandpaper which cleaned off most of the surface rust and unearthed the pin hole hiding under the neck seal, which when the tank was full or on a hill was leading to the leak. The straps were also in reasonable condition and received a similar clean.

New parts were ordered for the sender unit including cork gaskets, new neck seal and rubber straps.

Refurbishment consisted of apply Metal epoxy (fuel stable) to the areas around the neck and sealing the pin hole and then using the very useful Aerosol Rust Converter from Supercheap. This product delivered a great primed result with a black appearance that could have fitted straight back on the car, but I wanted the high gloss black finish.



Tank cleaned and primed



Finished tank with new seal



Smith's sender unit

One interesting finding that caused some consternation and an "ah ha" moment on restarting was that the previous owner had installed the sender unit upside down. The gasket and cover have asymmetric bolt holes and a clear embossed TOP. This was upside won on removal and similarly the wiring was on the top rather than the bottom. Forums did

not cover this and all I could find was some photos and the Smith's instruction sheet, but it was not 100% clear, but I took a punt and the car started and the fuel gauge worked.

## Key Learnings

### 1.Hanger bolt release

To just remove the two hanger bolts on the straps proved almost impossible to achieve due to the very limited space between the tank and rear valance and the fact that the bolts moved with no way of getting a spanner on the top bolt.

After many hours on my back trying to remove them I took to the cotter pins and removed the hanger that way, which achieved the result, but created a calibration issue when re installing to get the height and tension right to hold the tank firmly.

I used Nyloc nuts on re-installation but had to estimate the bolt length to secure the tank.



Hanger with tight spacing



Cotter pin at top and nyloc nut estimated to length



Rubber strap located under the metal strap holding the tank

### 2.Rubber Strap placement

The early model rubber straps come as a roll that you cut to length to warp fully around the tank to line both the area between the boot and tank and the metal strap and tank. Obviously when fitting you need to ensure they are fully wrapped and aligned to the metal strap which has guides built into the tank.

This was a struggle to hold as you raised the tank until I decided to use a high quality masking tape to hold the top sections together, which allowed for the tightening of the holder bolts and the secure placement of the straps in the guides.

About 4 weekends in total, a lot of dust and a great sense of achievement and what's more no fuel smell in the garage.

Stephen Harmer

## The Phoenix Rising-My 1937 TA: Part 2. Ros Bastian

As contacts came to light, orders were placed and parts began to arrive. My first excitement at receiving all these parts began to diminish as I realised just how much work was ahead and how little I knew. And little did I know that the car which was spruiked at the auction as having been 'recently restored' and 'driven into the auction venue' was a mechanical time bomb just waiting for the time we seriously looked at the engine and other mechanics, none of which had not been damaged in any way during the accident.

Probably the greatest frustration along the path of this journey was the experience with the panel beater. I have been around classic cars for many years now and have heard many the stories about the length of time restorations take. However, this panel beater was a business and did not just specialise in classic cars. He had said the job would take four months but my TA took a back seat every time an insurance job came into the shop.

The four months promised came and went with virtually no work on the TA being undertaken. Over the 19 months the job took I visited the workshop regularly, paid every bill within 24 hours (in the hope of keeping the work on track) and sent endless emails. I have three A4 pages of return emails stretching over 15 months with promise after promise of "will be ready by...", "will be delivered back to Peninsular Motors on (date)", "will be finished in 2 weeks", "..... four weeks", ".....by the end of the month", etc etc. I am a relatively patient person, however, eventually, after 18 months, frustration reached a peak and with the reforming of the wings and mudguards complete I threatened to take the car away and deliver it to the panel beater, Andrew Morcom in Bathurst, who had recently restored our MGB – on time and on budget!

This tactic seemed to galvanise the panel beater and finally, the work got done, though after some quality control at our end, the rear mudguards went back to get rid of the orange skin finish (unacceptable) and three more visits were undertaken to get small parts repainted to get rid of runs etc. Two small parts I took to another panel beater as I simply couldn't deal with the primary panel beater one more time.

With the car and all the parts back at Peninsula Motors it was time to put the car back together. Thankfully, my documentation and organisation was up to the task and we were able to locate, despite the time lag, all the nuts, bolts, screws and parts needed to reassemble the car. This, as everyone reading this is probably aware, was a time consuming, tedious, hugely rewarding and hard on the body experience. Over the 19 months the car had been with the panel beater a number of events came and went which I would have loved to participate in with the TA. Now, the National meeting in Tasmania was looming and this became to goal – to have the TA ready to take to the Tasmanian meeting.

We got the car back together and it was looking beautiful.

However, this was not the end of my journey with the car. As well as the accident damage I started to find pre-existing items that needed attention. Remember: 'do not pay any heed to what the auctioneer says about the car'.

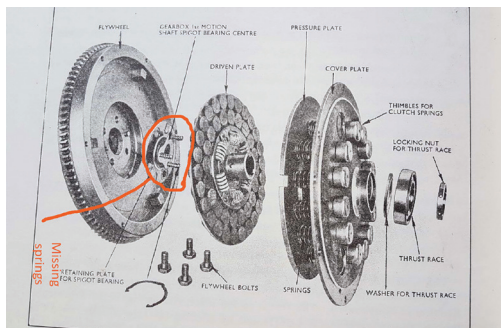
Firstly, it became clear there was something seriously wrong with the clutch – sometimes it worked, sometimes it simply jammed up. So, out came the seats (again) the floor (again) the firewall (again) and then the clutch. What a mess.



built up crap and corrosion could perhaps be attributed to lack of use, but this certainly did not apply to the mix of mismatched springs between the pressure plate and clutch plate. I cleaned down (under

supervision) all the plates and moving parts but the springs were a real problem. No parts provider I contacted had springs. Where to next? I remembered that an advertiser in *Opposite Lock* often advertised springs so I contacted them. No luck there but they did give me the name and contact details of a manufacturer of springs. YES! Bring the good one out to the factory for measuring and pressure testing and they would manufacture a completely new set for me. One issue solved.

Then of course the cork had to be replaced on the driven plate.



I do know of many people who are willing to open a few good reds, drink the wine and then use the corks to cut into carefully measured discs for relining their plate. However, although I would happily drink the reds,

I had neither the time nor the expertise to accomplish this. Ron Taylor came to my rescue once again and lent me his newly re-corked plate while mine was being restored.

With new springs and a completely cleaned up clutch everything went back into the car.

Richard had also looked at the shock absorbers early in the piece and decided they were in need of restoration or replacement. The shocks were the old Luvax type and no one really knew much about restoring them. I did, on Geoff's recommendation, take them to a shock restorer who did give it his best shot. He said he had never worked with Luvax shocks before but did try a number of options to fix them. I sent out emails left right and centre and came up with a number of articles about restoring Luvax shocks, however none of these seemed to relate exactly to the type of shock absorbers in the TA. The next step was to try to source restored ones or even reproductions. Eventually a supplier in the US came back with restored shocks which did not have any arms etc. So, the shocks from the US were sent to the shock restorer who dismantled my shocks and integrated the parts needed with the restored parts from the US.

The next issue was the head gasket, which was blown. Off came the head, a new gasket sourced and back it went. However, some of the pins were badly corroded and neither Brian nor Richard was happy putting them back and hoping they would hold. This time it was Ron Taylor (again) who came up trumps as he had some spares in his workshop and he was willing to part with them. Ron would help me out with advice, or parts or contacts many times during the restoration and has my eternal gratitude.

With the help of all concerned and my husband, John, who had become interested in and committed to the restoration and rebuild we did have the TA ready in time to take it to Tasmania. What a special moment that was, driving the TA into the park where the concours was to be held. I have to pay tribute to my Dad here. When I was learning to drive, with Dad teaching me, he insisted I learn to double shuffle. At the time I thought this was a pretty irrelevant skill I would never need. Little did I know! So, thanks Dad for teaching me this very important, when owning a TA, skill.

The mechanical trials were not over, however. It became increasing evident there was still something wrong with the clutch or, more probably, the gear box. The car would drop out of gear at times or, when engaging third gear would appear to go into gear but end with a dreadful grinding and clattering.





It felt like the whole gear box was about to come adrift or disintegrate. Ron Taylor drove the car for me, recommended I pull the gearbox out and have it overhauled but also suggested I check to see whether the small springs on the gearbox 1st motion shaft spigot bearing centre were in place. He suspected they might not, given the way the gearbox felt to him. So, it was back to Peninsula Motors to take out the seats (again), the floor (again), the firewall (again) and then the clutch and gearbox.



No small springs and no retaining plate! Another puzzle to solve. Where would I get these small springs and the retaining plate? After checking all the usual and unusual sources I had come to rely on without success, I then sent out emails across the world to everyone I could think of. This included a TA owner we had met in Denmark earlier in the year (at a MG Denmark Car Club beach picnic while we were driving Goldie through Scandinavia) and who subsequently came to visit us in Australia. All the replies I received, including from our Danish friend, directed me to NTG Motor Services in the UK. Brian Rainbow from the UK, who received my email via Barry Walker, also in the UK, also directed me to NTG and he was kind enough to look up the part numbers for me and check with NTG that they were in stock. The support you get from members of the MG community around the world is truly remarkable! Another supplier to add to my growing list of contacts! And sure enough, they could supply the springs.

All these emails brought me an unexpected windfall when Barry Walker asked if I was interested in a complete set of original tools, still in their rubber cases. I could not shoot off a reply quickly enough. I know people who have searched for years to get a complete set of these tools. It is fascinating when working on the TA that sometimes it is necessary to using these beautiful old tools as, unsurprisingly, they are exactly the right fit for a particular part.

So, having pulled the gearbox out it then went off to essentially the only person in Sydney who specialises in restoring old gear boxes. This should have been a simple process. Drop the gearbox off in western Sydney, an hour's drive from home, wait for it to be overhauled and then pick it up again and put it back in the car. However, the gearbox engineer came down with cancer and ended up in hospital. He never returned to work. As with many of these classic car restoration businesses this was essentially a one-man band. When it finally became obvious the job was never going to be finished I decided I had no option but to pick up the gearbox (it was in bits in a box somewhere in the workshop) and to rely on the expertise of Richard and Mike at Peninsula Motors to put it back together again.



My problem was actually identifying my actual gearbox as the only other person at the gearbox workshop was uncertain as to what belonged to whom. Peninsula Motors came to my rescue again and Richard came with me to identify the gearbox. Ironically, Peninsula also had a gearbox there for an overhaul and Ron Taylor had three there waiting for attention. My trip to the west meant that I could repay a little of others' help by picking up the other four gearboxes and getting them back to their 'owners'. So, the gearbox went back

into the car after being reassembled by Mike and Richard and I once again put back all the other parts which sit over the top of it; firewall, floor, seats, etc. I feel I know every one of these nuts and bolts intimately by now!

While the gearbox was away being overhauled we also took out the drag rods and the steering box. Ron Taylor was less than impressed with the steering and very kindly offered to restore the above parts for me. Once the parts came back to me, John and I installed them and Mike and Richard tweaked a few things, the steering is now pretty direct, for a pre-war car, that is!

The hood and side curtains were also damaged in the accident. The hood had to be totally replaced because, although not badly damaged it was torn on a corner from having come into contact with that damn reo, and so would always be a problem. The side curtains were a little scratched and bent, however a trip to the local boat cover manufacturer produced some magical stuff which nearly eliminated the scratches and the bent frames were dismantled, straightened, painted and reassembled.

Along the way we had to replace the head gasket (supplied by Ron Taylor), the Bell housing gasket (made by Richard at Peninsula Motors), the wiper motor which was not worth repairing and so a new one was sourced from the UK, replace the fuel line and reserve switch, restore the blocked water pump and resolder the fuel line at the tank (Richard again), and source and replace the treads on running board (Ros). Interestingly, Brian said to just push the black rubbers into the chrome running board strips by hand. My fingers were simply not strong enough for this, however I did find that a tiny flat head screwdriver was the perfect tool for this job.

The TA has had, as do all old cars, other work done on the engine since the gearbox fiasco. The carburettors have been beautifully restored by Peter Fogarty and the generator also restored. No doubt, over the years of my guardianship, other work will need to get done, however the TA, the Phoenix as I



call it as it has risen from the 'flames', is now driving beautifully and was recently the bridal car at our daughter, Jo's, wedding. So special to have such a beautiful car in the family so that John could drive his daughter to her wedding. The car and the bride were much admired along the route with even the police giving Jo and the TA a siren salute!

What a journey and what an adventure. I have to admit to being totally naïve in my desire to own an old car. I simply had no idea! I never imagined the car would be written off in a towing accident before I even had a chance to drive it. This was an experience I would not wish on anyone. Having pulled the car apart, sourced all the parts needed, organised so many replacement bits and pieces right down the remanufacture of the clutch springs, the TA definitely feels like MY car. It was never my intention, when I fell in love with a beautiful green and cream 1937 TA to ever work on the body work of the car itself or touch it mechanically. However, I have enjoyed every frustrating, yet totally rewarding step of the process. And I have been warmly welcomed into a fraternity I never thought to join and made friends along the way. As with all things MG, the MG family never let me down throughout the course of my TA journey.

*Ros Bastian*

## CSCA Supersprint Series Round 3

Steve Perry



MG Newcastle CSCA ROUND 3: Saturday July 18th – PHEASANTS WOOD, Marulan in the Combined Sports Car Association (CSCA) Supersprint Series.

The third CSCA round of the year was finally run by the MGCC Newcastle after quite a delay to track events due to the nasty Covid 19 virus and the restrictions being eased by the NSW Government.

Visitors were not included to keep numbers down, and as my MGC is still in the workshop, I had to interrogate a couple of our competitors to get the news about this event. You may have noticed a different name for this track, and that's not surprising (give yourself a pat on the back) as the old Marulan Driver Training Centre (MDTC) run by Gary and Natalie Wilmington has been bought out by one or more members of the Shelley family of Shelly Drinks. They have made many changes in extending the early track, with more extensions planned. This is a great effort in race track starved NSW, and it now provides an additional venue for Supersprints as well as training days. The MDTC circuit was a bit short and tight for supersprints, and the new larger & smooth circuit seems to have been well received by all attending drivers. Some additional carparks and additional space for trailers and tow vehicles has also been completed, and the circuit has got a new 2 storey Control Tower and a new set of in-ground timing loops (not Dorian loops, but there was no charge to dorian users!) The track is about 2 ½ hours from Sydney, being just ½ hour short of Goulburn.

Our Club had 5 members & 4 entries supporting this event, in a small field of just 61, with some drivers away or unavailable etc. Greg Smith was running in his BMW supercharged Mini Cooper (as his MGBGT is in for repairs), Gary Maher ran his beaut Ford Escort, Chris Scheffer ran his green wrap MX-5 turbo, and Tim Sullivan competed in his nice MGA "1800 big block". There

was also John Croft from our club, competing in his Sunbeam Alpine, but under the Sprite Car Club banner (and so earning points for the opposition!). The MGCC Newcastle were a test club for this circuit and thought around 70 would be a god working maximum to allow plenty of runs. Well the drivers had up to seven runs available and up to 52 laps, which is plenty of enjoyment for one day, and all was wrapped up by 3pm or so giving drivers time to pack up and drive home.



Greg Smith was lucky to get a run at all, as he had been away & not been able to renew his MGCC membership. Some urgent calls to our new membership Registrar managed to quickly sort out his renewal, and Greg was most thankful for this prompt support and effort from a person who has only just commenced the job! Well done Shelia Trotman! Greg ended up doing 43 laps, Gary doing 44 laps, Chris Scheffer completed 23, Tim Sullivan completed only 22. John Croft did 32 laps.

There were great conditions for some good times, with a warmish track and cold air, and all drivers were doing their best times of course, as this was their first runs on this new layout! The day ran smoothly by all accounts, with no delays due to tow ins or incidents. Some happy driver faces I imagine getting back in the saddle again after quite a break!

### 2) Regularity

The next event for racing & Regularity is the HSRCA Meeting at Wakefield Park over the weekend of 29th & 30th August. Let me know if you wish to have a run in Regularity.

Let me, Peter Rose or Max Wasson know if you wish to just have some serious fun in your MG, by joining us in Rusty Nuts events with some like-minded people!

Thanks to all the Officials and Volunteers and the member drivers who all contributed to make this event happen!

### NOTE:

- Next CSCA Supersprint: Triumph Owners Sat 12th September ROUND 5 at Wakefield Park, Max Wasson will get the emailed Supplementary Regulations.
- HSRCA Regularity & Race Meeting – 29th & 30th August 2020

Please contact Max Wasson or myself for the Supplementary regulations and Entry Forms for future Supersprints, or Rusty Nut racer events, if you wish to give your car a good hard run without the worry of any Police or back seat drivers!

**Motorsport..... Give it a Go!**

Steve Perry

### Alphabetical Results: CSCA Round 4 (Total of 61 timed competitors)

| Entrant        | Vehicle        | Best Lap | Class Result | Competitors | Outright |
|----------------|----------------|----------|--------------|-------------|----------|
| John Croft     | Sunbeam Alpine | 1:08.71  | 7th in CD1   | 8           | 52nd     |
| Gary Maher     | Ford Escort    | 1:08.54  | 6th in CD1   | 8           | 51st     |
| Chris Scheffer | MX-5 turbo     | 1:01.93  | 1st in R2    | 2           | 15th     |
| Greg Smith     | MBW Mini s/c   | 1:06.94  | 4th in CD1   | 8           | 43rd     |
| Tim Sullivan   | MGA Special    | 1:06.41  | 3rd in CD2   | 8           | 41st     |





### PHEASANT WOOD SUPER SPRINT.

Praise the Lord! At last we get to turn a wheel in anger!

It's about two years since I last competed at the Marulan Circuit, previously owned and operated by Garry Wilmington, when it was, with due respect to Garry, a 'Mickey Mouse' circuit in someone's backyard. It was always very testing and great fun but a little short on infrastructure and space for things like trailers and car parking.

The new owners, the Shelley family (of soft drink fame) are well known to both Wendy & myself, having had their South Coast weekender a few doors down from ours during the 1980s and 90s – that was our second surprise of the day. The first surprise was the road from the front gate to the actual circuit. Previously a track, it is now a properly made 2 lane road complete with centre line and fencing each side – a promise of things to come.

The pit area is now extended and fully sealed with a dedicated parking area for trailers and tow cars. There is now a proper two storey control tower with a covered spectator area to supplement the covered veranda in front of the canteen. The 1.7 km track itself has been widened on most corners and a tricky loop has been added to the centre of the circuit. Also, there is concrete – lots of it forming very intimidating walls. All this is Stage 1 of improvements. Stage 2 is well underway with the purchasing of some adjoining properties, extension of the track by about 2 kms with a promised, long, 200 kph straight – hopefully to be ready for next year's events. Stage 3 is further extension of the track – probably by another 2 kms. I hope I'll still be able to compete!

The name of the circuit, 'Pheasant Wood', is in honour of the Shelley brothers' Grandfather – an ANZAC who was killed at Fromelles in France during the First World War. He is buried in a War grave in a cemetery in France called 'Pheasant Wood'.

The event itself, was run by MGCC Newcastle and was a round of the CSCA series. It attracted 61 starters and Wendy was

### Gary & Wendy Maher

Chief Steward on what was a perfect, sunny winter's day. The club and officials did a superb job and the day ran like clockwork with 6 groups of 11 or 12, each being offered 7 runs of a total of about six minutes' track time. It was all over, with trailers loaded before 3.00pm

The MGCC Sydney sent only 4 starters (really!?) Fitzroy Scheffer in his tricky looking Mazda MX5 managed a very competitive time of 61.9 sec. Tim Sullivan's MGA failed to proceed so he ran his Porsche for a time of 66.4 sec. Greg Smith didn't have his MGB GT ready so took his BMW Mini and achieved 66.9 sec. The best I could do in my Ford Escort was 68.5 sec. FTD was a Lotus Elise with a time of 58.8 sec. Hopefully, we'll see more players from this club if we manage to hold any more events.

A great day was had by all, with no incidents.

Thank you MGCC Newcastle and Pheasant Wood.

Gary Maher



## New Zealand Tour 2020: Part 2

Delia & Peter  
Rayment

**Motorsports Circuits.** Motorsports are well catered for in the South Island with Mike Pero Motor Sport Park Christchurch. This complex is owned and operated by the Canterbury Car Club. It is very much like Morgan Park Circuit, Warwick. A complex of various circuits including a ¼ mile drag strip.

The Highlands Motorsports Park. Is near Cromwell and in our view the best one we have ever seen, in what it has to offer those interested in motorsport. A well thought out complex which can cater for all sorts of motorsport having various circuits, with a museum to boot. Plus, get this, you can buy an apartment up above your racing pit!

**Mountain passes.** During our tour around the southern end of the South Island we traversed over the Southern Alps twice.

**Haast Pass 564m.** We used Haast Pass from Wanakia north to Haast on the West Coast. A very scenic trip following firstly Lake Hawea and then Lake Wanakia up through the Mt Aspiring National Park and down to be in the big river country of firstly the Landsborough and then the Haast Rivers. A spectacular valley excavated by a large trunk glacier which extended to the coast eons ago.

The aquamarine coloured waters of this river are fed by the McKerrow Glacier near Mt. Cook. We had more or less circumnavigated Mt. Cook at this stage. But it was nowhere in sight this day, because of cloud.

**Arthurs Pass 920m.** To finish the loop from the west coast back to the east coast, we used Arthurs Pass. Here again we followed a river up, the Taramakau, starting on the west coast in the rain. "It always rains on The Coast!", we were informed by some New Zealanders. Scenic wise, we were somewhat disadvantaged, but we could see enough, again, to ascertain that this area would be well worth another visit.

One of the thrills was driving underneath a waterfall! This has been diverted via an overhead chute over the road. But it still felt like we were driving under a waterfall. Seasonal we mused?! Enjoy things while you can! The little picturesque town of Arthurs Pass on the eastern slopes of the alps afforded us respite and refreshment. In fact, in comparison with the towns on the western side of the alps it is quite up market and civilized. Occasionally we glimpsed the trainline which is used by the famous Transalpine train. It should be a fantastic train trip, both directions. Once, we were through the Craigieburn Forest Park just east of there it was back into dry conditions again. It surely is an island of extremes. But the scenery did not stop there. All around were steep-sided mountains, no to very sparse vegetation, which were hewn in colours of grey, black and white - most spectacular. Delia called them 'painted' mountains. Along further Delia was fascinated by the fingers of silver cutting through the river flat floor. Her artist fingers itched. Pity it was still overcast. We will just have to come back, for better photos. These rivers with their fingers of silver are called braided rivers. Very apt



**Our favourite spot for this part of our trip; –**

Was where the Church of Good Shepherd and the Collie Dog statue sit, side by side on the shores of Lake Tekapo.

"This modest stone church was built firstly to the glory of God and secondly as a memorial to the pioneers of the district. Designed to give the impression of quiet strength and simplicity – the essential qualities of the early settlers who endured the tough Mackenzie environment. A place of worship, the church is available to all peoples to sit quietly, pray and meditate."



**The Collie Dog Statue;**

"This monument was erected by the runholders of the Mackenzie Country and those who also appreciate the value of the collie dog, without the help of which the grazing of this mountain country would be impossible." 1968.

And so, it was back to Ashburton to clean and pack the MGs for our road trip to Wellington and the 10th New Zealand MGCC National Rally, with our friends Juliana and Warwick Protheroe.

To finish our reconnoiter of the South Island we did another loop, going anticlockwise this time. Warwick & Juliana Protheroe (our hosts) were in their immaculate MGA and we followed them in their MGB MkII. (the carrot). We started at Ashburton up the east coast to Picton. It was then onto a side shoot over to Wellington for the NZ MGCC National Rally. Returning from Wellington, it was over the Queen Charlotte Drive to Havelock. Over to the west coast to Westport, down to Greymouth, back over the Southern Alps via the Lewis Pass to Hanmer Springs and back to Ashburton.

**The East Coast (north from Christchurch)**

We were lucky enough to be able to make our way up to Picton from Christchurch via this road, considering this area has been heavily hit by several earthquakes over the last few years. They caused massive landslips that engulfed big sections of the road and train line, thus rendering the roads impassable. The poor buggers have been working so hard! One can see the remains of where the slips had been. And still today they are working hard as we had about 10 stops for roadworks. That aside it is another scenic route with the Pacific Ocean on one side and towering cliffs on the other. Throw in quite a few tunnels and stops to look at seals on the rocks, below the road and you have a good mix for a good day trip.





**Ferry crossings of Cook Strait** - For locals it is just another crossing, but for first timers like ourselves it was a spectacular crossing. Sailing out through Queen Charlotte Sound was beautiful. Looking at all the bays and mountains on either side,



where we could almost touch either side of the sound, was mind blowing. The water must be incredibly deep for these big ferries to be able to ply these waters so effortlessly. The ferries are all well-equipped with what you would expect for an inter island experience. With plenty of areas where you can either look at the views outdoors, snuggle up in a comfy lounge chairs inside, watch a movie or eat your way over the Cook Strait. We had good weather for our two crossings, going over from Picton and back from Wellington, which was good because apparently it can get very rough at times. We chose the morning crossings, working on our experiences where most winds seem to come up in the afternoons. Well it sounded a fair enough theory anyway.

**Museums- Wellington** -We visited the Te Papa Museum whilst in Wellington, where we saw firstly a very moving exhibition on Gallipoli from the New Zealanders point of view. Other exhibitions visited covered the geothermal activity of New Zealand and an exhibition of life-sized models of some of their rare and extinct fauna like the kiwi and giant moa. We could have spent a lot more time there, we will certainly have to go back.

**Picton** – One of our favourite museums here was the Edwin Fox museum right on the foreshore just as you come off the Interislander ferry. The Edwin Fox museum houses the remains of this ship built in India in 1853. Amongst its credentials are the facts that it is the last surviving ship that took convicts to Australia and that it is the oldest surviving wooden ship that brought immigrants to New Zealand. Definitely worth a visit.

**Gold and Coal Mining areas and towns on the West Coast** Throughout the mid-west coastal region of the island, the remains of coal mines are dotted. One such place that our hosts took us to was Denniston, just to the north of Westport. The



remains of this town can be reached by a good sealed "hillclimbers paradise" road. Once at the top there are views to die for. The old mining site, which still

has some remains of machinery left, is well set up for interested visitors, with lots of information boards available. It certainly grounds you and makes you feel very humble to read about these tough people and their tough times. Still it opened up

the country on this rugged western side. Mining for coal in this area has come to a halt, with changing times and disasters adding to the reasons for their closure. At Greymouth there is a very moving monument on their wharf front to the miners who have been killed in both coal and gold mines thereabouts. The odd gold mining town still survives like Reefton today because of tourists and the fact that it is on a major intersection of the main road. Gold found in the quartz in them there hills, can still be won, according to the Beardies -some of the local icons. It certainly is an interesting town to wander around. Peter felt quite at home there, with his beard.

**The Great Coast Road**-This road winds its way along the coastline bordered by the Paparoa National Park, between Westport and Greymouth. According to Lonely Planet it is classed as one of the Top 10 Coastal Drives in the world. Relatively short. One could probably go up and down it easily in a few hours, especially if the weather is kind. In fact, it is a good idea to do just that at times, depending on the sun angle. Things look different. We were lucky in having good weather as we travelled this section of the coast. With breakaways lying off shore like at the Nuggets, it certainly is spectacular.

At Pancake Rocks, Punakaiki the viewing of the blow holes was well timed, as they were blowing well. You don't have to be a geologist to appreciate these unusual structures, amongst the native flax plants. The walk to the blow holes is gentle and informative signs tell the visitors about not only the rocks but the native flax as well.

**Lewis Pass.** 907 metres at its summit. We were lucky to have fine weather for the crossing of the Southern Alps this day. Some locals refer to this road as the best in the world! As first timers



on this road, we certainly enjoyed it. It was different to the 2 other passes in the South Island, but similar. Different in that the western approach is gentler.

With the eastern side steeper. Similar in the fact that we once again followed a big river, the Hope River, up towards the pass. On the eastern side we once again saw the 'painted' mountains, and the braided rivers shone and twinkled at us, as they had in Arthurs Pass. Delia's artists fingers twitched again. The only problem was there was no place to pull over to take photos and she had to take photos whilst on the move. Not the best when you are being tossed around from side to side, as we tried to keep up with our 'rally driving' mates. We will just have to do it again at a more leisurely pace.

**Interesting bridges.** We noticed several bridges had plaques at them, installed by IPENZ (The Institution of Professional Engineers New Zealand) recognising the sometime innovative engineering works. One such bridge was the Rakaia bridge. Most people would just drive over some of these unusual bridges not giving them a second thought but they are definitely worth a stop for not only their engineering merit but also as a viewing point to see, the often mighty, river below. Our favourite spot on this part of our trip- We say that we had no favourite spot but that we enjoyed the lot and where ever we travel in the world we find interesting things to see and do.

We hope this has given you some idea of what to expect in this area. If you are planning on going to the South Island and would like a copy of our itinerary, then you can contact us at **Delia & Peter Rayment** [peterayment@bigpond.com](mailto:peterayment@bigpond.com).

## Original Interior Trim Mk 1 MGB: Part 2

John Clarke



In 2015 Geoff Chrysler bought himself a very original 1964 'pull door handle' MGB Mk1. Geoff is a motor trimmer based in the lovely town of Victoria, British Columbia in Canada, where his business Rightway Heritage Trimming specialises in re-trimming classic cars. He set about restoring his MGB and recorded the removal and restoration of the trim in great detail in his blog. What is unique about this is the insight that he provides on the detail and methods that the factory used when trimming these cars originally. Geoff has kindly allowed us to reprint part of his blog. (<https://detailenthusiast.weebly.com/blog/archives/12-2015>).



Next comes the removable rear deck mat. Again like the tunnel, it was a moulded piece of 1/2" jute with the carpet adhered to the top of it. This created a stiff mat that would hold its shape and fit perfectly without any gaps or overhang. Only the front leading edge was trimmed around the jute to give a clean edge look. It was finished off with 6 carpet snaps as shown.



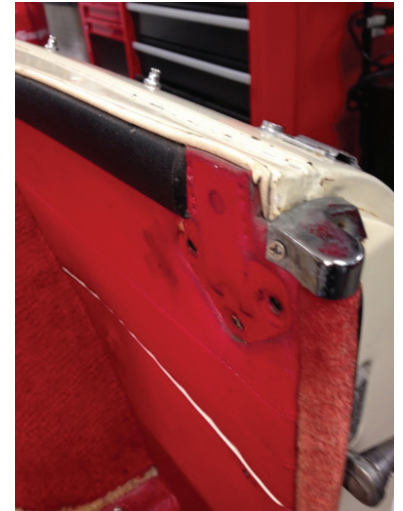
Next the rear cockpit rail which was black on all cars, it has a bead of contrasting piping along the top edge and is held in place by several sliding studs with nuts and washers accessible through nooks and grannies underneath.



The black vinyl top stowage straps are installed next. Each vinyl strap is sewn with soft white cotton on the inside to protect top and a single snap in each.

The rear bulkhead panel was a flat vinyl trimmed panel riveted in place tightly around the wheel arches with alloy rivets through tiny cup washers.

The rear 1/4 panels were sewn vinyl covers with upper pleats and piping trimmed to masonite hardboards and screwed in place with more blackened screws and cup washers. The fuzzy red door seal pressed onto the door opening and butts up perfectly with the edge of the panels, the sill mats, and the edge of the front kick panes. Here you can see how the top chrome finisher covers the top edge of the seals and screws into the top corner of the panel. These seals are available new through MacGregor trim.



The rear 1/4 panels were finished with the chrome top mounting brackets and the top frame screwed to them with spacers. Each panel had 2 male snaps installed just below the piping for snapping the boot cover down.

The front kick panels were plain flat vinyl covered panels that fit snug and were screwed in place with more black screws and cup washers.







The doors had a thin black membrane glued over the metal to seal out moisture and then the door panels were screwed in place over top with foam circular pads sandwiched around the window cranks to prevent the panel from denting. The panels were trimmed in vinyl with pleats to match the rear 1/4 panels and again used black screws and cup washers.



The early style door cappings were each a 2 piece assembly and always black. The inner wood shape was trimmed in black vinyl with the outer padded section screwed on from the back with piping in between. They were screwed in place with chrome screws and brackets at each end with brush seals and black piping to fill the gap along the window glass.



Finally the rubber floor mats were installed. These rubber mats are totally unavailable now. The front mats had 1/4" jute glued to the backside and the mat was held in place with 4 snaps each. The under seat mats were also jute backed and held in place by the seat tracks bolted through black wooden seat runners. These will be carefully cleaned and possibly re-dyed to their original colour.



Finally the seats - nothing really new here, leather covers trimmed as so over moulded "dunlopillow" foams. Rubber diaphragms under the foam gave them a comfortable seat. The back rest rake was adjustable by 2 long bolts at the bottom of the squabs. All facings of the seats were leather except for the backs of the squabs which were vinyl with carpet along the bottom 6". The contrasting piping was also vinyl.

These seats as well as the rest of this interior are in such good shape for their age! I plan to clean them up, spruce up the foams and inner pieces and re-use them for as long as I can make them last. A lovely patina for such a pretty car!

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Ashley is wearing the ladies only quilted puffer jacket, made from quilted micro fibre with black tone on tone club badge on sleeve. \$180



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



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



Club Shield Jacket- a dual colour dark blue and sky blue hex pongee and vortex shower proof jacket, mesh lining and fold away concealed hood. Also available in green and navy. \$100.

With thanks to our models, Ashley Clarke and James Lombardo.







A 'sort of event' report:

One of our Illawarra register events is attending 1 day of the Wings Over Illawarra 2020 Air Show. WOI 20 has been postponed from May to be run over 7 -8th November 2020, we hope, so at this stage please pencil in Sunday 8th November as the MG Illawarra Register run to Wings. Thank you.

And Now For Some More Direct Classic Car Related Stuff.

I have again provided some car related photographs this time of the 2017 Motoring Heritage Day at Berry NSW, a day where almost every style of classic car turns out, in what is a delightful country showground setting.

It was a very pleasant day all round, so enjoy the photos!

This month the report is again very simple, there is officially nothing happening and we are waiting the Government imposed COVID 19 restrictions to be further lifted before the MG car club officially restarts our activities.

Michael Hough





## MG River Run



What a great run to break the COVID 19 restrictions drought. If you didn't make it to the MG "End of Lockdown" River Run then you missed a wonderful day organised by our Modern F and TF Registrar, Don Young.

Clearly members had been hankering for an opportunity to take their pride and joy for a good drive. Many having had to leave their MG in the garage for the last couple of months or only managing to take

### *Don & Sandy queuing for Wiseman's Ferry.*

it for short trips for "essential shopping" during the COVID 19 restrictions. Well, Don's River Run on Sunday 19 July didn't disappoint, with about 100 miles (that's about 160km) of driving through wonderful country to the north of Sydney.

Forty six members met at the McDonalds car park at Dural in a variety of MGs. We were joined by a couple of Sunbeams – an Alpine and a Tiger, in the car park but they clearly had their own plans. With COVID 19 still rearing its ugly head at the time, and things looking a bit shaky in NSW, the temptation to run and hug long missed friends was avoided, social distancing was kept and run attendance was filled out by all participants with their phone numbers and e-mail addresses recorded, just in case.

Zeroing odometers and setting off we travelled through the tight Galston Gorge and up the Old Pacific Highway. The local constabulary also though it was a nice day for a drive as there were plenty about to make sure we kept to the somewhat restricted 60kmh speed limit on much of the old highway. Our stop for morning tea was at Kangaroo Point. Now if you put that in your GPS then you are going to end up somewhere around Sylvania. However, our Kangaroo Point was the next turn-off just past the turn-off to Brooklyn. Most had never been there before, but what a wonderful spot. Great views to the east up the Hawksbury and a lovely restaurant – The Estuary, that a number of people said they would like to go back to one day or night.

After morning tea and our comfort stop at Kangaroo Point we headed off to Wiseman's Ferry up the Old Pacific Highway before taking the Wiseman's Ferry Road, running along the side of the Hawkesbury



River all the way to the punt at Wiseman's Ferry. There was a long queue to get on the punt, but with 2 operating the line moved surprisingly quickly and it wasn't too long before we



were on the other side. However, that's when the fun of trying to find a parking spot in the park at Wiseman's Ferry began. It was 'chockers'. While many of us managed to jag a lucky spot, there were others that decided to head for the hills and make their way home. It was such a nice day that lots of other people decided to

### *Hilary Wren, river crossing in Galston Gorge*

go for a drive to the park, even though their choice of vehicle was nowhere as nice as our MGs. Nonetheless groups of MGCC members formed around the park and enjoyed either a picnic lunch they had brought themselves or something from the kiosk.

It was a great day, fabulous weather and we thank Don for organising a wonderful drive through interesting scenery for our "End of Lockdown" River Run.

*John Clarke*



*Robert & Gill Smith enjoying the ferry ride.*

## My MG TF 1500



I am very cognizant of the desire and importance, by most current T-Type owners, and the prospective, must-keep-up buyer, to own a T-Type with matching numbers. I am not criticizing them, I am simply making an observation, which is just how important, is it after all? I honestly admire, the dedication of the presentation enthusiasts, the ones who spend waking hours and untold sums, ensuring their prized possession is cocooned and pampered, and at the other end of the spectrum, a very few rare individuals, who use their MG's as intended, but love them no less than the molly-coddlers. Then there are the true enthusiasts, characters all, who have owned a car for decades, keeping it presentable, and would never contemplate selling it.

I guess that some like to know that everything matches, and that the trifecta of matching chassis, body and engine, adds to the value, and bragging rights. That poses another question – if one has a matching number car, does one keep it forever, displaying it for a trophy, or is it simply an investment? Would you sell a T Type with matching numbers, and if you did, who would pay what you expect for it? What would you replace it with? I am sure that there are many reasons, and many answers to these questions, but I am not about to attempt to unearth the answers – in my case, my interest is purely one of self-indulgence. I have had an unrequited love for the MG TF, since the age of seventeen, and now, I had the money and I wanted it.

There was a time some years ago, with having owned and totally restored a number of MGB's at varying times, I was eager to display them proudly, for the benefit of gaining recognition. Nowadays, as I age, chasing a medal, or seeking a prize, or trophy hunting, has demonstrated that it could be a costly, and ever elusive, pastime. I am past all that. I am happy to just own it and use it carefully; the trophies can go to those more deserving seekers of peer recognition. So, to my newly acquired, MGTF 1500; I bought this car because of several reasons, and they are not necessarily in order.

I have always wanted an MGTF 1500. That was non-negotiable. I didn't want a TF1250, or a TC or TD, and I didn't want a red, white, black, cream, yellow, grey, or god forbid any other colour but green. A British Racing Green car, or close to, with tan trim, seats, hood, tonneau etc. I didn't want a project to restore, because at age 80, I don't have the energy, or the valuable time to spend on several years of a serious

restoration. I didn't want a car needing a simple freshen up, as many owners, who keep these cars with the patina of age, as a badge of honour, seriously believe them to be better than they really are. In any case, I wanted a finished car, and while the purchase price was important, it was not to be, to the detriment of buying, or not buying, this particular car.

I found my car on a Victoria, Australia, MG Car Club website. More than a thousand miles distant. Fortunately for me, it had not been advertised widely on the usual auto sales sites, and had largely been ignored. It was probably overpriced as well, but to someone like me, who is at the tail end of life, money means little. I am making assumptions, but I reckon that because of its lack of publicity, it was fate, and it was there, quietly waiting for me. How lovely. What I first discovered, when digesting the scant information provided by the seller, was that the body number and the engine number matched, however the chassis number, did not.

Further investigation revealed, that the engine number was different again, to that as advertised. So, here was a car that was advertised as a 1954 MGTF 1500, with two alleged matching numbers that did not match after all, and bore no real relevance to the car. Justified questions elicited begrudgingly scant answers, however persistence revealed that the chassis number was different, but most importantly, it was that of a 1955 built TF1500, and not a 1954 as claimed erroneously. Many questions followed to the international MG fraternity, who to a man, confirmed that, no matter what the body or engine numbers indicated, the chassis number was paramount and no disagreement would be brooked, on that piece of intelligence.

That was good enough for me, and given that the car colour, a most beautiful non-standard green, along with the tan trim colour was exactly of what I had dreamed, I purchased it without having actually sighting or inspecting it, knowing that the numbers meant less than the image, in the overall scheme of things. The purists would be horrified, when discovering that I bought it online, sight unseen, for a good deal of money. No matter, it was how it looked to me, that was much more important. In my aged mind, the body and engine numbers were irrelevant, especially as this car had been very nicely restored at some-ones considerable expense, and the absence of the matching numbers was overlooked, in favour of the superb presentation of this particularly attractive classic MG.

At almost 80 years of age, I will now enjoy it, as if I was seventeen again, and I will never sell it, however my children may do, and whenever that happens, I hope that it goes to a deserving enthusiast, who like me, may desire it for what it represents, a slice of British sports car heritage, and not quibble over the numbers, and overlook them, to wallow in the significance of owning a beautiful piece of MG history.

That will not be my concern because, in this twilight of my life, I am now enjoying the pleasure of finally acquiring something I have always wanted, an historic T-Type MG that was initially cobbled together in haste, to appease the overlords at BMC, and then, in spite of its hurried creation, it became an automotive classic.

*Maurie Prior*

*MGCC Hunter Region*



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The MG Car Club of Toronto is pleased to announce that it has been chosen as the Host club for MG2022  
 June 19-23, 2022, to be held in Peterborough, Ontario, Canada.  
[mg2022@mgtoronto.com](mailto:mg2022@mgtoronto.com)

The North American MGB Register chose Peterborough as the location for its very first convention in 1992  
 which MGCCT hosted and at which the club received its first of three Nuffield Cups.  
 MGCCT also hosted MG2010 in Belleville and MG2015 in Niagara Falls.

2022 will see the 30th Anniversary NAMGBR Convention &  
 is also the 60th Anniversary of the MGB, Britain's best-loved sports car.

Significantly, this event occurs immediately after the VARAC vintage racing weekend (June 16-19)  
 at "Mosport" (Canadian Tire Motorsport Park) setting up a strong sequential event attraction to come to the region.  
 MG Vintage Racers are considering a return to "Mosport" in 2022 because NAMGBR enthusiasts will be there!

The theme of this event will be "The Next Generation" to focus not only on the Post-Abingdon cars  
 that, by 2022, will have been eligible for importation into the USA for about 2-3 years  
 but also the commitment to foster our sport and love for MG's more pro-actively towards "The Next Generation" of enthusiast.  
 This initiative will be championed by Leeann & Ryan Looft (NAMGBR Next Generation Registrars)  
 & Jeremy Holdsworth, MG2022 Vice-Chair.

We need to Involve, Train, Encourage, Accommodate, Champion and Help the "NG's" to embrace our "MG's".

Hey, that spells I-TEACH! How appropriate!

While you're waiting, here's a little ditty hosted on SoundCloud which we hope will help whet your interest:

[MG2022 Thirty Years on When the Fun First Begun](#)








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

*First color is the wire - second is the stripe*



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Our new workshop in Riverstone is now available for hire to owners of vintage and classic car:

- ☐ Workshop hire \$25 per hour.
- ☐ Add \$10 for a hoist.
- ☐ Add \$30 for one on one coaching.

We also provide project management for major repair or restoration and run regular maintenance classes for beginner to intermediate owners.

**Call 0407 287329**





## Classifieds - Cars



### Restored MGB

My beautiful little Blue " B " which due to poor health I reluctantly sell.

This B is a Multiple National Concourse Club Winner and place getter for many years between 1988 - 2013. Many Club members know this car intimately due to its different body/interior colour and trim. This car is still in prize winning condition and is a dream to drive. Stands out among the many red, green, white B's. No other B to my knowledge this colour in Australia.

It saddens me to place this car on the market. I can only hope it goes to an existing Club member. It has been regularly serviced and is driven as often as possible in the lovely winding roads of the Northern Rivers. ( rarely missed a beat except for Lucas Electrics.) Still winning Local Northern Rivers Car club Show Days.

This is the car's second full restoration. Many might remember in 1997 on a trailer to Gold Coast Nat Meet it flipped upside down in a ditch near Warwick Qld. Restored to Win Nat Meet 2000 1st in class runner up in open.

EXTRAS. The car has alternate leather trim navy blue with blue/grey piping. Padded Seat in rear. Great paint and panels. Chrome immaculate. Engine bay and underside gloss sheen. Has English fabric Hood and new tonneau cover. Boot carpeted and lined. Tyres including spare as new. Chrome Spoked wheels Too many more immaculate features to include in this abbreviated advert.

The car is on historic plates

**Location:** Maitland Region, Newcastle  
Inspect To Buy.

**Price:** Asking \$35,000.

**Contact:** Peter 0400 497 428

[ppo16731@bigpond.net.au](mailto:ppo16731@bigpond.net.au)



### 1955 TF 1500 MG Roadster Convertible

This vehicle has been meticulously and fully restored and is in Concours condition. Purchased by my father in law, it is fully registered in NSW and the sale includes the number plates. The restoration has been documented and has full history & manuals. It has only been driven a handful of times in our 13 years of ownership.

This is a classic and will win trophies at car shows.

**Year:** 1955

**Model** TF Midget

**Engine** 1.5 litre, 4 cylinder, petrol

**Transmission** 4 speed manual

**Odometer** 12,124 km / 7,533 miles

**Engine number** XPEG2538

**VIN** HDC269400

**Full Registration**

**Exterior colour** Red

**Interior colour** Red Leather

**Location:** Bowral NSW

**Price:** \$55,000 ONO

**Contact:** Gae Crea

0429 015 100



### The GAF MGTC Special.

This unique LB sports racer is for sale. Over the years the car has developed into a superbly light handling, sure braking super charged joy to drive. The totally aluminum body hand built for Bob Thompson in the 1950's by craftsmen at the Government Aircraft factory ( a bit like the master of the era) Cam logbook and C of D. Currently on Club plates. Documented full racing history available. If you are a MG buff or a boy racer this piece of history is for you. **Price:** \$65,000

**Contact:** Brian Parkinson 0417 265 936  
[info@regalpc.com.au](mailto:info@regalpc.com.au)

## Advertising in Opposite Lock

A **FREE** service for MGCC members -  
Classified ads will run for two months.

Please advise the Editor

via email or phone if:

sold prior to two months,

or

you wish to continue the ad  
for another month

please email:

[editor@mgcarclubsydney.com.au](mailto:editor@mgcarclubsydney.com.au)





## Classifieds-Parts

### MGF Parts:

**NEW**

|  |       |
|--|-------|
| Hardtop (OEM)                          | 1650  |
| Hard top cover (OEM)                   | 100   |
| Full size VVC spare wheel & tyre (OEM) | 300   |
| Exhaust (OEM)                          | 300   |
| Non electric side mirrors (OEM)        | 300   |
| Tonneau cover (OEM)                    | 150   |
| Tools delivered with car (OEM)         | 20    |
| Tool kit in hard case( OEM)            | 110   |
| RHR AXLE & CV Joint OEM                | 150   |
| Original Carburettor                   | 100   |
| Non standard exhaust                   | 20    |
| Car Bra (new)                          | 400   |
| Service/Workshop Manual                | 120   |
| Liquid Lever Hydraulic Suspension Pump | 500   |
| MGTF Modern Tonneau cover (OEM)        | 150   |
| Sundry Items incl: lights, gear knobs  | offer |
| NSW Number Plates MGF 666              | offer |
| All prices negotiable.                 |       |

**Contact:** Alan Ward 9654 0696  
0403 110 777

**Location:** Kenthurst



### Car/general purpose, steel 4 wheel trailer

**NEW**

Length 4.470m floor  
Width inside 1.700m  
Width overall 2.30m  
Sides 300 high  
Draw bar 1.400  
Springs rockers on HD 50 ml square section axels  
Tyres good 185 x14 8 ply  
Cablebrakes  
Needs some work and paint  
Very strong frame  
No rego, has I.D. number  
**Price:** \$800 / ONO  
**Contact:** Pat Behan 0409 913 031  
**Location:** Bathurst area



### MGB Parts for Sale:

As a result of the imposed workshop clean up situation (self – isolation) I have been very stimulated and found the following items for sale.

- 1.MGB Steering rack Gaiter Kit GSV1155 NOS \$25
- 2.MGB Boot Carpet set NOS \$175.00
- 3.MGB Quarter Vent-window rubbers L & R NOS \$60
- 4.MGB Front blinker ass 2nd hand \$20
- 5.MGB Tacho 2nd hand X 3 Neg Earth \$150 each
- 6.MGB Speedo 2nd hand X 3 \$150 each
- 7.MGB Fuel Pump 2nd hand X 2 \$50
- 8.MGB Rear Shocks 2nd hand Very Good condition with link arms \$100 set
- 9.MGB Front Callipers 2nd hand Very good condition and near new pads \$120 set
- 10.MGR V8 Front LHS Guard 2nd hand Very good condition \$1000 (Woodcote Green)
- 11.MGR V8 New Front Cross Member Poly bush set.

**Location:** Padstow Heights.

**Contact:** Ross Freeman  
0412 239 118



### 1949 TC Original Engine

**NEW**

Original engine and makers plates, together with 2 rocker cover knurled knobs.

They are for engine number XPAG10123, which is probably long gone, but they may be of interest to someone with a TC. I would appreciate it if you could ask among your club if anyone is interested.

**Contact:** Alex Danilov 0409 104 658





## Classifieds-Parts

### 1953 MG TF, parts:

Distributor, used, complete & working \$250  
Windscreen wiper motor/ gear used, working \$200

Brooklands screens, as new \$150, \$280 the pair

4 brake slave cylinders, used, \$40 each, \$150 for 4

Rear view mirror, as new, original \$ 95

Badge bar new (Moss) \$90

Side lights, complete, new (Moss) \$90 each, \$160 the pair

Original 1953 tyre pump - surface rust but restorable \$60

Cylinder head, \$150

Horn button, used, \$20

Splined wide wire wheels, 5J, \$60 each

SU balancing tool \$20

Switch bezel tool \$20

LH Swivel pin brand new Moss \$80

GPS Speedometer \$80

Exhaust manifold original, hardly used, \$250

Standard camshaft, hardly used, \$300

All prices o.n.o - all available by post (at buyer's expense) or pick up Northern Beaches.

Contact: David Taylor

[david.p.taylor@optusnet.com.au](mailto:david.p.taylor@optusnet.com.au)

### MGF Manuals

2 volumes of MGF workshop manuals in mint condition with receipt for \$160.

Price: \$60.

Contact: Brian West. St Ives  
9988 4392

Pair 11/4" bronze bodied SU carbs or one 13/8" carb

Contact: Jim Runciman 0419 847 888

[runcimans@westnet.com.au](mailto:runcimans@westnet.com.au)

**FREE** service for MGCC members -

Classified ads will run for two months.

**Please advise the Editor**

via email or phone if:

sold prior to two months,

or

*you wish to continue the ad*

*for another month*

*please email:*

[editor@mgcarclubsydney.com.au](mailto:editor@mgcarclubsydney.com.au)

## Classifieds-Wanted

### 2003 ZT

Bonnet, Boot, rear windscreen stop light and front windscreen

Contact: Ross Freeman  
0412 239 118



MGTF 1500 or TF1250 project car wanted to purchase.

Incomplete car or with major parts is acceptable, but must have XPEG engine  
Location: Glen Innes, NSW, 2370

Contact : Maurie Prior, 0438 668 162  
[malleeboy01@gmail.com](mailto:malleeboy01@gmail.com)

## Ashfield Cycles

Get into Ashfield Cycles, owned by MG Car Club member John Michell. He's been in business for 40 years and is passionate about getting people on bikes.

E-bikes – great for older people or those who want a little help.

Kid's bikes – encourage those kids and grandkids to get outside and exercise.

Great deals if you mention this ad.

### Ashfield Cycles

353 Liverpool Road  
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[www.ashfieldcycles.com](http://www.ashfieldcycles.com)

Mon - Wed: 9 am to 5.30 pm, Thu: 9 am to 7 pm, Fri: 9 am to 5.30 pm, Sat: 10 am to 5 pm



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1978



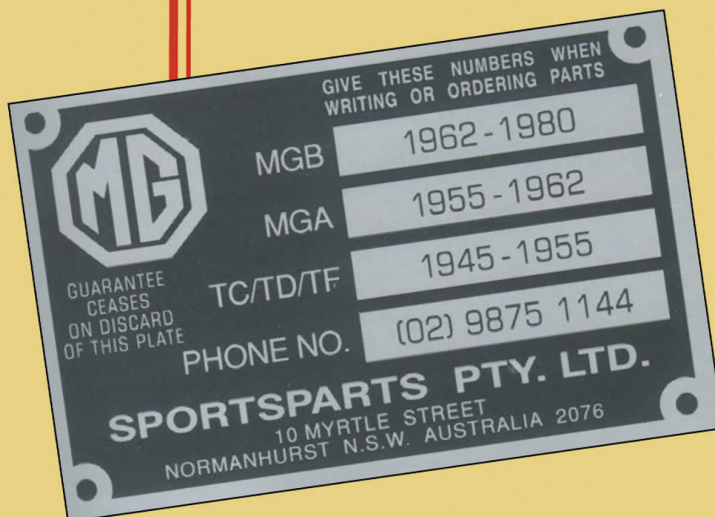
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