



Official Journal of the MG Car Club – Sydney

# *Opposite Lock*



December 2020

In this issue

MGB Club Run  
North Connex

Ex 135  
Love of Cars



# ***DRAFT MGCC Sydney Club Calendar 2021***

## **JANUARY**

- 16 Alf Luckman Memorial Fish and Chip Run,  
Berowra Waters ,Post War Saloon Registrar, Matt  
Crawford
- 26 Carnivale Parramatta Park ,Pre-registration req'd  
TBC

## **FEBRUARY**

- 1 Board Meeting, Venue TBA
- 9 Members Gathering, Strathfield Golf Club
- 14 Club Run
- 17 Mid-Week Muster, Bob Parkinson
- 18 Illawarra Register Run, Michael Hough

## **MARCH**

- 1 Board Meeting, Venue TBA
- 9 Members Gathering, Strathfield Golf Club
- 14 Australian F1 Grand Prix, Melbourne,  
Daniel Riccardo. TBC\*
- 17 Mid Week Muster, Bob Parkinson
- 21 Club Run, TD Registrar  
Michael & Jacqui Gerondis

## **APRIL**

- 2-5 Easter Run, Albury - Wodonga, Charlie Frew
- 6 Board Meeting, Venue TBA
- 11 Pre War Run, Robert Smith
- 13 Members Gathering, Strathfield Golf Club
- 15 Illawarra Register Run, Michael Hough
- 21 Mid Week Muster, Bob Parkinson
- 25 Club Run, Classic TF Registrar, TBA
- TBC Bob Dabbs Tour

## **MAY**

- 3 Board Meeting, Venue TBA
- 11 Members Gathering, Strathfield Golf Club
- 19 Mid Week Muster, Bob Parkinson
- 16 Club Run - National Motoring Heritage Day  
Post 2010 Registrar, John Lindsey. TBC

## **JUNE**

- 7 Board Meeting, Venue TBA
- 8 Members Gathering, Strathfield Golf Club
- 12-14 Tour De Young, Robert Smith
- 16 Mid Week Muster, Bob Parkinson
- 17 Illawarra Register Run, Michael Hough
- 27 Club Run Magnette Registrar, Peter Baldry

## **JULY**

- 5 Board Meeting, Venue TBA
- 13 Members Gathering, Strathfield Golf Club
- 18 Club Run, MGF/TF Registrar, Don Young
- 21 Mid Week Muster, Bob Parkinson

## **AUGUST**

- 2 Board Meeting, Venue TBA
- 10 Members Gathering, Strathfield Golf Club
- 15 Shannons Sydney Classic Display, Sydney  
Motorsport Park. Greg Fereday. TBC
- 18 Mid Week Muster, Bob Parkinson
- 19 Illawarra Register Run, Michael Hough
- 29 Club Run, TC Registrar, John Carter

## **SEPTEMBER**

- 6 Board Meeting, Venue TBA
- 10-12 Gathering of the Faithful hosted by  
MGCC of Wagga Wagga, Peter Baldry
- 12 All British Day , King's School, David Noble
- 14 Members Gathering, Strathfield Golf Club
- 15 Mid Week Muster, Bob Parkinson
- 26 Club Run C&V8 Registrar, Steve Foldhazy

## **OCTOBER**

- 1-4 Pre-war & TYme Event, Canberra
- 5 Board Meeting, Venue TBA
- 10 Bathurst 1000, Mount Panorama\*
- 12 Members Gathering, Strathfield Golf Club
- 20 Mid Week Muster, Bob Parkinson
- 21 Illawarra Register Run, Michael Hough
- 22-24 Motorclassica, Royal Exhibition Building,  
Melbourne\*
- 24 MGCC Concours & Display Day, Silverwater Park  
Allen Gower

## **NOVEMBER**

- 1 Board Meeting, Venue TBA
- 7 MGA/MGB Workshop Day.  
MGA Registrar, Greg Keenan
- 9 MGCC Annual General Meeting & Members  
Gathering, Strathfield Golf Club
- 13 Wings Over Illawarra  
Illawarra Registrar ,Michael Hough
- 17 Mid Week Muster, Bob Parkinson
- 21 Club Run, MGB Registrar, John Clarke

## **DECEMBER**

- 5 Club Run , RV8 Registrar, Alan Heritage
- 6 Board Meeting, Venue TBA
- 14 Members Gathering, Strathfield Golf Club
- 15 Mid Week Muster, Bob Parkinson
- 16 Illawarra Register Run, Michael Hough
- 25 Santa comes - Get some MGCC regalia to put  
under your tree\*

\*Are for information only and are not considered club events for conditional registration purposes.  
Sporting Events will be included when dates and information are available.



## MG Car Club Sydney President's Report 2020

I think it would be fair to say that 2020 has been a year spent forever trying to pass through a mobile chicanery. Firstly, an extended drought, followed by fires and floods and then Covid 19. Nobody could have foreseen the impact that Covid 19 would have on our car club and the rest of Australia.

However, the Board were quick to respond to the situation with regular monthly meetings being streamed live via Zoom within two months of the lockdown commencing. After three Zoom meetings the Board were able to establish relocation to this wonderful new facility the Strathfield Golf Club. I'm sure all members will agree that this new venue is well-placed to accommodate the club through the next stage of our car club development.

It was regrettable that Covid 19 caused the cancellation of this year's much anticipated Easter National Meeting as it has also with next year's event. There is however a strong possibility that some type of activity will be taking place in Aubury Wodonga over the Easter period 2021.

Despite the restrictions the Chief Registrar was active seeking new formats so that club runs could continue. At all times during the lockdown, the club complied with all necessary OH&S regulations including those for Covid. I would like to take this moment to thank the Chief Registrar John Clarke and his team for their contribution to the club throughout the year.

In reviewing the year, clearly the annual All British Day held at the Kings School at Parramatta was as it always is a highlight. Well attended we once again saw a strong diverse representation of the marque.

The final highlight for 2019 was once again the annual Concours d'elegance held at the Silverwater Park in October. The membership turned out in pleasing numbers and it was a thoroughly enjoyable day. My thanks go to all of those who participated in the organisation of these and the other club activities.

During the 2nd half of the year (first half of 2020) the Board has been concentrating on a number of initiatives.

Initially facilitation of streamed meetings via Zoom, this initiative was brought forward as a result of Covid 19, however it has been the Board's intention to move towards live streaming meetings across NSW for our country members. The move to Strathfield Golf Club was a necessary part of this process.

Financially, the club ran at a breakeven position for the 12 months. This is despite forgoing revenue opportunities for the major part of the first half of this year.

The only noticeable increases in expenses have been affiliation fees, general expenses, and rent and venue hire at \$5,097.47. The latter item being the cost of our storage facility in Gladesville. Interest revenue for the year was down just over \$1,500 and members funds at end of year were in line with the previous year at \$292,185.11.

Whilst the current restrictive situation in NSW has had an effect on our proposed training days at HART, this initiative is still very much in the forefront of the Board's intentions and will continue as and when timing permits. At this stage it looks likely February to March 2021.

It is also worth noting that this year's sporting deficit was \$3,000 less than the previous year.

Over the last number of years, members have observed what could only be described as a breakdown of our membership system. The Board has been mindful of the frustration this has caused the membership and I am delighted to advise that the choice of a new provider has been approved by the Board. The new back-end system will make the renewing of membership and

the organizing and booking on runs and events seamless in the future. Certainly, the last 2 years in reviewing this process has made me appreciate more and more the work done by the previous membership secretary in keeping the process going. Once again, I would like to thank John Cunneen for the time he put into membership and for his detailed hand over to Sheila Trotman, when she took over the role earlier this year.

Over the past 6 months Sheila has researched club membership systems across Australia resulting in 3 being chosen to compete against our current provider.

I am pleased to announce that Wild Apricot, a Canadian-based provider, has been chosen by the Board as our new membership system. At the conclusion of the AGM I will be presenting on Sheila's behalf this new system to familiarise members with the new format for renewing membership and the facility it offers to organise our events and other segments of the club's operation.

Our new regalia initiative has returned a profit \$4,032.93 versus \$144.41 the previous year. My thanks once again to Granville Harris and Ashlie Clarke of Paladin for their enthusiasm in bringing this initiative home.

We simply can't complete a year without thanking our editor Hilary Wren. Hilary's tireless efforts in keeping the magazine up and running albeit in an electronic format have been tireless. I'm sure you will join with me in congratulating her on a job well done.

No club can run efficiently and effectively without support of its Board and those members that dedicate their time to the various respective Registers and special positions in the club. The Board appreciates all efforts by members and I'm sure once the new computer system is up and running the facilitating of all these processes including membership, events and special occasions will be much simplified. In fact, I expect to be overwhelmed with commitments from numerous members at the conclusion of this meeting to fulfill the many vacancies that we have in the club at the moment.

Ron Taylor has tendered his resignation as pre-war registrar. A position that he has held for many years. It should also be remembered that Ron is a past VP and is a life member. On behalf of the Board I would like to thank Ron for his untiring efforts over the years as I'm sure all members will agree his contribution has been significant.

I would like to thank individual Board and committee members and those members that support the many activities of the club for their hard work this year.

SAIC the owner of the MG Brand continues to develop exciting new vehicles. All of which are taking advantage of their "Intelligent Driving Technology". This combined with the build quality has seen sales of the brand skyrocket over the last 12 months. It is pleasing to note that a number of our club members have purchased new vehicles and many young people are embracing the famous brand for the first time.

I consider it an honour to have been the President of the Club this year and along with the Board look forward to a prosperous 2020/21 for all members.

I look forward to welcoming you all to our Christmas Party on 8th December for a "Show & Shine" event (see pg 7) and wish you all a very Merry Christmas & Happy New Year and look forward to continuing the traditions of this great Club throughout 2021.

*Charlie Frew*







Page 10: MGB Club Run



Page 18-20: Love of Cars



Page 14: North Connex



Page 26-27: Illawarra Report



Page 16: Ex 135



Page 26-27: Illawarra Report



Official Journal of the  
MG Car Club Ltd, Sydney  
ABN 66 000 560 538

Allied with the MG Car Club UK,  
CAMS  
and the Council of Motor  
Clubs Inc (CMC)

web: [mgcarclubsydney.com.au](http://mgcarclubsydney.com.au)  
Postal address: GPO Box 5165  
Sydney NSW 2000

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



December Cover:

"Spring has Sprung"  
Picture taken by Hilary Wren

## What's Inside

- 2 Draft 2021 Calendar
- 3 President's Report
- 4 What's Inside
- 5 Club Contacts
- 6-7 Club Events
- 8 Minutes of AGM 2020
- 9 Wild Apricot
- 10 MGB Club Run
- 13 New Members
- 14 North Connex
- 16 Ex 135
- 17 Letter to editor
- 18-20 Love of Cars
- 25 Club Regalia
- 26-27 Illawarra Register
- 31-33 Classifieds

December *Opposite Lock*

Contributing photographers:

Thanks To:

Michael Hough, Nicci Freeman

Brian Heasman

Ian & Deb Ross

Ron Taylor

Charlie Frew, Hilary Wren

Bob McClusky,

Ross Freeman.



# Club Contacts

## Directors

President	Charlie Frew	Pam	0488 223 322	charlie@charriefrew.com
Vice President	Greg Fereday		0408 611 427	gregfereday1@gmail.com
Registrar Representative	John Clarke	Christine	0412 890 409	parclose@optusnet.com.au
Sporting Captain	Max Wasson	Paula	0418 431 928	maxwasson@hotmail.com
Sporting Liason	Alan Heritage	Shirley	0418 459 496	alanheritage@yahoo.com.au
Treasurer	Elizabeth Sutherland	Adam		treasurer@mgcarclubsydney.com.au
Assistant Treasurer	Allen Gower	Yvonne	0439 650 401	allenandyvonne@bigpond.com
Editor	Hilary Wren		0407 263 758	editor@mgcarclubsydney.com.au
Website Co-ordinator	Granville Harris		0414 880 374	granville2@bigpond.com

## Model registrars

Pre-war	Robert Smith	Jill	0407 600 632	robert_smith@live.com.au
TC	John Carter	Carol	0416 292 929	johnmartincarter@gmail.com
TD	Michael & Jacqui Gerondis		0411 390 285	mgerondis@optusnet.com.au
TF	Vacant			
MGA	Greg Keenan		0430 098 514 4626 3218	gregory.keenan@bigpond.com
MGB	John Clarke	Christine	0412 890 409	parclose@optusnet.com.au
Postwar Saloon	Matt Crawford	Margaret	0457 411 681 9546 6215	matcrawford@bigpond.com
Magnette	Peter Baldry	Lesly	0407 102 279	leslyandpeter@gmail.com
RV8	Alan Heritage	Shirley	0418 459 496	alanheritage@yahoo.com.au
F and TF Modern	Don Young	Sandy	0412 600 415	don.young9636@gmail.com
C and V8	Steve Foldhazy	Chona	9680 4648	mgcgtsf@yahoo.com.au 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	gregfereday1@gmail.com
Illawarra Register Coordinator	Michael Hough	Wendy	0418 424 748	mough5@gmail.com
Library	Scott Davidson		0413 382 483	sadavidson@optusnet.com.au
Mid Week Muster	Bob Parkinson	Lynne	9728 9395 0412 968 771	rjparko@bigpond.net.au
Member Liaison	Jan McKenzie	Brian	9724 1969 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
Rally	Jim Richardson	Bev	9639 0638	jimandbev@bigpond.com
Regalia	Granville Harris		0414 880 374	granville2@bigpond.com
Regularity	Stephen Perry		0434 275 970	windywoofer@gmail.com
Social Secretary	Vacant			



## MG CAR CLUB, RV8 REGISTER RUN: SUNDAY 6 DECEMBER 2020

Members are invited to join the RV8 Register Run

**Meet:** @ McDonalds Mt. Colah @ 8:30am for 9:00am

**Route:** Depart for the 100km run to Swansea RSL for 11am Brunch.

**Hillclimb:** Following Brunch we travel 60km via Belmont & Raymond Terrace to Italia Road, Balickera.

The Circuit Italia (Ringwood Hillclimb) to view :

All Cars Team Regularity Hillclimb event run by the MGCC Newcastle.

Numbers may be limited due to Covid, so expressions of interest please:

**Contact:** Alan Heritage, MGCC RV8 Registrar

0418 459 496. [alanheritage@yahoo.com.au](mailto:alanheritage@yahoo.com.au)



## The Alf Luckman Memorial Fish & Chips Run 2021

Saturday January 16th 2021

**Berowra Waters Picnic Area.**

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

**Time:** 4.00 pm for a 4.30pm departure, estimated time of arrival 5.00pm at Berowra Waters.

The drive is quite picturesque, fully sealed and easy to navigate.

**Maps & Directions:** of the route to Berowra will be provided, for those that require them, however the route is easily obtained from a Navman/I Phone or similar device.

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

**Parking is Plentiful:** We will not be assembled in one area but scattered in groups within the available spaces.

**Food:** BYO, enjoy the locally available Fish & Chips. Three BBQs are available, at a nominal charge, for those who wish to cook their own. Seating is limited in the fixed undercover shelters, so please bring your own fold up chairs and tables. Enjoy the cool of the evening, wine and dine with the other MGCC members.

Traditionally this is the opening event for the MGCC Sydney

This is one of the more popular gatherings on the calendar, and all members are welcome.

The vehicle you arrive in is your choice. All the better if it is an MG, but that is not essential.

This is a social event, designed to meet other MGCC members, discuss cars, politics or whatever is your interest.

Hope to see you there, should Covid restrictions allow.

**Contact:** Matt Crawford

Post War Saloon Registrar

0457 411 681

[matcrawford@bigpond.com](mailto:matcrawford@bigpond.com)





# MG Car Club Christmas Party

Strathfield Golf Club

Tuesday 8<sup>th</sup> December 2020

## MG Show & Shine with Awards

Assemble from 4.00pm onwards in place by 5.00pm

Christmas Dinner Served @ 6.30pm

Dinner only \$10 for members & \$20 for non members

The MG Car Club is sponsoring the Event

Enjoy a "Car Trivia Quiz" & Awards for "Best In Show"

Booking essential for catering & Covid purposes

Payment in advance to Club account  
St George Bank Ltd. BSB: 112-879 # 043811680  
Please include your surname in transaction

To secure your place & advise car details for Show & Shine  
Please contact

Allen Gower 0439 650 401 [allenandyvonne@bigpond.com](mailto:allenandyvonne@bigpond.com)  
or

Hilary Wren 0407 263 758 [editor@mgcarclubsydney.com.au](mailto:editor@mgcarclubsydney.com.au)

RSVP by 3<sup>rd</sup> Dec 2020



# Minutes of The MG Car Club Ltd Annual General Meeting

Minutes 69th Annual General Meeting – 10/11/2020

## Location:

Strathfield Golf Club 52 Weeroona Road Strathfield NSW  
Meeting commenced at 7.45pm

## Welcome:

The President opened the meeting and welcomed all members attending.

The President introduced Jim Hull as the Chairman of the Annual General Meeting (AGM) of The MG Car Club Limited.

## Business:

The Chairman declared the AGM open.

In accordance with the Constitution, the Chairman informed those present that only financial members of The MG Car Club Limited are permitted to speak or vote on any matter during the proceedings of the AGM.

The Chairman asked for any apologies and the Secretary advised the following:

Stuart & Sally Radcliff

Michael & Jacqui Gerondis

The Chairman advised that the Minutes of the 2019 AGM that were previously sent out and requested acceptance of the Minutes as a true and correct record.

Moved: Charlie Frew

Seconded: Alan Heritage

Accepted by general acclamation.

## President's Report:

The Chairman invited the President to present a report pertaining to the activities of the The MG Car Club Limited for the preceding 12 months.

Please see President's report on page 3.

Moved: Charlie Frew

Seconded: Greg Fereday

Accepted by general acclamation

## Treasurer's Report:

In the absence of The Tresurer (due to extreme work commitments) The Chairman presented The Financial Report of The MG Car Club Limited for the preceding 12 months

The Chairman asked if there were any questions from the floor. There were none.

The Chairman asked for acceptance of the report.

Moved: Charlie Frew

Seconded: John Bastian

Accepted by general acclamation

## Committee Positions:

The Chairman read out the Nominations received for the position of Directors of The MG Car Club Limited as follows:

Director	John Clarke
Director	Charlie Frew
Director	Hilary Wren
Director	Elizabeth Sutherland
Director	Allen Gower
Director	Max Wasson
Director	Greg Fereday
Director	Granville Harris
Director	Alan Heritage

The Chairman confirmed that all the above were nominated in terms of the The MG Car Club Limited Constitution and that all are financial members of The MG Car Club Limited.

The Chairman declared that as only one nomination had been received for each of the positions and with no dissensions, the above were declared as elected.

The Chairman thanked the Directors

## Auditors:

The Chairman called for the appointment of the current Auditors McBurney & Partners for the 2020/2021 accounting period.

Moved: John Bastian

Seconded: Max Wasson

Accepted by general acclamation

## General Business:

The Chairman declared that no General Business had been notified and declared the AGM of The MG Car Club Limited closed at 8:15pm and handed over the meeting to the President.

*John Bastian. Secretary*



## Wild Apricot

Our current membership system has been limited in its functionality, capability and reportability for both members and the Club in general. Many members when trying to renew their memberships over the past few years would have experienced difficulties with password and username recognition and we have often needed to revert to manual credit card payments. So, when our current provider informed us that they were no longer going to be supporting this system, we were actually a little relieved!

This gave us an opportunity to investigate what systems were available in the marketplace and we put together a review team comprising, Charlie Frew, John Clarke, Granville Harris, Seth Reinhardt and myself. We shortlisted four contenders and over the course of one day asked them to present their systems to us.

Our standout choice was Wild Apricot which is a Canadian based company who have been in operation since 2001 and service some 23,000 associations and NFPs across more than 200 countries. Our recommendation was presented to the Board and following their approval we gave the go ahead to their Australian based partner Highland Creative to start the implementation.

The Wild Apricot system will sit behind our current website and will provide the window for our membership data, membership application and renewal processes, event management and so, so much more!

As time goes on, we will be able to utilise more and more of the huge functionality that the system offers us. Some of these features include:

- Membership data base and directory
- Event management including Q-Code Covid-19 compliance
- Email & real time SMS communication to Members
- Online Shop & payments system
- Dashboard reporting
- Mobile App

## From the Editor's Desk

I deliberately as your editor, don't regularly comment as this magazine is all about you, the members. However as this is the last magazine for 2020, I reflect on a totally unusual year for all of us and I can't fail to appreciate just how unbelievably lucky we are to live in Australia.

Yes, of course we have been touched by this horrible global pandemic, but nowhere near like the rest of the world.

I believe as a Nation, despite State border differences, we are most fortunate compared to our friends and families overseas. My heart goes out to them all, please stay safe.

To be honest, compiling a monthly magazine for you, has been somewhat challenging this year, as for quite a period of time due to lockdown, we were unfortunately unable to have any club runs or events. This obviously reduced event activity within the publication.

It also meant that our dedicated packing crew were unable to meet and collate the monthly addition of *Opposite Lock*, hence since April you have received

Sheila Trotman



Not only will Members find the whole renewal process and event registration much easier but the various club officials will find their roles easier to manage and more streamlined. It will also present the club in a more professional light for new memberships and membership renewal with automatic welcome and acknowledgment letters, membership cards and receipt generation.

As I am writing this, there is a lot of work behind the scenes taking place and the review team will have a couple of check-in sessions with Highland Creative before our 'go live' date which is scheduled for mid to late December. Shortly after this we will be inviting members to take look at the new system, and if they wish update their profiles with car information and photographs.

We can't wait to showcase this new system to you – and are sure you will be impressed!

### Name Badges

The Board has also approved to provide name badges to all new members post 2018. The Club is also offering to provide a name badge to any other member who doesn't currently have one.

Please email [membership@mgcarclubsydney.com.au](mailto:membership@mgcarclubsydney.com.au) Clearly stating your name for the badge.

Sheila Trotman

Membership Secretary  
0410 504 132

your publication on line.

I would like to take this opportunity to thank all of our regular and not so regular contributors to *Opposite Lock*, without your support and input, our members would not have received a club magazine this year.

We continue to run the best "Front Cover Award" for the year and the winner for 2020 will be announced early in 2021, their reward is free membership for 2021/2022.

The competition will continue in 2021 and all I need is a portrait shot, in high resolution of your sensational MG. I wish you all a happy holiday break with family and friends.

Stay Safe & Healthy.

Hilary Wren.





## MGB Register Club Run



MGB RUN 22.11.20 to Somersby.

How delightful to be out and about again! What a glorious day and a lovely run.

We left the starting location and had a mini 'scenic' drive until joining the official scheduled route. It was a good drive along the backroads of Normanhurst-Waitara.

Oh my goodness! that Old Pacific Highway has a special place for all of us I guess, as we have all travelled it in all sorts of vehicles over the years.

My last run along this road with the MG Club, was to the cinema at Avoca Beach during a thunderstorm, with it absolutely bucketing with rain all along the road. The multitude of waterfalls flowing onto the road was spectacular .....(also the road closures, trees down and the power being out!) No waterfalls today.

It was the deafening cicadas and splendid jacarandas this time that were the highlight! It's such a shame that I can't add a sound track of the cicadas to the article.

We were warned: There would be plenty of motor bikes and pushbikes. There were also lots of runners and the occasional group of walkers along the highway.

Police?? We saw not one on the route we travelled!

The venue's garden surroundings were verdant, fragrant and cool. Not many of us took to the gardens that I could see, but I found an interesting spot out there! Clearly, Linton Gardens had their own extensive kitchen garden once upon a time. Sadly, whether progress or COVID, they were growing little but weeds. I guess there is no point growing a thriving kitchen garden if there are no customers because of COVID restrictions. It looked like a well laid out garden normally. Oh shades of former glory!

Our 2 course breakfast/brunch with tea, coffee and juice was enjoyable with great company but a sadly boring trip home along the expressway. Although there was some rain along the way that goes over the top when the hood is down when you travel fast enough! No lights along the M7 thankfully.

We broke it up by dropping in to see the grandchildren (and of course our son and daughter in law!!) before heading home and back into the mundane.

Our thanks to John Clark for organising the day.

*Nicci Freeman*











Cameron Ross & Amy on their Wedding Day, celebrating in the family MGB



Competition Products is your home of all engine parts, and not just performance.  
We stock standard replacement, classic and the hard to find.  
So if you are chasing something in particular, contact us today.

**CompetitionProducts.net.au**

**Top Brands - Huge Inventory - Expert Advice - Fast Delivery - Great Customer Service**



## 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!

Peter and Frank Arronis	MGB
Richard Harper	Post War/ Post 2010
John & Michael McLean	MGA
Bob Moore	MGB
John & Monica Pugliano	
Garry Bull & Taryn Marchant	
Anthony Pritchard	MGB
Chris Quinlan	MGB
Lisa & Bernard Buncle	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)



Picture submitted by Bruce Smith from Dural



## PENINSULA SPORTS CAR SERVICES

BRITISH & CLASSIC CAR SPECIALISTS

- Engine, gearbox, suspension & brake rebuilds & upgrades
- 5 speed gearbox conversions
- All servicing, tuning, repairs & restorations
- Extensive range of MG special tuning parts
- Moss master distributor for spares & upgrades
- VTO & Minator alloy wheel stockist & distributor
- Brad Penn oil stockist



EXTENSIVE RANGE OF MG SPECIAL TUNING PARTS  
AUSTIN HEALEY & ALL MGs ARE OUR SPECIALITY • BRAD PENN OIL STOCKIST  
QUALITY REPAIRS & SERVICE TO ALL BRITISH SPORTS CARS AT REASONABLE RATES

(02) 9907 2069 • [gmorse@optusnet.com.au](mailto:gmorse@optusnet.com.au) • [peninsulasportscars.com](http://peninsulasportscars.com)  
37 WINBOURNE RD, BROOKVALE N.S.W 2100



## NorthConnex



The NorthConnex is a \$3 billion, 9 kilometre twin tube tunnel that links the M1 Pacific motorway at Wahroonga to the Hills M2 motorway at West Pennant Hills, avoiding 21 sets of traffic lights along Pennant Hills road. Planning approval was granted on 13th January 2015, tunnelling began April 2016 and completed October/November 2018.

After many press releases as to when the NorthConnex would open, it finally happened at 3:00 AM on Saturday 31st October 2020. Due to my residential location I will be unlikely to ever use the tunnel and I thought it may be a good idea to check it out before it becomes a 24 hour freight train express corridor for 32 wheelers.

Why not, something different, have never done anything like this before and will probably never do it again. The idea was proposed to a couple of fellow club members less than 12 hours before the official opening and the word must have spread around as at 5:00AM on Saturday morning under a dark sky with rain threatening, 8 bleary eyed "MG tunnellers" met at Normanhurst station. The basic plan was to run the tunnel in both directions

starting from the North to ensure we could take in all the NorthConnex features. From both directions the signage was clear leaving you with no doubt as to which lane you needed to be in, so 8 MGs, 5 GTs, 1 roadster, the Club Sebring and a MGA disappeared into the southbound tunnel.

To keep motorists "alert" the entrances have silhouettes of swooping eagles, cockatoos, galahs and lorikeets and further along a night sky simulating the different intensity of the stars and a backlit silhouette of trees. All very nice, but to fully appreciate all the features you probably need to do the trip a couple of times, but at \$8 each way for 9 kms?.....

On exiting the southbound tunnel we proceeded to North Rocks Road to turn around and return to the Northbound tunnel and at a speed limit of 80k's it didn't



take long before we exited at Wahroonga and headed for McDonalds Thornleigh for coffee.

Overall very impressive, well lit, although I thought it was rather noisy from the road surface and the extractor fans, but you usually have your windows up, but not today in the GT. Over coffee we all agreed it was a lot of fun, something we will never do again. We all left with windscreen wipers on except for the MGA with aero screens, now that is a dedicated MG owner.

And for a bit of trivia and useless information - we were probably the first Car Club and the first MG's to drive through the \$3 billion tunnel.

*John Mangnall*







*Ron Taylors magnificent MG*

## 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  
Ashfield NSW 2131  
Ph: 9797 9913  
[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





## Ex -135

Eric Hayes

*Life member Eric Hayes looks back at the car that inspired his winning Rocket Cover Racer.*

Late in 1933, the first year of the K3, George Eyston ordered from Kimber a special car to be based on the K3 and to be International Class G version of the by now famous Magic Midget, EX.127. The fundamentals of the specification were that the car was to have a maximum power with minimal frontal area and drag, for the record breaking purposes and was to be suitable, in addition for road racing, for which an alternate and interchangeable body was to be provided.

Eyston visited the factory at Abingdon and was literally measured for the car. The design staff looked at the register of experimental projects and as the next available number was EX135, this became the official designation of the car.

Experience with EX 127 had shown that to reduce the frontal area to a minimum, it was essential for the seat to be between a chassis side member and the propeller shaft and this automatically dictated an offset transmission line. The wheelbase was lengthened to 8'3" from the standard 7'10 3/16" of the K3 and an offset angle of 6 degrees was adopted.

The rear axle was built of light alloy castings and steel



tubes the final drive being near to the left-hand end of the axle as it would go, the otherwise straight chassis side member being cranked so as not to interfere. To provide sufficient rigidity, the chassis side members, which on the K3 were open U-section, were boxed, plates being welded along the entire length of the open side of the channel.

A standard K3 front axle was used, incorporating the scissor – type brake gear, but this later was made easily removable as it was not intended to carry front brakes when the car was used for record breaking. Very stiff road springs were used, damping being provided by semi-rotary hydraulic shock-absorbers.

The rear damping was assisted by a pair of friction type shock absorbers having long arms and so arranged that they acted as radius rods and relieved the rear road springs of drive and braking torque. Normal type K3 reaction cables were fitted at the front.

A lattice structure on the driver's side carried the instrument panel and the air pump for the fuel feed, the fuel tank being behind the driver.

A normal K3 power unit with Powerplus blower was used the radiator being specially constructed to conform to the contours of the track body. As with EX.127, the engine cover was arranged to have an adjustable opening at its junction with the body proper, by means of which the volume of air passing through the radiator could be controlled.

The track body was painted in the MG Company's colours, cream and brown, in stripes and this

rapidly earned the car the name "Humbug". The road racing body was considerably flatter inside elevation than the track body and had a large open cockpit to afford the driver better visibility and greater freedom of movement. This road racing body, due to its construction, became known as the "Coal Scuttle". Its first public appearance was in the Mannin Beg race of 1934 when, with road racing body, it took 3rd place behind Black's and Dobson's standard K3's, plug trouble slowing it down. A month later it won the B.R.D.C. British Empire Trophy at Brooklands.

It was entered in September in B.R.D.C. 500 mile race again at Brooklands. by half the distance it had built up a commanding lead averaging 113mph at which point, driven by the relief driver, Wally Handley it left the track in a spectacular spin, later found to be caused by a seized rear wheel bearing.

The car returned to Abingdon to be prepare for a series of record attempts on all Class G Records up to one hour. At this time a Zoller supercharger was fitted. This fitment was not at all to Eyston's liking as he was interested in both, financially and technically in the manufacture of the Powerplus blower.

At Monlhery, it seemed impossible to make the engine run cleanly, back firing profusely. Eventually the head was removed where it was found that number 1 and 6 pistons were lower in the block than the other four. Upon further investigation it was discovered that these two connecting rods had a double bend in them, which shortened their length considerably.

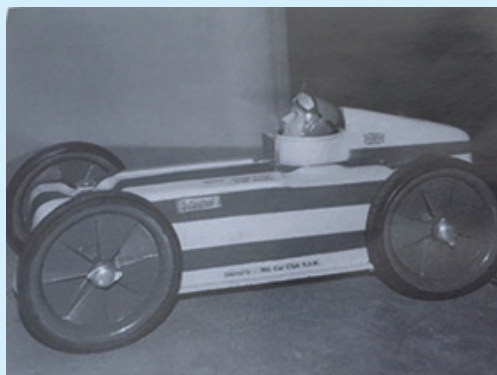
This was rectified with the fitting of new connecting rods and the car sent out again, where it only covered three laps when the blower case split- much to the relief of George Eyston. The Powerplus supercharger was re fitted and upon testing the engine ran cleanly.

So on 27th October 1934, Eyston took the car out, captured the flying mile and kilometre at 128.7 mph. The ten mile mark was reached at 128.53 mph these records were taken from a standing start.

The consistency of running is shown by the times recorded-50 kilometres, 119.54 mph, 50 miles 120.72: 100 kilometres 121.65: 100 miles 121.13: 200 kilometres. 120.82.

This was the first and last of EX135 as a record breaker in the hands of George Eyston.

Later, the car with a new streamlined body was to go on to achieve some remarkable records in many international Classes-many with the same engine in the hands of Major 'Goldie' Gardner.



Eric based his "Rocket Cover racer on the EX135 and the humbug paint scheme. He used a MG Midget rocket cover.

Eric Hayes

Reprint from Opposite Lock July 2012

## Letter to Editor

### Internal Combustion Engines.

A puzzling story line, however one that may provoke some thought amongst members.

With the expanding interest in electric motor vehicles, particularly abroad and the continuing pressure for the reduction in the use of fossil fuels, consideration should be given as to the future of the Internal Combustion Engine, and for the continuing interest in Classic Motor Vehicles, of all types.

State Governments are under pressure to support and implement programs for the expansion of renewable resources and one of Australia's leading mining magnates is investing capital into similar programs. Victoria and South Australia are becoming involved in massive battery plants whilst the Pilbra region in Western Australia is being studied to determine the possibilities for the establishment of future renewables development sites.

All of these developments, should they prove to be successful, will contribute to the reduction in the use of fossil fuels and as such, petroleum products, over time.

If such is the case, consider how restricted driving your MG may become in the future if petroleum products are in short supply, are rationed or at worst, phased out completely. Logic would reassure us that a complete phase out, should it occur, is many decades away. However limitations may be introduced and priorities for their use could become the order of the day.

This is not meant to be a gloom and doom message it's more about provoking us to think of the future outcomes. Will an interest still continue and will the desire to own and care for a Classic Vehicle, stay strong.

We all derive immense pleasure and enjoyment from our own MG vehicles as is the case with any Classic Vehicle, no matter the type.

If you have a view on this topic, let it be known for there is no doubt it would be of benefit to every MG Car Club member. It could be forwarded to our Editor Hilary and perhaps published collectively in a future issue of the club journal or maybe it could become a discussion topic a future club meeting.

[rjfonry@gmail.com](mailto:rjfonry@gmail.com)

Ray Johnston



## MOXHAM GARAGE

### BRINGING YOUR DREAM TO REALITY

Mechanical Service Specialist for British Classic & Vintage Sports Cars.

Repairs | Electrical | Mechanical Restoration

**(02) 9484 5909**

[info@moxhamgarage.com.au](mailto:info@moxhamgarage.com.au)

Unit 1/12 Pioneer Ave Thornleigh, NSW,  
2120 Australia





## Bob McClusky's Love of Cars: Part 3

Bob McClusky



Now it's always risky to tempt the gods, but what I hope was my last mistake was my next: a Ginetta G2. I've seen a few of the modern Ginettas, and I have to say that they look stunning, and if they go nearly as well as they look, and I'm sure they do, they deserve to be rated among the super cars. But I think you might have to conclude that the only merit of G2s was that they were the first of the marque. According to one source, only thirty of these were made, and I had to go and own one: what are the chances of that? (but according to other sources, almost 100 were made, which does seem to dilute the sheer bad judgement a little and make it less painful).

*I kept coming across pictures of this one in different settings. In the end I think I've traced it back to the Fairthorpe Sports Car Club website, which does rather support the conclusion I formed earlier.*



*Someone obviously loved this G2 enough to take the trouble to polish it to a high specular finish, which should tell us something about the diversity of mankind's aspirations.*



*Who would have thought so many could survive. In what is described as "this beautifully restored example", notice how the bonnet doesn't quite seem to fit the nosecone. This is typical of my memories of the car: things tended to fit where they touched, and they tended not to touch too often. Anyone who takes the trouble to reproduce this level of detail in a restoration clearly deserves major points at concours.*



Once again, I have no memory of sourcing this or disposing of the Markham-Peasey mercifully excised from my memory, perhaps. I suppose its not impossible that I got it from a second-hand dealer, leaving my Markham-Peasey in exchange - if so, we'd both have gone off chuckling, thinking we'd made a good deal. It looked very much like a Lotus Mk VI, but somehow lacked the pleasing lines and finish of the Lotus. My mind is mercifully hazy on many of the details. I believe, but cannot now be sure, that it had the split front axle made popular by Chapman, giving a primitive form of independent front suspension. It had telescopic dampers, but still used the transverse front spring used by Ford because it was cheaper. The fore-and-aft location was defined by a trailing link, which you can just see in the pictures.

The problem with this modification is that the length of the steering link is different to the axle length: so when the suspension deflects, the steering geometry changes, and both wheels point in different directions, which makes for interesting cornering. Like the Markham-Peasey, it had a Ford 1172 side valve engine, this time in a mild state of tune, which did nothing for reliability. Because it had a mechanical petrol pump driven off the camshaft, the engine had to crank long enough to pump the fuel to the carburetors before it would start, and the slightly higher compression made it hard for the starter motor to crank the engine.



Usually the battery was flat long before the float chamber was full. I found an easy solution, and that was to convert to 12 V, by the simple expedient of replacing the 6V battery with 12V. The generator coped easily, running up to 12V with no trouble. The spark was about 1/2" long, and I reckon it probably delivered more energy than the engine. The 6V starter motor had the engine cranking fast enough to start - indeed I think the car would have gone faster on the starter motor than it did on the engine. I also put in an electric petrol pump. The battery was one of the old-fashioned sort, with external lead straps connecting the cells. So it was easy to drill and tap into the middle one to provide a six-volt source for the lights and ancillary equipment.

But as the Walklett brothers had copied the lighting system from the Lotus (who as I said earlier got the idea from the Morris 8), the lighting was always poor (one night driving on the M2 the light-switch failed, and the lights went out. I genuinely did not notice, because all the cars around me were lighting my way much more effectively than my own lights. This was hard to explain to the police). It boiled frequently, and emptied the coolant onto the ground. For this reason I never put anti-freeze into it, but emptied the radiator each night in winter. That worked well until one party, when, predictably, I forgot. The cracked block didn't seem to make any difference to how it went, but it did look ugly. I think what finally persuaded me that our futures lay apart was an instrument failure.

One morning I drove home through the New Forest just as the sun was rising, after a night out in Bournemouth (what can you find in Bournemouth to keep you till dawn, you ask). I remember thinking how pleasant it was - and how surprising - that there should be so much heat in the sun, so early. Well, of course, it wasn't the sun, but the lead had popped off the back of the oil pressure gauge, and instead of pumping it around the galleries and over the bearings, the oil pump had pumped just over a gallon of hot Duckhams 20W/50 over my smart trousers.

So that was it, it had to go and eventually I found someone gullible enough, proving that if you wait long enough you can always find someone more stupid than yourself. My faint memory tells me that I had already finished University and was now in London earning a high salary, so I probably didn't ask much, only that the new owner would never embarrass me in front of my friends by phoning up to discuss its shortcomings.

And that, I hope, brought me to the end of such disasters.

My next car was a Lotus Seven Series 2, bought in 1967 for £400 from Graham Nearn at Caterham-on-the-Hill, while he was still only the concessionaire for Lotus. Its registration number was OO3981, and its chassis number was SB 1268. It was painted Walker Blue, and it looked - and was - beautiful. It had the Ford 105E 997cc engine. My father at that time had a Ford Anglia, also of course with the 105E engine. I was never able to convince him that the engines were the same (except that mine had twin SU carburettors), or that my car would go just as well with his, and his wouldn't go any better with mine.

Hardly anything went wrong with it. It went willingly, steered where I pointed it, and stopped when I asked it to. It was prone to boiling in traffic, though, and one evening in Soho it did just that. Now what I really should have realised is that if it boiled hard enough, it was likely to boil over the distributor, and wet distributors are show stoppers. I kept cranking the engine, and occasionally it back-fired through the exhaust with a sound like a rifle shot, raising all the pigeons from their roosts in surrounding buildings. It didn't disturb the residents at



all, who were probably used to rifle shots.

*The first Lotus to win a World Championship F1 GP was a Lotus 18, campaigned not by Team Lotus, but by Rob Walker's Ecurie Ecosse, and driven by Stirling Moss. It wore the Scottish colours of Blue with Walker's distinguishing White Stripe; consequently Walker Blue was a popular colour for Sevens of that era. Team Lotus did not win their first GP until 1961. Lotus 18s were designed to be used, with different engine options, in F1, F2, and FJ. I saw this car at the Motor Show that year, and just for that first instant I thought it was a Seven, stripped*



*down with mudguards removed for racing.*

I loved the car for two years, and sold it for what I gave in order to come to Australia.

And that ought to be the end of the story of earlier cars, and the beginning of the restoration story, because that's just about all about all the cars I owned before I owned the MG.



## Bob McClusky's Love of Cars: continued

Except that while we were in England, and the MG was gradually fragmenting back in Australia, we bought another Lotus Seven, so although it doesn't count as one of the cars which shaped the decision to buy the MG, at any event it is pre-Restoration Period. I bought this for £1600 in September 1977, in a private contract, on Caterham's forecourt, one busy Saturday afternoon when the salesmen thought they didn't have time, or couldn't be bothered, to deal either with me (a buyer) or the owner (a seller).

Consequently we matched ourselves up, on their forecourt, and they missed an instant commission, and were very upset when they found out. The car was sold to me as a 1969 Series Three, and certainly the livery matches S3s, but in fact it's a Series Two, as I discovered when I found that parts I'd bought for it didn't fit. So it must be earlier than 1967. Unfortunately it's lost its chassis plate, so it's hard to date it any more accurately. According to Graham Nearn, this was not uncommon: what used to happen, people would buy the cars to race, and when they became uncompetitive, they would put them on the road ("Buying a Lotus Seven", Practical Classics, Oct 1983). In those days, the value of the marque itself had less value than the age of the car: that is, its value as a late model car was greater than the value of its original Lotus pedigree.

So people used to have these recycled racers registered as new cars "built from used parts", which was allowed at that time. In that case, they had to have a new identity, and that meant a new chassis number, and that accounts for the lack of chassis plate. But it does have a frame number: AM 90, built by Arch Motors who named themselves for their original factory under the railway arches in Tottenham.

We drove this car all over England and Wales and Scotland. On the Isle of Skye the silencer and tail-pipe came off when we hit a rock on the finely groomed main road; I tied it back on in approximate position using a bit of string from the tent's guy rope and we drove back to London, attracting what I'm sure were admiring glances all along the way. When I found myself living on one side of London and working on the other, Margaret used to drive it to work so that it didn't stand in the street. Her colleagues ran a book on what time she'd arrive. When we came back to Australia, we brought it with us when we came back, and we still have it, thirty years later (as I write these words) and half a world away.

I think I've done every job possible on this car, many of them several times (LOTUS: Lots Of Trouble, Usually Serious). All the rubber bushes, of course, several times. The brakes, several times. Half shaft and differential (the car came to me with a 4.875:1 axle and the engine used to rev its poor little soul out for me; I've replaced this with a 3.89:1 diff from a Triumph Spitfire, and because the speedo is calibrated in mph for 4.11 ratio, the mental arithmetic involved in converting to and from real kph

helps keep me young). Gearbox, when the synchro hub for 3rd/top gear stripped its internal splines and I couldn't get third or top. I drove home in second, to the intense annoyance of other drivers who in Sydney at least are intolerant of anything which gets in their way, as if I were driving slowly just to annoy them.

Engine, of course, many times, although if it involves machining this is just a matter of taking it out and letting someone else do the work. Starter motor, and thanks to using the correct pinion to match the ring gear, it now cranks fast and reliably. Exhaust system. Front suspension rebuild after verifying which of Motor Sport's various assessments of handling in the wet was correct. New wheel studs on the front near side wheel after it came off (I'd been interrupted while replacing the wheels after some job or other; the nuts were only finger tight. A valuable lesson, which was much cheaper than it might have been). Re-weld the inlet manifold (this was interesting: the car would idle nicely when cold, but as it warmed up, it would idle faster and faster, and the problem got worse with time. I traced it to a hairline crack in the manifold, which opened up as it warmed up, and which must be a fairly common problem, due to its cantilevered nature).

Clutch operating lever, when it simply fell apart on the way to somewhere. I collected the bits off the highway at great personal risk, and had them welded up ("I fix for you. I make better than factory. You bring twenty dollar cash money, I fix"). I've re-skinned the rear panel, using skills I had acquired for rebuilding the MG body, and using, to the greatest possible extent, the original rivet holes - I was pleased with that piece of work.

All the fibreglass panels - people, especially in Australia, seem to have a habit of driving into parked cars and then driving away; how could they not know they'd done damage? Some of the repairs are quite immaculate, others less so. I'd gone to Tech to learn how to spray paint the MG, so I painted the fibreglass bits as a test. I sprayed it royal blue, in metallic colours, which looks stunning with the polished aluminium. The team wouldn't let me paint the MG the same colour. I made, but never fitted, a new bonnet, because I wanted louvres like the Series Threes, and I wanted to do away the non-original piano hinge up the middle. I couldn't make the louvres, which was a pity, but the show-stopper was that I couldn't nicely make the cutout for the carburettors.

So the panel is still suspended in my garage ceiling, and the car still has the piano hinge. Tiring of the unreliable electrics due to corroded scotch terminals, I rewired the whole car using proper terminations.

I went to a different Tech college to learn how to sew the upholstery for the MG, and I made a new tonneau and reupholstered the Lotus, again as a test vehicle.

Bob McClusky

[www.bobmcclusky.com](http://www.bobmcclusky.com)





Whilst I was getting my MG serviced....I saw this ...  
 Greg Pearson the owner of Cremorne Presitge garage in  
 Artarmon has this sitting next to his desk...  
 It appears he and his Dad were members of MGCC 40 years ago  
 and I believe he is still a current member.  
 Might make a curiosity image for next magazine....looks more like  
 40 year old castrol than White HerMitaGe!  
 If you want anymore detail on the history of bottling, winery,  
 collection, occassion etc...  
 Greg can be contacted on 0418 455 616.

*Bruce Duncan*



# **MODERN** CLASSIC CARS PTY. LTD.



Brakes, 5spd Gearboxes, Suspension, Alloy heads, Wheels,  
 Electronic ignition, Electric power steering, Cooling,  
 EFI Systems, Roll bars, Seats, Exhaust, Fibreglass panels,  
 Hardtops, Limited slip differentials, Air conditioning,

Engine conversions, Servicing, Restorations and Commissioned  
 car builds

2A Arab Rd Padstow NSW

Email : [sales@modernclassiccars.com.au](mailto:sales@modernclassiccars.com.au)

Tel : 02 9774 2169 [www.modernclassiccars.com.au](http://www.modernclassiccars.com.au)

The Australian home of  
**FRONTLINE**  
 Developments



# November

## MY MOTIVATION

Fundraising for cause areas including:  
Men's Health

I lost my brother Phillip at the age of 69 in 2014, I saw a strong healthy happy man die at a weight of 47kgs and I didn't recognize him, then last year my other brother Richard with Parkinson's and Prostate. They will never see their grand children or mine. 3 good mates of mine have had Prostate cancer and survived. I'm raising funds to tackle some of the biggest health issues faced by men: prostate cancer, testicular cancer, and poor mental health. Help me stop men dying too young. I miss them both.

Help me to help future generations of men.

Please check out the below webpage.

<https://au.movember.com/mospace/10924517>

Many thanks.

Ross Freeman



## Your Dream. Your Garage.

### Your Space

Your Garage can transform your dreams into your space. From work to entertainment space, office to children's area, storage to teenage retreat.

### Your Car

Your Garage prides itself on experience in managing restorations, starting with reliability through to perfect finishes inside and out all guided by budget.

**yourgarage.co**



Get a free quote today  
P: 0417 641 946  
E: [garry@yourgarage.co](mailto:garry@yourgarage.co)



BEFORE



AFTER



BEFORE



AFTER





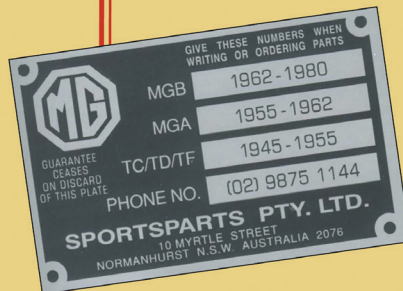


## Sportsparts Pty Ltd

*Parts and Technical advice  
for pre 1980 MGs*

- Specialists in original and reproduction MG parts for over 30 years.
- Buy your parts or accessories from us and get free and comprehensive advice on the best way to fit them.
- Visit our store or take advantage of our fast mail service. Our normal trading hours are 9.00am to 5pm but may vary if we have to visit customers or suppliers. Please call beforehand to ensure that we are at the shop to provide the parts you need.

**PROMPT MAIL  
ORDER SERVICE**  
Detailed catalogue  
available \$5.00



**Sportsparts Pty Ltd**  
10 Myrtle Street,  
Normanhurst NSW 2076

PO Box 2  
Thornleigh NSW 2120

Phone 02 98751144  
Fax 02 98751906

[www.sportsparts.com.au](http://www.sportsparts.com.au)



## Modified Hi-Torque "Gold Spark" Starter Motors

Suits all TC, TD, TF, MGA and all MGB models incl. MGB GT V8,  
plus MGF & TF, & specials to order

- \* Reduction geared - gives 200% more cranking torque
- \* Uses 50% less power than original starter
- \* Compact, lightweight & 50% lighter than original - weighs only 7lbs
- \* Prices from \$ 310 plus postage

Designed to start an engine regardless of compression or engine temperature



Call Doug Hastie 03 9899 9302 or 0418 541 326, email [dfshastie@gmail.com](mailto:dfshastie@gmail.com)





**Protect your investment with an Ezy Approach Trailer**

**CALL NOW on 02 9631 4733 or email [info@nevco.com.au](mailto:info@nevco.com.au)  
[www.nevco.com.au](http://www.nevco.com.au)**

*Experience with all types of classic cars and premium products ensure long lasting quality.*



*Combining the best of both worlds with old school metalworking techniques and the best of modern machinery plus up to date PPG paint technology.*



***Deal with an enthusiast who is as excited about your project as you are!***

The Classic Factory is a full service restoration shop located in Smithfield, Sydney.

**Specialising in bodywork and paint from touchups to concourse quality restoration projects.**

Sydney distributor of Car Builders heat and sound proofing products. Make a huge difference to the comfort and practicality of your vehicle.

Contact Darryl on 0412618023 @ [darryl@theclassicfactory.com.au](mailto:darryl@theclassicfactory.com.au)

**[www.theclassicfactory.com.au](http://www.theclassicfactory.com.au)**



## MG Car Club Regalia Clothing

Support your club and complete your wardrobe with the MG Car Club regalia range ready for when we can all resume enjoying our MGs again.

Available in mens and womens cuts and sizes.

**Contact:** Granville Harris on 0414 880 374

[granville2@bigpond.com](mailto:granville2@bigpond.com) to order. Alternatively shop online at our web site shop : [mgcarclubsydney.com.au](http://mgcarclubsydney.com.au)



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.



# Illawarra Register

Michael Hough



Once again, I must report that as the Illawarra Register we are not officially organising Car runs, but we are encouraging individuals who have a common interest in taking their car for a drive, to join us for a social run during which we observe COVID safe procedures.

Because of this, anyone choosing to attend and is using a historic plate registered car, must enter a personal usage run day into their car log book.

## Thursday 26th November 2020

A Pre-Christmas Social Run-to Cataract Dam, Appin Road.

In co-operation with the Jaguar Drivers Club (Illawarra Register), we have selected an outdoor setting at Cataract Dam for the run.

This will be our joint register's pre-Christmas get together, and it is a "bring all you want/need for food and drinks for a BBQ or Picnic.

The Cataract Dam has plenty of room, seats, tables & no cost BBQ's electric for our use.

If it is raining there are three wet weather sheds that can be used each holding 20 people.

Make your own way to the Cataract Dam, the turnoff is off Appin Road and the Dam infrastructure is about 3km down the side road.

**Meet:** 11:00 am until you want/need to go home

**Bring:** all you need to eat & drink and your MG (if it's

raining still come and use a modern)  
You can park your MG next to the picnic tables.

**Activities:** Walk/drive to the dam for the view. Enjoy the company of other MG and Jagaphiles and the company of some great friends.

Let me know you are coming along and please observe COVID safe procedures.

**Contact:** Michael Hough 0418 424748

[mhough5@gmail.com](mailto:mhough5@gmail.com) by Monday 16th November 2020

At this time the event will be limited to 20 people for the MG run, but the number may change depending on the COVID 19 restrictions in force at the time.

## Some Car Photos

I am sure that you are, like me, disappointed that our regular car shows are being cancelled so please find attached some photos from the Gerringong Lions' Car Show that used to be held in Feb each year and has again been cancelled for 2021

Finally from Wendy and myself ,please accept our best wishes for a safe and happy Christmas & New Year and we look forward to a more active 2021!

Michael Hough









# HAYSTACK

## Metering Needle Finder

Choosing the right metering needle for your SU carburettor shouldn't be like finding a needle in a haystack. SU Midel has developed Haystack: Metering Needle Finder, a handy tool that can compare or match SU needles from 0.90" fixed through to .125" Check it out at [sumidel.com](http://sumidel.com)

Use promo code **HAYSTACKMG** at checkout to receive a 10% discount off your needle order.

- COMPLETE RANGE OF GENUINE PARTS
- "IN-HOUSE" S.U. CARBURETTOR RESTORATION SERVICE
- S.U. FUEL PUMPS
- CARBURETTOR LINKAGES & BALL JOINTS
- RAM TUBES / AIR CLEANERS

Phone: 02 9759 5598 | Fax: 02 9758 1155 | [facebook.com/sumidel](https://www.facebook.com/sumidel)



**Workshop Hire from \$25 per hour.**

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**

*The Vintage & Classic Car Hub*

est. 2008

[www.vcch.com.au](http://www.vcch.com.au)



# LUCAS

## Color codes used in wiring harnesses

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

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



## British Classic Car Buy Swap Sell

Hello all,  
Firstly I wanted to say hi as it has been a while!  
Secondly, thank you to everyone who has continued to use British Classic Car Buy Swap Sell ([www.bccbss.com.au](http://www.bccbss.com.au)), selling and advertising despite our states and territories being under various stages of lockdown.  
I'd also like to thank those of you who have donated to the site, ensuring its continual operation and growth. Donations can be made any time at <https://bccbss.com.au/donate/>, and best of all, you don't have to be a member of the site to make a donation.  
But the reason I wanted to contact you, was to remind you that you can set Alerts for different areas of British Classic Car Buy Swap Sell that interest you. Setting up an alert will mean you'll receive an email notification when new ads are

listed in that specific area.

For example, if you're interested in parts for your MGB, log in to the site, click your way through to the parts area for MGBs, then select 'Set an alert' and you're done! It's that easy! You'll be the first to know about new ads, the minute they go online.

Before I sign off, remember your feedback and suggestion is always welcome.

Please contact me at [andrew@bccbss.com.au](mailto:andrew@bccbss.com.au)

Andrew McCurdy

British Classic Car Buy Swap Sell

[andrew@bccbss.com.au](mailto:andrew@bccbss.com.au)

[www.bccbss.com.au](http://www.bccbss.com.au)






“NO ONE KNOWS YOUR  
PASSION LIKE SHANNONS.”



Shannons insurance is for motoring enthusiasts just like you, with features like:

- Choice of repairer
- Agreed value
- Multi-Vehicle & Multi-Policy discounts
- Limited Use & Club Plate cover
- Laid up cover
- One excess free windscreen claim per year
- Total Loss Salvage options
- Home Contents Insurance including \$10,000 enthusiast cover for your collectables & tools
- Towing & storage costs as a result of loss or damage
- Pay by the month premiums at no extra cost

Call Shannons on 13 46 46 for a quote on your special car, daily drive, bike or your home, and speak with a genuine enthusiast.   



SHARE THE PASSION

**INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU**

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Some benefits only apply to comprehensive vehicle cover. Shannons has not taken account of your objectives, financial situation or needs. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.



# Classic savings for classic cars

Spend less on your insurance and more on your obsession

- Speak to specialist staff who share your passion
- Select your own repairer and get a lifetime guarantee on authorised repairs
- Agreed value and flexible premium options tailored to suit your individual needs
- Backed by IAG, one of Australia's largest general insurers

**Lumley**   
**Special Vehicles**

**Call 133 578 or visit [www.lsvinsurance.com.au](http://www.lsvinsurance.com.au) to see how much you could save**

Lumley Special Vehicles is a trading name of Insurance Australia Limited ABN 11 000 016 722 AFSL 227681. Any advice is general only and doesn't consider your needs. Before acting on it, consider if it is right for you by reading the Product Disclosure Statement available at [www.lsvinsurance.com.au](http://www.lsvinsurance.com.au)

Compare all seven insurers and  
find the cheapest greenslip.

**greenslips**  
**.com.au**



## Classifieds - Cars



### MG TD 1952

Experience this classic car in style.

This classic is just waiting for the enthusiast to improve an already beautiful base. The seats have recently been recovered in automotive grade leather. Attention to detail is good, but not concourse, we'll leave that to you. Dash, steering wheel, hand crank etc are all original. The fuel pump has been upgraded and water pump replaced both original parts come with the car. A few small tweaks combined with a dash of TLC and you have tons of driving fun and enjoyment. There is a set of spoke wheels to be fitted, although this is exactly how she left the factory, all number match. Only 55121 km on the clock only. It will come with a roadworthy certificate. Cruise the beaches with the top down in this 1952 MG TD. Registration till Aug 2021.

Give me a call and we can do a video walk round, drive etc and as you are sure to like what you see come for a test drive. I can also fill you in on any little quirks etc

**Price:** \$27,500.

**Location:** Gold Coast Qld.

**Contact:** Mike & Nickie Roche

[nickyroche@bigpond.com](mailto:nickyroche@bigpond.com)



**NEW**

### 2003 MGTF 135

In excellent condition.

Full history, genuine 70,000 Km

11 months rego, now used infrequently.

Have documented head gasket modifications, cooling system and rear suspension upgrade, bluetooth radio, alarm and mobiliser.

**Location:** New England Region,  
will deliver anywhere in NSW.

**Price:** \$12,950 ONO.

**Contact:** Maurie Prior

0438 668 162

[malleeboy01@gmail.com](mailto:malleeboy01@gmail.com)

### MGCGT 1968

UK Old English White MGCGT, over 50 years in Australia.

One owner for last 35 years.

Two other MG's also for sale.

For full details:

**Contact:** Steve Foldhazy

9680 4648

[mgcgtsf@yahoo.com.au](mailto:mgcgtsf@yahoo.com.au)



### 1955 TF 1500 MG Roadster Convertible

This vehicle has been meticulously and fully restored and is in Concourse 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.

Year: 1955, Model TF Midget

Engine 1.5 litre, 4 cylinder, petrol

Transmission 4 speed manual

Odometer 12,124 km / 7,533 miles

Exterior Red, Interior colour Red Leather

**Location:** Bowral NSW

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

**Contact:** Gae Crea 0429 015 100

[gcrea1@gmail.com](mailto:gcrea1@gmail.com)



## Advertising in Opposite Lock

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

Please advise the Editor

via email or phone if:

sold prior to two months,

or

you wish to continue the ad  
for another month

please email:

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





## Classifieds-Parts



### Head Service Kit for F /TF

1.6ltr or 1.8ltr (non VVC)

New in packaging

Includes-

ZUA000080-TC1 Oil Rail Set

WAM2293-Head Bolt Set

LVQ00009SLP-Engine & Exhaust Gaskets

Current New Price GBP ex VAT ex. Shipping cost

GBP340=AUD620 (+freight)

Price: \$399,

Location: Sydney

Contact: Steve 0415 894 287

lumlox@outlook.com



**Free**



**FREE** to a good home

"T-series and MGA Service Manual" Red

"TD & TF Workshop Manual" White

**1949 TC Original Engine**

Original engine and makers plates, + 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.

Contact: Alex Danilov 0409 104 658

## MG & Motoring Books for Sale.

**NEW**

I am a member of MGCC Hunter in Newcastle and the Sydney Club many moons ago.

I have owned my TF for 52 years.

I am downsizing my book collection due to shortage of space and have prepared a list with descriptions.

MG and other Motoring Books for sale. Christmas gifts?

Contact: Rob for the list  
robertanddenny@gmail.com.



### MGB Wheels

**NEW**

As I have just sold my mark 1 MGB last week, which I have had for 35 years, I have 4 wheels with tyres, if anyone wants a set, make a offer

Contact: Michael Bluestone

0417 687 725

mblostone@y7mail.com

### Suit 1953 TF and XPAG 1250

**NEW**

Set of 4 brake slave cylinders used, but good con \$80 set

Exhaust Manifold hardly used \$80

Camshaft standard \$120

Distributor complete

good condition \$90

Cylinder head \$80

Badge Bar brand new – Moss \$70

2 off 5" wire wheels \$40 ea

All prices o.v.n.o

Location: Northern Beaches or post at your cost

Contact: David Taylor 0438 263 177

deepee.taylor@icloud.com

## Wanted

### MGA Mk2

Looking to purchase an MGA Mk2 in very good condition, not necessarily Concours but close to it would be preferred.

Red is not a preferred colour.

I would also consider a coupe.

Quick decisions and ready to purchase.

Contact :Peter Arnold

0413 995 295

p.arnold@briarsfundmanagement.com.

### MTF 1500 or TF1250 project car.

Incomplete car or with major parts is acceptable, but must have XPEG engine

Location: Glen Innes, NSW, 2370

Contact : Maurie Prior

### 2003 ZT

Bonnet, Boot, rear windscreen stop light and front windscreen

Contact: Ross Freeman

0412 239 118

### MGB Mk2 or MGC Roadster.

I'm looking at purchasing my first MG. Preference is for an MGB Mark 2 1968 to 1970 or an MGC roadster. Needs to be a registered daily driver and in good condition. I don't have the time for restoration so I'm after a rust free car. Happy to travel from Wollongong to inspect.

Contact: Ridsen Knightley

0400 642 469

tech@rjkconsultants.com.au

### 1955 MG TF 1500

I am looking to buy a 1955 MG TF 1500.

Location: Coal Point, Newcastle.

Contact: Ross Kirby

signsofire@outlook.com

### MGB Roadster.

**NEW**

I am looking for a rubber bumper MGB roadster. LHD would be an advantage but not too worried.

Location: Brisbane.

Contact: Frank 0416 308 461

frankmerriday@hotmail.com



## Classifieds-Parts



### 1977 MGB roadster rubber bumper parts for sale

MGB powdercoated propshaft, reconditioned joints	\$150
MGB front anti roll bar powdercoated	\$50
MGB front discs x2	\$60
Original factory front wing nearside (rubber bumper)	\$225
MGB firewall steering cone for RHD conversion	\$50
MGB roadster windscreen spare bottom rail	\$20
MGB roadster windscreen frames x2	\$50 ea
Rear hood rail powdercoated	\$5
Set of MGB foot pedals	\$25
Spare wheel screw down clamp	\$10
Internal interior door capping	\$30
2 MGB gearlevers	\$20
Clutch slave cylinders and hoses x 2	\$25
Set 4 of axle u bolts	\$20
Speedo cable and fittings	\$15
Washer bottle	\$5
MGB wiper motors powdercoatedx2	\$20
Pair of front indicator lights rubber bumper US	\$5
Pair of front side indicator lights (USA spec)	\$5
Pair of rear side indicator lights (USA spec)	\$5
Pair of taillight lenses	\$20
Taillight body	\$10

### V8 Conversion parts

New Facet electric fuel pump in box	\$125
Pair Rover V8 4.6L rocker covers	\$75
Pair Rover SD1 3.5L original rocker covers	\$25
Fabricated tunnel height extension in steel, suitable for fitting taller Rover gearbox in MGB	\$50
Fabricated Gearbox bottom bell housing cover	\$10

**Location:** North Ryde

**Contact:** Malcolm Lewis. 0425 229 573

[lewis.malcolm7@gmail.com](mailto:lewis.malcolm7@gmail.com)

### Parts for your TD restoration project?

A few months ago, Ken Andersen sold his long-loved TD through the classifieds of our Club magazine (as reported by the car's new owner, in the October issue). Ken has since set about tidying things up at home, and has uncovered a treasure trove of parts, some new, some used, many rare and hard to find but all in good usable condition and all suited to a TD restoration.

There are far too many spare parts to list them all in our classifieds, but to whet your appetite, check out the photos showing a completely restored set of running boards complete with new tread strips (\$500 each) and a reconditioned speedo/clock in mint condition for \$500, manifolds and suspension.

He has a Wolseley 4/44 engine (dismantled), a TD sump, radiator shell, body parts, engine and carby parts and complete SUs, distributors, headlights, tacho and speedo cables, rocker covers and engine plates, hub cap medallions, brackets, suspension bits, plus a large assortment of miscellaneous parts, gaskets and interesting stuff for your TD both original and used.....and all too much to list here and all at competitive prices to interest the enthusiast.

Question is do you own a TD and do you need anything to give it a new lease on life? If so, give Ken a call or email me and I will be happy to help a mate to close out an important chapter in his life. Believe me, if the part you have been seeking is in Ken's shed, you will not be disappointed...

Interested or curious? Call Ken or email me for a full inventory of the "collection". We will be most happy to provide a detailed list and approximate pricing on most items.

**Location:** Winston Hills

**Contact:** Graham Hayton. 0409 397 028 [grahamhayton05@bigpond.com](mailto:grahamhayton05@bigpond.com)







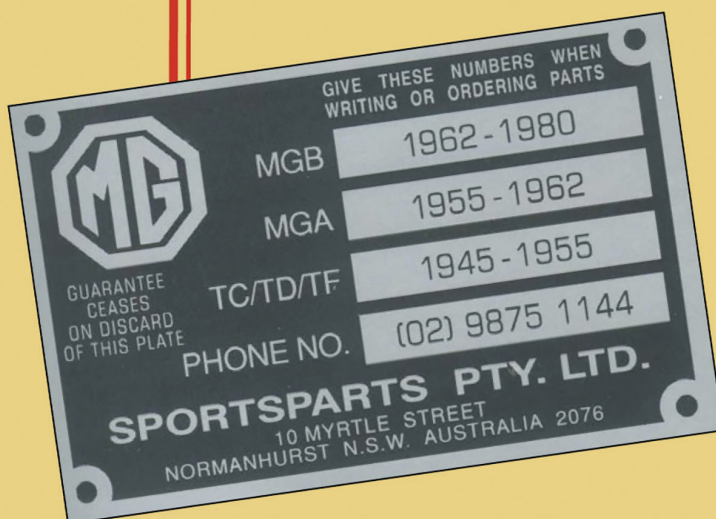
# Sportsparts Pty Ltd

*Parts and Technical advice  
for pre 1980 MGs*

- Specialists in original and reproduction MG parts for over 30 years.
- Buy your parts or accessories from us and get free and comprehensive advice on the best way to fit them.
- Visit our store or take advantage of our fast mail service. Our normal trading hours are 9.00am to 5pm but may vary if we have to visit customers or suppliers. Please call beforehand to ensure that we are at the shop to provide the parts you need.

## PROMPT MAIL ORDER SERVICE

Detailed catalogue  
available \$5.00



**Sportsparts Pty Ltd**  
10 Myrtle Street,  
Normanhurst NSW 2076

PO Box 2  
Thornleigh NSW 2120

Phone 02 98751144  
Fax 02 98751906

[www.sportsparts.com.au](http://www.sportsparts.com.au)