



Official Journal of the MG Car Club – Sydney

Opposite Lock



February 2021

In this issue

ROVER

MG Car Club Board 2021

MG Christmas Show &
Shine

Wild Apricot

History of MG in Australia

MGCC Sydney Club Calendar 2021

FEBRUARY

- 1 Board Meeting, Chatswood RSL
- 9 Members Gathering, Strathfield Golf Club
- 17 Mid-Week Muster, Bob Parkinson
- 21 RV8 Registrar Run, Alan Heritage
- 28 CSCA Wakefield Park hosted by Lotus

MARCH

- 1 Board Meeting, Chatswood RSL
- 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
- 18 CSCA -Supersprint. Pheasantwood, Marulan
hosted by MGCC, Max Wasson & Steve Perry
- 21 Mid Week Muster, Bob Parkinson
- 25 Club Run, Classic TF Registrar, TBA
- TBC Bob Dabbs Tour

MAY

- 3 Board Meeting, Chatswood RSL
- 8 CSCA Sydney Motorsport Park, South.
Evening meeting under lights hosted by Sprite
- 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, Chatswood RSL
- 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 Marnette Registrar, Peter Baldry

JULY

- 5 Board Meeting, Chatswood RSL
- 13 Members Gathering, Strathfield Golf Club
- 17 CSCA Pheasant Wood, Marulan,
hosted by MG Newcastle
- 18 Club Run, MGF/TF Registrar, Don Young
- 21 Mid Week Muster, Bob Parkinson

AUGUST

- 2 Board Meeting, Chatswood RSL
- 10 Members Gathering, Strathfield Golf Club
- 14 CSCA Sydney Motorsport Park, Gardner
hosted by Morgan
- 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, Chatswood RSL
- 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
- 18 CSCA Wakefield Park, hosted by Triumph & MRA
- 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
- 31 CSCA Sydney Motorsport Park, North
hosted by Jaguar

NOVEMBER

- 1 Board Meeting, Chatswood RSL
- 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

- 6 Board Meeting, Chatswood RSL
- 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

*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.

President's Report

A very warm welcome to all members as we commence 2021. Assuming that we continue to have low incidences of the virus and the vaccination program rolls out as planned, I am sure we will have a prosperous year in the club.

As this is the first communication for 2021, I thought it would be best to list a number of initiatives and events that we have planned so far for your diaries.

- The calendar for the year has been finalized and my thanks to John Clarke. This is of course the first point of reference for members and I encourage all members to peruse this document and make the necessary notations in your diaries.

- The transfer of membership information from our old back office system to the new Wild Apricot system has now been completed. Our Membership Secretary Shelia Trotman will be presenting a live demonstration of the new system at the February Board Meeting. We are still progressing the linkup with the PayPal porthole and once this is complete, we will be in a position to present the finished product to the membership. It is intended that this presentation will take place at the March gathering.

- Members will be aware that the 2020 & 2021 National Meetings were cancelled last year, which were to be held in Albury – Wodonga. At that time, I advised members that the Victorian Club and some of our members would like to consider the possibility of holding a "Friendly Meeting" in Albury – Wodonga in 2021. Accordingly, some 40 of our NSW members have held their accommodation bookings in Albury for this Easter and similar numbers from Victoria have done the same in Wodonga. Last week I spoke with the outgoing Victorian President Allan Fabry and as far as we are concerned IT'S ON! So, if you would like to come, you are most welcome. We will need definite numbers by middle to late February so as to make confirmed booking at restaurants and country pubs etc. This event is listed in the calendar as the Easter Run to Albury – Wodonga and is hosted by the President. Please give me a call if you would like to discuss on 0488 223 322.

- During 2021 we will be perusing our monthly gatherings strategy of having some diversity in our guest speaker line up. This will not be at the expense of all things MG. The intention is to make the evenings more diverse in nature and more interesting to the membership. So, if you have a suggestion whether it be a topic or a known presenter that you have access to, please contact Greg Fereday to coordinate on 0408 611 427.

- Midweek Musters had to be put on hold late last year due to an escalation in Corona virus restrictions and the concern that the event organiser would be held personally responsible should there be an outbreak. In light of the latest restrictions the Board will be discussing this matter at the February meeting with the view to finding a pathway to recommence these events. Membership will be advised at the February members gathering and via a running board.

- The March 21st Club run to Vacluse House hoisted by the TD Register will be the first run planned and executed by our new TD Registrars Michael & Jacqui Gerondis. Lets make this one an event to remember and at the same time give the people of Vacluse a memorable showing of the sports cars that changed Britain and the world.

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!



Warren & Tracey Freestone	TF
Kim Whitfield & Kaleb Rimmington	Midget
David Binks	Post War
Robert Goudge	MGC,RV8
Steve Dammerer	MGA
Dominic Symon (David Symon)	MGB
John (James) Tennant	MGB
Gabriel Pedruco	MGB
Anthony & Theodore Fardoulis	MGB
Jack & Stephen Basley	MGB & MGA
Toby Salmon	MGB
John & Ruth Eddy	MGB
Steve Evans	TF
Martijn Koppe	MGA
Gary Bremner	MGB
Connor Quinlan	MGB
Rob Stuart	MGB
Christopher Pyne	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





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Board of Directors 2021



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Assembly of MGB



Page 22-24: The last MGB



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February 2021 Cover:

Taken by Claudia Lovett of their MGVB
outside Mudgee Railway Station.

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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)

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February 2021 *Opposite Lock*

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Thanks To:

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Greg Fereday, John Clarke,
Hilary Wren, Granville Harris,
John & Ros Bastian,
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Midget and FWD	Vacant			
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Club officials

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Social Secretary	Vacant			

Come Fly With Us

MG RV8 Register Drive SUNDAY 21ST FEBRUARY



TO THE HISTORICAL AIRCRAFT RESTORERS SOCIETY "HARS" AVIATION MUSEUM

Meet: 9:00am Bald Hill Lookout, Stanwell Tops. If coming from Sydney, take the Lawrence Hargrave Drive(LHD) exit 8km south of Waterfall. Follow LHD for 5 km to the STOP sign after which, bear right to Bald Hill Lookout: Flying High Café where you can meet and buy a coffee - plenty of parking and clean amenities.

Departure: 9:30 departure along the Old Princes Hwy, Lawrence Hargrave, Grand Pacific Drives and the spectacular Seacliff Bridge to finally rejoin the M1 to reach the HARS museum at Albion Park.

At HARS we will enjoy a guided tour of the Vintage & Classic aircraft in the Museum, plus cockpit visits. The exhibits include flying and static aircraft as well as those under restoration. There may also be an opportunity to photograph your cars on the apron next to an aircraft.

The Museum: The collection centres around a parade of airliners from the "Southern Cross II" (a faithful replica Fokker F.VIIb/3m trimotor) through our three flying C-47 / DC-3 aircraft (one of which is the "Hawdon", TAA's first aircraft), DC-4, Super Constellation and Boeing 747-438, "The City of Canberra". The museum also features a wide range of historic aircraft types; the Catalina flying boat, our two Caribou, three P-2 Neptunes (two flyable), AP-3C Orion, CA-27 Australian Sabre, Canberra, two Vampires, Mirage III and an F-111C, among others.

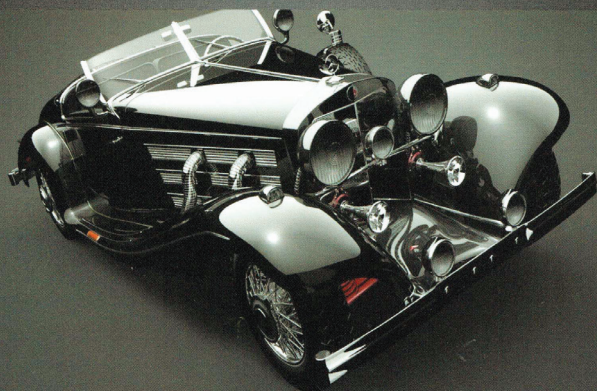
Cost: Museum entry, tour & a light meal in Café Connie \$30.00

Payment in advance on line to MG Club Account: St George Bank Ltd. BSB 112-879 # 043811680

Booking: Essential & RSVP by **14th. Feb 2021** to Alan Heritage alanheritage@yahoo.com.au or 0418 459 496



Sydney Classic Car Restoration



Transparency is the key motto of Sydney Classic Car Restoration. After each repair stage our clients are able to come in at any time and inspect our workmanship before any paint products are applied. All our repairs are carried out to the highest standards. With all repairs being carried out using traditional metal finishing and lead wiping techniques.

WELCOME TO THE NEW YEAR

Come join us from 6.30 pm for dinner at our monthly gathering at Strathfield Golf Club, 2 Weeroona Rd, Strathfield NSW 2135.

The meeting will commence at 7.45 with a Welcome to the new Year from our President Charlie Frew, updates on upcoming events and then we will welcome our guest speaker.

Guest Speaker : Grant Browan

Grant is the owner of Sydney Classic Car Restoration and will be talk to us about the business as well as a slide show on some of his fantastic restorations.

Guest Speaker : Spencer Martin

Twice Australian champion, Spencer Martin, has completed his story of his career behind the wheel of some amazing cars.

Starting with his home-built special then on to Ferraris, Brabhams, Maseratis, Porsches, Alfa Romeos and Jaguars ...and many more!

The great assortment of photos in the book remind us of those fabulous days at Catalina Park, Warwick Farm, Sandown Park, Lakeside and tracks in New Zealand.

His races at overseas track, Laguna Seca, Monaco, Silverstone, the Nurburgring, Magny-Cours, are all well covered and captured in wonderful colour photos.

Historic Ferrari and Grand Prix Cars My Life by Spencer Martin



Foreword By Sir Jackie Stewart
Recollections by Mark Webber & Peter Windsor



Introducing the 2021 MGCC Board of Directors

Charlie Frew... President.

Born in 1955, Charlie's interest in cars started at a very early age, learning to drive on a Ford Prefect at 9 years of age. After completing school, Charlie started work in the city deciding to study at night. He approached the then National Bank of Australasia for a loan to buy a VW 1500, sensible choice he thought. The loan was approved and he promptly went out and bought an MGA 1600 MK1, his love for the MG marque had begun. After one year, he sold the car and bought a friend's MGA 1622 MK11. Charlie still owns the car to this day.

Over the years Charlie's interest in the British Marques grew. In addition to the "A", he has had a number of Jaguars and Rolls Royce's which are still in his possession however, would prefer not to list them as he is not sure if Pam knows about all of them. His company cars have tended to be Holden's, BMW's and Mercedes Benz.

Working initially for Unilever, Nestle and Pepsi in sales and marketing roles, Charlie went into his first business BP Express Pymble in 1992. Over the years this business won many industry awards as Charlie and his wife Pam developed café and other "industry first" concepts with the view to modernising the industry. Several businesses followed, most notably the development of their own site in the Illawarra. Their current venture which is closely aligned with the automotive, marine and aeronautical industries is focused on value added quality in a range of biodegradable products.

Charlie's involvement in community and charity work has been extensive over the 45 years of his career. Most notably, Charlie was a member of the board of Bowel Cancer Australia from 2006 to 2016 and was the lead advocate for the Australian Bowel Screening Program. During the period 2008 to 2012 Charlie delivered over 150 presentations to corporate, sporting and community groups across Australia raising awareness to this insidious disease. He is currently on the Board of Heart Research Australia where his area of concentration is focussed on raising community awareness to cardiovascular disease which directly or indirectly is responsible for the deaths of in excess of 45,000 Australians every year. Both Bowel Cancer Australia and Heart Research Australia were started by doctors from the Royal North Shore Hospital.

Charlie's community involvement also includes sporting institutions. Charlie was on the board of The Killara Golf Club from 1994 till 2008. During this time, he held the responsibilities of board member, Captain, Vice President and President. Charlie holds an undergraduate degree in accounting and marketing from UTS and Master's Degrees in Public Health and International Public Health from UNSW.

Greg Fereday...Vice President



My association with MG's began on 8th December 1972 when I purchased a 1966 Marine Blue Mk1 MGB from a dealer on Parramatta Road, this is the same car that I still own today but it is now red. I have rebuilt the car twice, the first being a light rust repair and respray job, the second time a full strip down, cut out the floors and sills rebuild. Several years ago I rebuilt the engine after nasty metallic rattles came from it – on removing each piston the rings fell in pieces on the floor.

I joined the MG Car Club in 2011 when I finally had the red car back on the road after the second, major rebuild.

I was employed by a Melbourne company until recently by the Australian distributor for large format printing equipment manufactured by an Italian company - Durst, who were well known for photographic enlargers, both for home and professional use. With the change in technology to digital, ink jet printing became the new method of producing large prints, and now the machines are printing up to 5metres wide output. I am also a member of the North Shore Sporting Car Club, however, I do not compete in rallies but am a volunteer marshal at some of their events.

On retirement I finished the rebuild of a second MGB, a Pull Handle 1965 Mk1. The current project – the restoration of a 1953 Armstrong Siddeley Sapphire Mk1

John Clarke...Registrar Representative

My MG ownership commenced in 1978 with a black 1957 MGA Roadster.

At the time I was a young Midshipman at the Naval College in Jervis Bay and enjoyed spirited Sunday morning drives through Kangaroo Valley as well using it as my everyday car for more mundane activities like driving to Sydney and taking out young ladies.

After 4 years we tearfully parted company. Jump forward 10 years, one wife and a young daughter

later we needed a second car and I renewed my MG affair with a 1967 MGBGT, which I still have today. A short time later I encouraged my retired father to fulfill his lifelong dream to get an MG with a 1971 MGB Roadster, which when he passed away, he left to me. It became my wife, Christine's daily driver for much of the next 15 years. Along the way I have also owned a modern MGTF 160 (later written off by my son) and now also an MGBGT V8. I have always done and enjoyed doing the maintenance of my MGs myself, and hopefully you also enjoy reading about some of it in my MGB Musings column.

In my professional life I was a Naval Officer for 21 years in the Supply specialisation with roles in logistics at sea and ashore. After leaving the Navy I had various executive roles in procurement and corporate property management. Now semi-retired I still occasionally contract in these areas. I am married to Christine, who is currently working in New Zealand, and we have 3 children and two grandchildren.

As both a re-elected director of the Club and the MGB Registrar I look forward to continuing to help steer and organise our wonderful MG Car Club in 2021 so that we can all enjoy these wonderful cars and the camaraderie of fellow MG enthusiasts.



Max Wasson...Sporting Captain



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

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

Alan Hertiage...Sporting Liason



I first joined the MGCC Sydney in 1976, shortly after buying my first MG, a red MG TF. I bought the car in Sydney with my first serious pay packet in my position as Research Scientist with CSIRO based in Griffith, NSW. I owned that car for more than 30 years during which time I took it through a full restoration, used it as our wedding car and also had many adventures including a Tour d'Adelaide rally from Melbourne to Adelaide organised as part of the Australian GP. While living in Griffith, a small group of us linked up with a few MG owners in the Riverina to form the Wagga chapter of the MGCC. During a 3 year transfer to Adelaide for my work in the CSIRO, I enjoyed membership of the SA MGCC.

In 1984 I added an aluminium-bodied racing MGTD to the stable and campaigned it in Group Lb racing events at many race circuits around Australia; highlights being at the 1988 Bicentenary event at Oran Park, a demonstration race at the 1992 Adelaide Grand Prix, and the FoSC Easter races on Mount Panorama in 2008. Our team of aging Regularity MG racers formed the elite group of World Famous Racing Drivers! During the years I have attended many MG National meetings and more recently I have enjoyed Classic Rally events with my RV8.

These rallies combine my love of cars and exploring the back roads of our country.

Over the years I have also owned (or in some cases still own?) a TC originally owned by famous racing driver, Col James of Barclay Motors, 5 MGB's, and an MGC. It has been a pleasure working on them; breathing new life into each one, while recognising/ hoping that they will still be around long after we've gone! At various times I have also been a member of the Renault, Citroen and Mustang car clubs, SA Sporting Car Club, Historic Sports and Racing Club and the Northshore Sporting Car Club.

In 1993, I transferred to Sydney for a 3 year special Microbiology project in CSIRO and at the end of the project decided to stay in Sydney with my family; with 3 children approaching high school years. I took a position with a vaccine manufacturer in Castle Hill and later worked in medical device manufacturers including Cochlear, Bionic Vision Australia and ResMed. I have been an active member of the Australian Society for Microbiology since 1965 and am presently National Convenor of the Pharma/ Medical Device group of the Society.

Allen Gower...Assistant Treasurer



I joined the MG Car club in 2006 and since have been a regular attendee of monthly meetings, the club annual Concours events and some club runs. In 2007 I purchased a MGA Roadster and carried out its successful ground-up restoration (with valuable input from a number of club members). Then in 2015 I started attending the Easter National meetings and also became joint Co-ordinator (with David Noble) of the MGCC entry in the All British Association Display Day. In Dec 2018, I joined the MGCC Board as a Director and Assistant Treasurer. In 2019 I was the organiser of the club Concours and Display Day at Silverwater Park, and in December 2020 the Show & Shine at Strathfield Golf Club.

Through these MG activities, I have come to appreciate and enjoy the people and friendship of this MG family.

My wife Yvonne and I have three sons and 5 grand-daughters and live in Davidson on Sydney's Northern fringe.

In 2015 I retired from "paid work", after a busy working life as a Chartered Professional engineer and project manager. This retirement has allowed me to indulge more in the cars and the club's activities.

My dreams and enthusiasm for sports and racing cars were ignited as a young boy when I saw the Lotus Climax's of Jim Clark and Graham Hill at Oulton Park in England in 1963. That fire still burns brightly every time I see or hear an MG go past.

I hope as a Board member to contribute to the routine tasks and also the on-going development of the MGCC Sydney and as part of the national and inter-national MG family.

Introducing the 2021 MGCC Board of Directors

Granville Harris...Website & Regalia Co-Ordinator



Starting my career life in Architecture, I am currently a Partner with Hy.Clor Australia, running the Commercial Division for chemical and equipment supply to the Aquatics and Aquaculture industries. I have had a couple of sojourns from the industry. One for a 7 years as a Professional Entertainer and another as Area Director for a marketing company promoting 5 star Hotels in the UAE and South America.

I was first introduced to MG's by my eldest brother who owned an MGB GT. Belting around narrow country lanes in the UK in his BRG machine got me hooked for life and although lucky enough to have owned some wonderful cars MG's have always held a special place. First joining the MG Car Club after purchasing a new MGB in 1971, I was last in the Sydney MGCC during the early 2000's with an MGA 1600 Mk 1 and have now rejoined with another MGB 1971. I am looking forward to my time as a Board Member and hope to contribute, in a meaningful way, to the Club that has brought me so much fun, comradeship, life long friends and much knowledge about one of my life's passions.

John Bastian...Club Secretary



John and his wife Ros joined the MG Car Club Limited in 2000 after they returned from an overseas posting.

We have owned our (1970) MGB since 1987, purchased a new MG ZT in 2002 and in 2017 acquired a 1937 TA. Previously John held the position of Treasurer of the Club for 7 years and Ros the Editor for 5 years.

The real fun in our MGB began when we answered a small add in *Opposite Lock* to join a group of MGs travelling from Cape Town to Cairo in 2012. With 10 other MGs we drove through 11 African countries and across Europe for three months. Following that trip we left the car in England and then in 2013 spent 3 months driving around the British Isles.

A year off, and in 2015 we drove around South America for another three months, travelling from Ushuaia in the south of Argentina to Cartagena Columbia in the north. 2016 saw us spending 3 months travelling to Perth for the National Meeting and then touring around Western Australia. In 2017 we spent 3 months driving from Bangkok to London along the Silk Route across China and Central Asia and a further three months in the UK. We left the MGB in England over winter and travelled around Scandinavia and Central Europe in 2018 and Spain, Portugal and Morocco in 2019. In 2020 we travelled around New Zealand for 10 weeks, arriving back in Australia in time for a quiet year.

Elizabeth Sutherland... Treasurer

My introduction to MG's came when my partner, Adam, called me while I was travelling overseas for work to advise that we had acquired a 1972 MGB and did I know anywhere near our inner-west apartment we might be able to garage it! Adam and I both travel a lot for work so we don't make it to many Club events, but when the club was looking for a new Treasurer I decided to volunteer so that we could contribute in that way. I work in a Finance role at a food manufacturer and have enjoyed being able to put my skills to use to help the club and to learn more about MG's from my very knowledgeable fellow Directors!



Hilary Wren...Editor of Opposite Lock



I inherited our beautiful MGB GT, 1972, with its unique "cross flow head" from my late partner Gerald Heasman.

I grew up in a household with a father who was a British Chartered Mechanical Engineer, so as soon as I showed any interest, I was instructed in dip sticks, tappets, spark plugs, jump starting, double de clutching, indeed everything a 17 year old lass needed to keep her on the road to get safely home! I qualified as a Registered Nurse in London in the 70's, to Australia in 1975, where I qualified as a Midwife & in Cardiothoracic Intensive Care. I have spent the past 30+ years in the medical industry, latterly in a senior marketing role for Asia Pacific, when I also completed my Executive MBA. My current role is National Sales Manager ANZ for a Surgical Company.

My commitment to the club is to ensure that the key communication tool for our members is informative, constructive, educational, inspiring and motivational. However to achieve that goal, I need your valued input. Thank you. H

MGB Musings

John Clarke



The Bs haven't been out much since I took the GTV8 to our December meeting for the show and shine. I think it has been the wettest December for last 20 years, and the first week of January hasn't been much different. What a contrast to this time last year. While I have no hesitation in taking an MGB out in the wet, pouring rain isn't the greatest motivator for going for a drive. So on a wet day I thought I would tackle one of those little jobs I had been 'gunna' do for a while.

My daughter Ashleigh had complained that the speaker in the passenger side door of my 71 B roadster would cut in an out. Frankly it didn't worry me that much, but when there seemed to also be a rattling sound coming from that door that did worry me and I thought I should investigate.

The speaker seemed quite secure in the door so I removed it from the door and then took off the door card to look further for the rattle. Checking that the window mechanism and door lock were all nice and tight I could see no reason for the rattle. However, when I was putting the door card back on I spied a long nut wedged in the bottom of the door. Then I remembered that some years ago I had noticed that one of the nuts that hold the quarter window to the door frame was missing. Search as I might I could not find it in the door, so I bought a new one and put it on. It was still there, nice and securely done up. So now I had found the missing nut. Obviously it had stayed wedged in some dim dark corner of the door for years and then something had recently dislodged it. I had found the source of my rattle. Now onto the speaker.

With the speaker connected and back in the door still no sound came out of that speaker. Thinking it might be a loose connection at the head unit, I removed it from the dash. However, now the radio didn't turn on at all. No power - bugger. I won't bore you with all the details but after checking the connections I thought it must be a fuse. I couldn't find anything wrong with the fuses at the fuse block so I got under the dash and saw the radio was connected into a wire that I thought was green and white. Pouring over a wiring diagram I could not work it out, as the green and white wire was for the right indicator and it worked just fine. However, staring at the diagram I noticed that there was a white and green wire rather than green and white, that when I traced it around the diagram went to an in-line fuse.

Maybe that was it. Now where was that fuse? I found it in the engine bay near the fuse block (doh!!!). Opening up the fuse holder I saw there was a blown fuse, but what I found interesting was that the fuse had a piece of paper inside the glass saying "35 Amps Lucas". Maybe they are still available, but I have not seen one like this before, so I assume it was the original 50 year old fuse. Who said that Lucas electrics weren't reliable?



You'll be pleased to know that with the fuse replaced and all the connections for the radio reconnected it turned on and both speakers worked. Ashleigh was pleased.

Lastly but very importantly, welcome back to another year of MG motoring. I hope in 2021 we can have COVID under control and get out and about to enjoy our MGs and each others company. Rest assured that we will make sure all of our runs and activities accord with the guidance from NSW Health and are all very COVID safe.

John Clarke

<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 5px; margin-right: 10px;">LUCAS</div> <div> <h3>Color codes used in wiring harnesses</h3> </div> </div>	
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



MG Car Club Christmas Show & Shine



2020 saw the cancellation of many events, so the Board of the MGCC wanted to end the year doing something positive and uplifting to give our cars an opportunity to shine.

The Show & Shine and Christmas Night was that opportunity and took place in the vast car park of The Strathfield Golf club and their modern function rooms. There had been quite a few members volunteer as marshals and with setting up, so at 3.30pm on the 8th December, they arrived.

After assessing the entries and guessing how many MGs were coming, the cars were divided into 5 groups. Peter Baldry, Ross Freeman, Peter Fogarty, Alan Heritage, Greg Fereday, Dominic David and Ingo Weinberger assisted in marshalling the cars into the 5 areas. As usual Ingo had camera slung about him and took a range of photos of the arriving MGs.

Shortly after 5.00pm John Clarke assembled the judges and with bonnets open, the judging began. Meanwhile Jan McKenzie and Herb Condon checked-off members as they arrived for the Christmas dinner.

There were 40 MG cars assembled for the Show & Shine and 1 non-marque car. Below is the break-down of the models that presented.

MG TC	- 1	MG Y Type	- 3
MG TD	- 1	MG TF	- 2
MG Magnette ZA	- 1	MGA Roadster	- 5
MGB Roadster	- 8	MGB GT (incl V8)	- 7
RV8	- 5	ZT V8	- 1
MGF	- 3	MG3	- 3
Non- Marque	- 1	(Rolls Royce 25/30)	

While the judges deliberated, I caught with a few of the car's owners. I found that John Lamrock, who owns an Australian assembled red MGA, had bought the car as a teenager and still owned the very same car 51 years later. A year after buying it, he determined it had been driven hard in its previous life so rejuvenated it, by fitting a five bearing MGB engine. It then languished in a shed for 20 odd years, and with the introduction of the conditional registration system it has been returned to the road. Sandy Collins also arrived in a red MGA, which is used occasionally as it is also on conditional registration plates.

I then spoke to Stewart McAlister who purchased his Ivory MG TF in February 1971. He and his wife were driving in North Richmond, when they first saw it, and his wife just had to have it. It was acquired soon after and then had a Ford gearbox fitted to simplify the gear changes. It was driven to the 2018 National Meeting in Ulverston and then they enjoyed a further 2 weeks touring around Tasmania, before driving back to Sydney.





Once judging ended dinner was announced and we entered the Strathfield function rooms. The tables were beautifully presented and then followed a splendid Christmas dinner. During dinner the final monthly meeting of 2020 was held and the President – Charlie Frew highlighted the progress to-date of the new Membership system software and also presented two awards to members. The President's Award was presented to Jan McKenzie, member's liaison for special services to the MGCC. The second award – the Presidents Gong was awarded to John Clarke as co-ordinator of the Registers and a number runs.

As dinner progressed, we came to the Show & Shine winners. A special thank you given to all members who prepared and presented their cars. The cars were divided into 5 groups and Gold, Silver and Bronze medallions were awarded in each group. The winners in each group were as follows:

Group 1 Pre MGB

Gold :	Allen Gower	MGA 1600MkII
Silver :	Peter Fogarty	Y Type
Bronze:	Michael Gerondis	TD

Group 2 MGB/C Roadster

Gold :	Ian & Deb Ross	MGB
Silver :	Theo Lyras	MGB
Bronze:	John Bush	MGB

Group 3 MGB/C GT (including V8)

Gold :	Arthur Pugh	MGB GT
Silver :	Granville Harris	MGB GTV8
Bronze:	Michael Lynch	MGB GT



President Charlie Frew presenting John Clarke, the MGB Registrar with the Presidents Gong.

Group 4 Post MGB Saloons

Gold :	John Lindsay	MG3
Silver :	Ann Abdul Ahad	MG3

Group 5 Post MGB Sports

Gold :	Max Wasson	RV8
Silver :	Ross Freeman	RV8
Bronze :	Don Young	Mod TF

Group 6 Non-Marque

Gold :	Charlie Frew
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People's Choice Award

In addition to the above awards The Strathfield Golf Club's event manager - Amanda was invited to judge the People's choice and awarded it to Deb & Ian Ross for their magnificent MGB.



As desert was served, Robert Smith took the floor for the Trivia night. Each table answering the 20 questions – designed to tease and taunt with intrigue. Once the tables completed their answers, it was found only three tables had more than half the correct answers. My favourite question was “What was 70s & 80s rally ace Michele Mouton’s response to Bobby Unser after he made disparaging remarks about her, following her drive up Pike’s Peak Hillclimb . If you have the balls, you can race me back down again”.

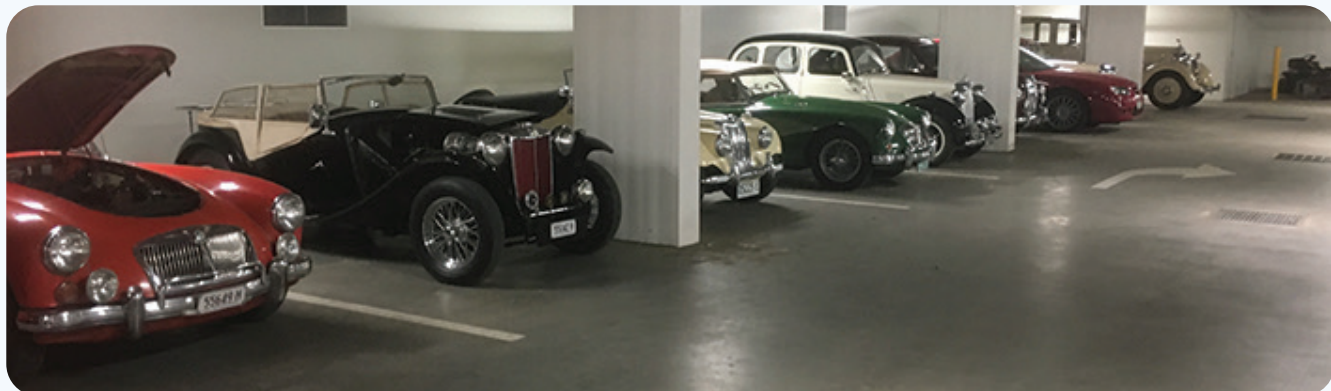
Those members who attend future Tour De Runs may again have an opportunity to test themselves against Robert’s Trivia questions.

The winning table was “The Patrons”, who answered 13 questions correctly, followed by “Red Card” with 11 ½ and “Bailey’s Babes” with 11 correct. Other awards went to tables named – “Hopeless” who lived up to their name with 3 questions correct and My Goodness (MG) for the best team name.

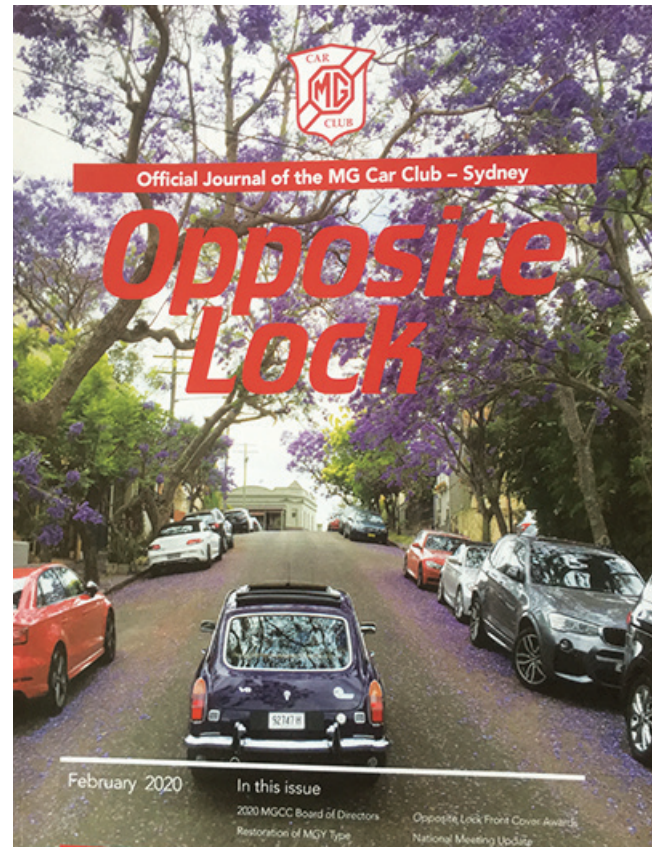
The Golf Club generously offered a lucky door prize (a dinner voucher), which Amanda awarded to a smiling Stewart McAlister. Thus ended the night. There was a very positive vibe throughout the night and it was clear that members who attended this Show & Shine and Christmas night, had a memorable and fun evening among the MG family.

Allen Gower

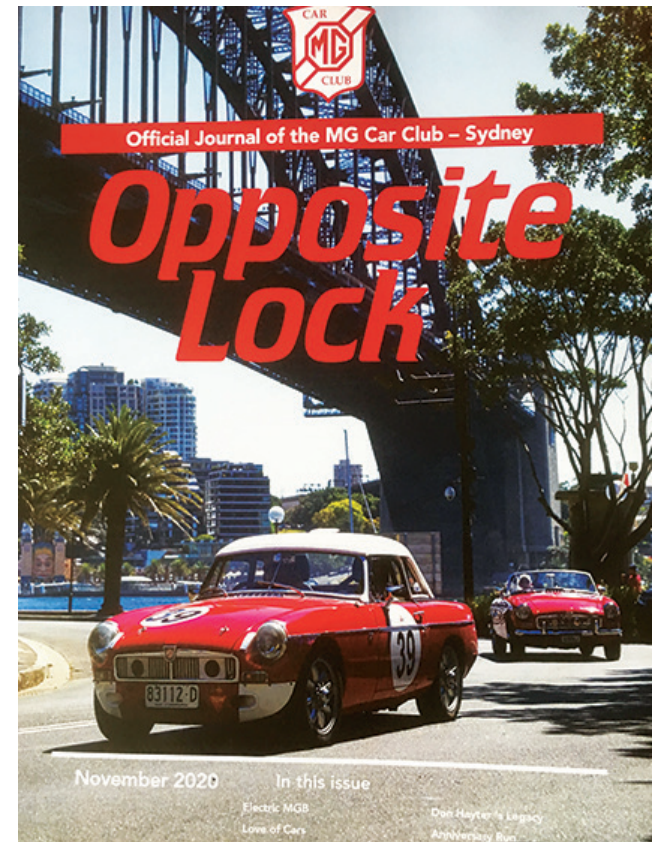
The Board would like to thank Allen for organising the event.



Opposite Lock Front Cover Competition 2020



The winner of the *Opposite Lock* Front Cover competition is a picture taken by Tom Aczel of his beautiful MGA. Tom will receive free club membership for 2021-2022. Second place goes to Granville Harris of his car "Jellybean", Max Wasson is the 3rd place winner with the TD photo & Seth Reinhardt's photo of the Sebring taken on the Anniversary Run is 4th. The competition will run again in 2021, so send in your portrait photos to editor@mgcarclubsydney.com.au



RV8 Run to Swansea and Newcastle Hillclimb



On one of the last dry days before all the recent rains and lockdowns on 6th December, Alan Heritage organised a Club run to Swansea, where a few hardy members enjoyed a Brunch at the Swansea RSL. A lovely location overlooking the river and full of sailing boats. It was then, head north to the Newcastle MGCC Hillclimb Regularity meet. We were made most welcome by the Newcastle club members and enjoyed watching lots of racing cars and drivers rugged up in protective clothing and boiling in the heat! Richard Hyde drove down from his new home in Tea Gardens to meet us in his beautiful green MG. Then back to Sydney via the back roads around Maitland to avoid the heavy traffic on the Hexham bridge. Claudia Lovett took the below photo of the new NorthConnex tunnel fully lit up for her on her way home.

Thanks Alan for organising a great day out.

Hilary Wren





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I really did not want it to happen. But it did.

I believed it wouldn't happen. But it did.

Even the removal of a life-threatening melanoma, two weeks before departure could not stop it.

This thing had a life of its own. We just had to go along for the ride, and what a roller coaster ride that proved to be.

Twenty-two people. Eleven MG sports cars.

Ten countries. Nineteen thousand kilometres on roads from hell. No back-up vehicles. DIY repairs.

Cape to Cairo ...

A journey of endurance, of adversity and diversity, of beauty and hostility, of contrasts and contradictions across that least understood continent, Africa.

The adventure of a lifetime is an understatement.



CAPE TO CAIRO
AND BEYOND



CHERIE
PETHARD

CAPE TO CAIRO AND BEYOND



CHERIE PETHARD

I am so excited to be holding a freshly minted copy of my book, "Cape to Cairo and Beyond". It sends a little shiver through me.

The book has been a long time coming - about eight long years in fact, but as in my story, there have been a lot of other obstacles to contend with since then.

I really did not want it to happen. But it did.

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The adventure of a lifetime is an understatement.

If you are interested it is available for \$25 plus postage.

Contact: Cherie Pethard cherie@pethard.com.au or 0428 667 628

Cherie & George Pethard



TD Registrar Inaugural Run. Sunday 21 st March 2021

Come and enjoy our Club March run organised by the TD Registrars Michael Gerondis and his wife Jacqui.

Meet: from 8.30am at Vaucluse House , 69A Wentworth Road , Vaucluse.

Breakfast : 9.00 am At Estate Vaucluse House for a delightful breakfast. They would like an idea of numbers for breakfast or just coffee and depending on numbers will create a set price menu for us.

There is a good parking area where we can set up all together.



Michael & Jacqui Gerondis



Drive: From there we will drive to Camp Cove then the coast road through Bondi, Tamarama and on to Maroubra ending at Le Perouse.

Danny's seafood at La Perouse is a great place for lunch if anyone wants to stay for a while, dine in or take away for a picnic in the park.

Contact: Michael Gerondis

mgerondis@optusnet.com.au

Please RSVP by 14th March to Michael to secure your breakfast and book your place.

Mid Week Musters

February Mid Week Muster Wednesday 17th February 2021

Where: Lomandra Picnic Area, Nurranginy Reserve, Knox Road, Doonside

Enter the reserve at the traffic lights at intersection of Cross & Knox Road. Once inside the reserve, take the first exit at the roundabout (at the entry). Proceed straight ahead across the causeway and follow the road around to the picnic area marked Lomandra.

Details are on Blacktown Council website

Meet: From 10.30am Bring your own picnic lunch, BBQ available.

COVID Restrictions:

As of the 14th January, no more than 30 people can gather outside in a public place which includes public parks, reserves, beaches, public gardens and spaces.

This should not be a problem as, MWM attendance is usually 20 to 25 members & visitors.

Please monitor NSW Government Health announcements regarding gatherings.

Should there be any changes to the run members will be notified by a "Running Board" email.

Contact: Bob Parkinson 0412 968 771

rjparko@bigpond.net.au

March Mid Week Muster Wednesday 17th March 2021

Where: Flinders Slopes, Henry Lawson Drive, Lansdowne

Enter the parking area from Henry Lawson Drive and drive up the hill. Park near the shelters

Meet: From 10.30am bring a picnic lunch or BBQ. There are shelters and BBQ's available.

COVID Restrictions as above

Contact: Bob Parkinson 0412 968 771

rjparko@bigpond.net.au



History of the Australian Assembled MGB Tom Aczel

Background

Successive Australian Federal Governments from the early 1900's pursued protectionist tariff policies to encourage the development of local industries and infrastructure. (In fact, favourable rates applied for Commonwealth countries, especially the UK, or at least until Britain "turned its back" on Commonwealth member nations and joined the EEC in 1973.)

Following the Second World War, the then Labor Federal Government's advice was that a further world war within 20 years was probable, and that, without a substantial increase in the country's population and its industrial base, Australia was likely to face an Asian invasion from the north. In the jingoism of the late 1940's this was commonly referred to as "The Yellow Peril".

"Populate or Perish" became the guiding political motto. Consequently a massive immigration policy was instituted, predominantly from the UK, Ireland and Europe.

Simultaneously, major encouragement was given to overseas motor vehicle manufacturers to establish production facilities in Australia.

General Motors and BMC were the earliest to proceed with local manufacturing. General Motors- Holden released their first Holden in 1948.

Victoria Park, William Morris and the Nuffield Group

The Nuffield facilities (later BMC (Australia) and later still, BLMC and then JRA) were located at Victoria Park, just 5.8 km from the centre of Sydney. The adjoining suburbs here were Zetland and Waterloo, (and hence the business address changed, depending which frontage the administrative offices occupied!)

The area was originally a swamp, and then from 1900 a horse racetrack. A speedway track also occupied the site from 1908 to 1920.

Interestingly the first powered flight in Australia was made from this site, in 1909.

William Morris had come across the Victoria Park site in 1945 on one of his visits to Australia. As a patriotic British subject, Morris was eager to see the Australian market remain substantially British. He recommended

to the Nuffield Group Board that they purchase the Victoria Park site for an Australian factory. The Board considered and rejected this proposal, whereupon Morris purchased the site himself.

Morris subsequently sold the property to Nuffield a matter of months later, and what's more, at a considerable profit!

However Morris only sold about half of the approximately 115 acre site to the Nuffield Group for their Australian factory.

Morris sold off parts of the rest of the site to support industries and feeder companies, such as to James N Kirby, Joseph Lucas Ltd, Champion Spark Plugs, Olympic tyres etc.

Clearly William Morris was an extraordinarily astute and successful entrepreneur.

Nuffield Australia commenced operations in 1950. The first factory was completed in 1952. By 1957 BMC in Melbourne had been shut down, and all assembly moved to Sydney.

The factory site was later named BMC (Australia) after the merger in 1952 of Nuffield and Austin. From 1968, it became The British Leyland Motor Corporation of Australia and Leyland Australia in 1971.



The factories for companies supplying BMC (and other Australian manufacturers), all located adjacent to the BMC plant. Note the appearance of the Lucas factory belies its (most unfair) pseudonym of "The Prince of Darkness"!



BMC (Australia)

Most people overseas were and remain quite unaware of just how large a venture BMC (Australia) was. The factory employed about 5,000 people, and by the late 1950's was producing a car every 4 minutes.

Apart from extensive and progressively expanded factory floor area for assembly, the factory, on its 57 acre site, was equipped with its own panel pressing facilities, (the largest presses in the Southern Hemisphere),

Engines, transmissions, axles and bodies were all cast, assembled and/or pressed locally. (Major castings were supplied by "Australian Forge and Engineering" and others in NSW, Victoria and South Australia.

Heat treating of components for hardening, and metallurgical control was in house.*

The "Unit Plant" was where engine, transmission, axle and suspension components were manufactured, ready for vehicle installation. The transfer machines in the unit plant machined cylinder heads, engine blocks and gearbox casings. These transfer machines could index the part automatically from station to station, allowing 30 sets of operations to be performed on three faces without any human intervention. *

The Paint Shop included a "Rotodip" where all assembled vehicle bodies were located onto a frame and rotated through a series of baths and ovens.

All trim was locally sourced and fabricated on site.

There were production engineering offices, drawing and design facilities, a service department and research laboratories, and a department termed "Experimental".

There was an active apprentice training program with related facilities.

As a result of the highly developed engineering facilities and capabilities available, in addition to the various mainstream vehicles produced by the parent company in the UK, suitably modified for Australian conditions, a number of vehicles unique to the Australian market were constructed here.

The original prototype MGC, incidentally, as conceived by Sydney Enever, employed an Australian produced 2.4 litre 6 cylinder engine based on "one and a half" 1622cc 'B' series engines, named the "Blue Streak 6". This was a much lighter and much more compact engine than the Morris C-series engine ultimately used. This engine could potentially have been manufactured as a relatively small lightweight 2.7 litre 6 cylinder engine. Even the 1622 cc version of the B-series engine for that matter was conceived and produced in Australia, long before its UK counterpart; the parent company engineers initially claimed that 1500 cc was the practical limit of the B-series engine.

MG Assembly in Australia

Despite the highly developed significant local manufacturing facilities available to Nuffield-BMC, because of the smaller production volumes of MG models, prior to 1957, MG cars were shipped to Australia completely built up, (CBU) but partly disassembled. Wheels/tyres and bumpers for example were removed and stowed in or under the cars.

The MGA in Australia

As the MGA, which had been introduced in 1955 was proving to be in significant demand, and there remained encouragement through tariffs to assemble motor vehicles in Australia, a decision was made to commence local assembly in Australia of the MGA.

Due at this stage to having insufficient spare capacity at the Zetland facility, this task was subcontracted by BMC (Australia) to Pressed Metal Corporation, which like BMC was based in Sydney, in the suburb of Enfield.

Consequently shipments of batches of Completely Knocked Down (CKD) MGA cars commenced to Australia in 1957. Until the later part of 1962 these were assembled



Pressed Metal Corporation factory, (spacious, light and airy compared to the dark cramped confines of the Abingdon factory). Showing L to R, lines constructing medium sized commercial vehicles, MGA line and "Ute" assembly. ("Ute" is short for utility vehicle. In American parlance, pick-up trucks) Note these vehicles are on temporary chassis called "skuks", moved along a track.

at Pressed Metal, with ever greater local content.

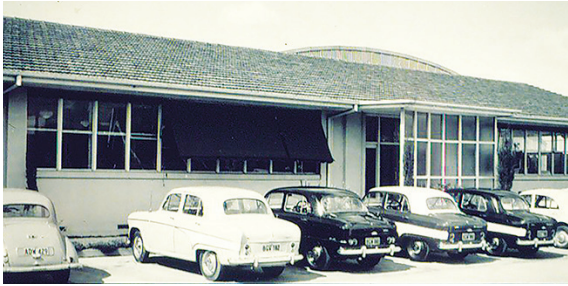
Indeed, the degree of assembly of these cars here in Australia was very much greater than at the MG factory in the UK, where in contrast to Australia, MGA bodies were received at Abingdon already fully built up and already painted.

Ultimately 2,040 MGA roadsters were built in Australia. (The Coupes and the Twin Cam models remained fully imported due to their lower numbers).

Again because of the production volumes, major mechanical components such as engines, transmissions and chassis were imported (though in the case of the MGA 1500, the engines were built here from imported components).

Pressed Metal Corporation

Pressed Metal Corporation was a joint venture established in 1930 between the Larke Hoskins group, the Austin agents for NSW and Larke, Neave and Carter, the Chrysler distributor. The PMC factory after WW II occupied a 22 acre site, and had extensive capability for the complete assembly of motor vehicles. A number of the assembly buildings were redundant aircraft construction hangars, imported into Australia from the UK after WW II.



Pressed Metal Corporation offices in Enfield, Sydney in 1950's you can see the roof of one of the factory buildings, clearly showing its aircraft hanger green

Apart from assembling a range of sedans, light commercial vehicles, utes & panel vans, trucks & buses, Pressed Metal Corporation also assembled a very significant number of sports cars on behalf of BMC. Between the years of 1957 & 1967, inclusive;

Pressed Metal Corporation assembled:

MGA roadster: (1500, 1600, 1600 Mk II) : 2040 vehicles.

Austin Healey Sprite : Mk I (Bugeye) through to the **Austin Healey Mk 3A**: (approx) 3,600 vehicles.

MGB roadster : Mk I (approx) 4625 vehicles. Based on VIN plate images, somewhere between 4600 and 4650)

TOTAL: 10, 265 sports cars, in a little over 10 years.

The MG Midget in Australia

In the latter part of 1967 Austin Healey production ceased at Pressed Metal Corporation.

The model was replaced by the MG Midget. Unlike the UK & world markets, the Australian market was not large enough to run the two similar models in parallel.

The MG Midgets were assembled at the BMC (Australia) plant, again from CKD packs.

Building the MG Midget commenced at Zetland in November 1967, with the vehicles offered for sale from early in 1968. Features and changes in the series generally reflected those in their UK assembled brethren but again with a significant inclusion of locally produced components, including electrics, paint and of course local labour, which constituted a significant proportion of the overall vehicle production costs.

Approximately 788 MG Midgets of the series YGGN4 and YGN4 were assembled in Australia. (As with all Australian BMC vehicles, "Y" indicated Australian assembly.

It has been said that the "Y" was meant to represent an upside down "A", A for Australia. Some with factory first hand knowledge dispute this as the reason for the choice of Y in the series nomenclatures).

October 1969 saw the introduction of the "Facelift" model; GAN5 for the Abingdon assembled MG Midgets, and typed YGN5 for the Australian cars. These cars reached the market about 6 months earlier than the similarly revised black recessed grille MGB models.

A total of 788 MG Midgets were assembled prior to the final Facelift model, of which 396 were built; 1184

Australian built MG Midgets in total, until production was wound up in December 1971.

The MGB in Australia

The MGB was assembled in Australia from 1963 to 1972. A total of something in excess of 9000 examples were built over this period. The Australian content was ultimately 45% of the car's value.

As with the MGA, the Mk 1 MGBs were constructed at "Pressed Metal Corporation" in Enfield, commencing in April 1963. At the time the BMC plant at Zetland were fully occupied with the production of the Mini and preparations were under way for the upcoming introduction of the other FWD models, in succession, the Morris 1100 and later the Austin 1800.

The MGB Engines and gearboxes were received already mated at the BMC Zetland works. They were hot run tested, and then transported to Pressed Metal. Suspensions were assembled and painted at Zetland, and similarly transported to Pressed Metal.

Springs, electrics, paint & gradually larger proportions of the trim were locally sourced. As a result, and as had occurred with the MGA, local body colours, though similar to their UK counterparts, were unique to Australia. Early colours included colours such as 'Sky Blue', 'Monza Red', 'Nurburg White', Katoomba Grey, and of course, British Racing Green. (The last had been also available on locally assembled MGAs, unlike their UK counterparts).

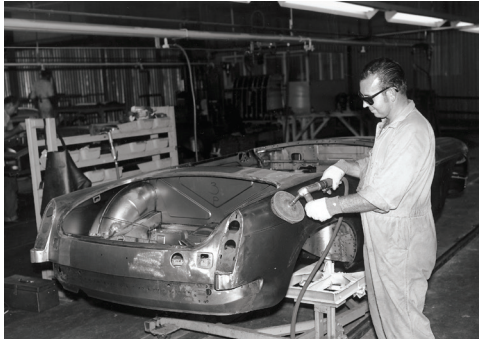
Because of the relatively small production numbers compared to more mainstream BMC models all Australian MGBs were similarly specified. Only roadsters were ever built locally. All cars had wire wheels and (until 1970), pack-away style tops only. Oil coolers, front sway bars, front overriders and ash trays were standard fittings. Like the preceding MGA, the interior trim was, for both cost reasons and because of the harsh local climate, always in vinyl. Contrasting piping disappeared after 1964, and progressively thereafter ever more of the trim became black only. The only options were (an initially rarely fitted) heater, and the dealer fitted radio. Overdrive was not available, even as an option until the last Mk 1 vehicles assembled during 1968.

As with the MGA, and in contrast to the MG cars emerging from the MG factory in Abingdon, the Australian built MGB bodies were locally built up from their most basic pressed components on locally created jigs, whereas the Abingdon factory received the MGB bodies completely painted and assembled.

Rust proofing on these earlier Enfield assembled cars was unfortunately rudimentary at best, with the bodies just "slipper dipped" in primer.



The author's own Mk1 MGB was already visibly rusting by the time it was five years old!

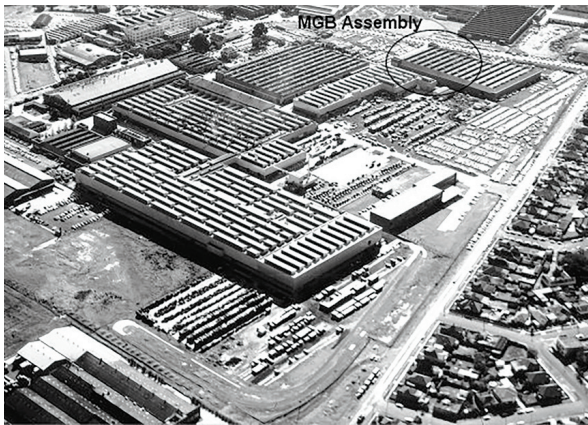


Finishing an MGB body shell. The leaded join between the mudguards and the tonneau panel was problematic, with lead tending to bubble up in the paint ovens. Note the area of this join has been sanded well back.

MG Assembly at BMC Zetland

BMC ultimately purchased Pressed Metal Corporation, and production of the MGB was transferred from the PMC factory to a dedicated production facility in the CAB 3 building (Car Assembly Building)at Zetland.

New jigs were commissioned from Dorman's in Victoria.



Bodies were here far more elaborately rust proofed, going through a "Roto-Dip" process as described earlier.



Even though the MGB Mk II had been introduced in the UK from November 1967, between January and August 1968 it was still the MGB Mk I being assembled at Zetland. The MGB Mk II was finally built and introduced in Australia 9 months after its UK debut.

It is difficult not to draw the conclusion that left over redundant superseded stock of MGB Mk I car components was offloaded by the British parent company for sale to their less important colonial Australian customers to make way for the MGB Mk II in the UK for the home and other export markets.

A very similar situation had occurred in 1961, immediately prior to the introduction of the MGA Mk II in the UK, when suddenly a large volume of MGA 1600 cars for assembly arrived here, far in excess of the volume



Posed photo of early completed MGBs at Zetland. (No workers, air hoses rolled up and not connected to tools).

Note that these cars are Mk I cars, which were assembled at BMC, Zetland from January to August 1968.

Note also how the front side light lenses (parking lights) and indicator lenses are reversed in orientation from the Enfield/Pressed Metal built cars and their Abingdon assembled brethren.

The Zetland staff were determined to make the MGB to as fine tolerances as possible, and "show those Brits a thing or two about car building". Unfortunately as these first few MGBs came off the line and onto their own wheels, the door gaps closed up, making it impossible to open the doors!! Hurriedly new slightly smaller door skins were drafted up to make these cars usable and saleable.



History of the Australian Assembled MGB.

A very similar situation had occurred in 1961, immediately prior to the introduction of the MGA Mk II in the UK, when suddenly a large volume of MGA 1600 cars for assembly arrived on these shores, far in excess of the volume needed to fulfill immediate Australian market demand. As a result, the MGA Mk II was first assembled in Australia from February 1962, nearly a year after its arrival in the UK. The intervening period was required to build and sell the excess volume of already shipped MGA 1600 cars. The MGA Mk II consequently had a short run in Australia of just a few months prior to the arrival of the MGB, with a mere 148 MGA Mk II roadsters assembled in Australia.

From August 1968 onwards, the models and changes were again more in line with their UK counterparts, although these running changes always generally arrived three to four months later than in the Abingdon cars because of the time needed for shipping and the sourcing of components.

The "automatic" option was also offered in Australia, from 1969, and though well received by the press, it was, as in other countries, not especially popular, though sales continued right through to 1972.



In the above photo, the MG logo on the headstone is a hexagon, and not as an octagon, perhaps indicative of the little interest the new Triumph/Leyland management had in the history and tradition of the MG brand.



Unlike their British counterparts, the Australian assembled MGB vehicles carried 'Mk II', 'Overdrive' and 'Automatic' badges whenever applicable.

Unique to Australia badges for the MGB "Mk II", "automatic" and "overdrive".



The Australian version of the (debatedly termed) "Facelift" model was assembled from April 1970, and reaching the dealer showrooms from about June 1970.

Unique to Australia, this series of the MGB was ascribed the model description of MGB BL (for British Leyland). Unlike the Abingdon MGB, these black recessed grille models in Australia also had the area forward of the radiator diaphragm painted black to hide this area as seen through the grille in the lighter coloured cars.

Australian assembly of the MGB ceased late in 1972. The Federal Government had announced a restructuring of the tariff arrangements, whereby an 85% local content was to be required for a favourable import duty.

In any case, by this time sales of the MGB had dropped to a trickle. The buying public's interest in small, responsive but relatively low-powered sports cars was waning, with a growing interest in high powered sedan derivatives (the local equivalent of the American 'Muscle cars'). Cars such as the Holden Monaro and Torana XU1, the Ford Falcon GT/HO and Chrysler Valiant Charger were extremely fast cars. (The Ford Falcon GT HO was in its time, the fastest four door sedan produced anywhere in the world). These locally built power-houses could be seen competing most weekends on the various circuits around the country (most famously at Bathurst), and it was these cars that now fired the imagination of the young (and young at heart). These two factors, along with the impending P76 large sedan's introduction requiring freeing up of production space led BLMC, to take the decision to wind up local assembly of the MGB.

Tom Aczel

** "Building Cars in Australia" BMC-Leyland Australia Heritage Group Published 2007*

With thanks to John Lindsay, Garry Kemm, Roger Sharpe & John Clarke



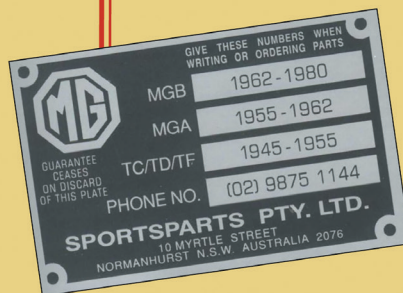


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Ashley is wearing the ladies only quilted puffer jacket, made from quilted micro fibre with black tone on tone club badge on sleeve. \$180



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.



Illawarra Register

Michael Hough



Firstly, a belated welcome to 2021 and let's hope that with the rollout of vaccines at least some part of this coming year we can resume our traditional 'face to face' car club activities with minimal health restrictions

Once again, I must report that officially we have no unrestricted runs planned for the beginning of 2021, but the Illawarra register will continue to hold advertised social events in conjunction with the Jaguar drivers Club of Australia (Illawarra & Southern Highlands Register) and by observing the relevant COVID health restrictions, we plan to continue with relaxing outdoor venue social runs- to which you can bring out the MG If the weather is reasonable or in the modern if it isn't!

The main difference is that until these events again can become official car club events- each of us attending on club plates will need to use a logbook day to attend.

Our final run for 2020 was a combined social run held on the late morning of Thursday 26 th of November 2020
A run to Cataract Dam (Appin Road)

We had about 20 people turn up in a range of MG's & Jaguars and we all had an enjoyable and relaxing time with a self-catered meal and then a leisurely inspection of the dam afterwards. A very pleasant and relaxing activity

Our first run for 2021. 25th March

A Twilight social run to Stuart Park
(Hanley Drive North Wollongong)

Start: 6pm Thursday 25 th March 2021

For details of the venue itself see:-

<https://www.wollongong.nsw.gov.au/explore/sport-and-recreation/playgrounds/playgrounds/stuart-park-playground>

Again it is a self-catered event, so please bring everything you need for your numbers attending i.e. food, drink tables & chairs if required.

We will book a covered venue in case it rains, and the usual advice applies- please bring your classic car if you can and your modern if you can't!

Let me know you are coming along:

Contact: Michael Hough to book by Monday 21st March
mhough5@gmail.com or 0418 42474

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

Michael Hough



Wild Apricot Update

Sheila Trotman



Since engaging Highland Creative to commence the migration of our membership data into the Wild Apricot system, a lot of work has taken place behind the scenes. The main concentration just before the Christmas break was on exporting the data from our current system into a format that is compatible with the new system. We also took a detailed look at the most useful and appropriate parameters for membership profiles and accompanying car details. This has now been completed and the new Membership Directory, which is really the engine room of the system, is straightforward, simple to navigate and looks great. At the same time it will provide comprehensive data as the backbone for all other club functions such as membership renewals and events.

Once everyone was back on deck after Christmas, we began working on some of the background elements such as integrating with our website and the online regalia shop, the financial gateway and SMS providers. As with any project like this, there are many people who contribute and we are very fortunate in the Club to have the benefit of great professional knowledge in these areas that we have been able to call upon.

When we go live with the system, we will be asking Members to check their profiles for correct address, email, telephone details and to add information about their cars, including modifications etc. It will of course be a learning curve for all of us, but the system is very intuitive and user instructions are easy to follow.

We have also been looking at ways to utilise the system to streamline other roles within the Club and with Brian Woolmer's assistance are currently investigating how to make the concessional registration process more streamlined. More on that later.

Over the next few weeks we will be carrying out user acceptance testing and following that we will be ready to bring the new system to you.

We are almost there!

Sheila Trotman, Membership Secretary



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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 replace both original part 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

MG & Motoring Books for Sale.

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 & other Motoring Books for sale.

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

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

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Set of 4 brake slave cylinders used, but good con, set 80
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Camshaft standard \$120

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Badge Bar brand new – Moss \$70

2 off 5" wire wheels. ea \$40

All prices o.v.n.o

Location: Northern Beaches or post at your cost

Contact: David Taylor 0438 263 177
deepee.taylor@icloud.com



MGB Wheels

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

mbluestone@y7mail.com



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1977 MGB roadster

rubber bumper parts for sale

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powdercoated propshaft, reconditioned joints \$150

MGB front anti roll bar powdercoated	\$50
MGB front discs x2	\$60
Original factory front wing nearside	\$225
MGB firewall steering cone for RHD conversion	\$50
MGB roadster windscreen spare bottom rail	\$20
MGB roadster windscreen frames x2	\$50
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

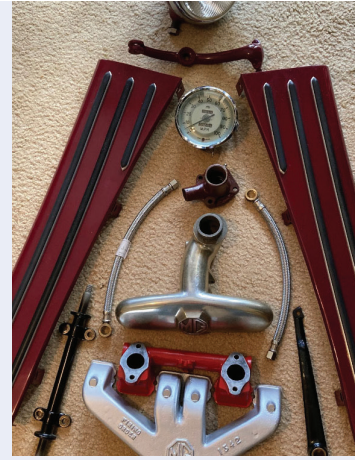
New Facet electric fuel pump in box	\$125
Pair Rover V8 4.6L rocker covers	\$75
Pair Rover SD1 3.5L original rocker covers	\$25
Fabricated tunnel height extension in steel, suitable for fitting taller Rover gearbox in MGB	\$25

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 carb 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.

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



MGB Haynes Workshop Manual	\$15
MGB Guide to purchase and DIY restoration - Lindsay Porter -	\$15
BMC and Leyland B-Series Engine Data - Lindsay Porter, pristine	\$15
Improve and modify MGB - Porter and Pollard, pristine	\$15
SU Carburettors Types H,HD,HS,HIF, to 1976 -Haynes tuning and overhaul, specs + Carb Balancer Kit	\$15
Original MG Handbook for Tourer GHN4 and GT(GHD4) -	\$10
6+ extensive parts catalogues from 70s to 80s history of the Marque, large number of MG Enthusiast from 70s to 80s, other Classic Car issues that covered MGB. As new MG logo leather gearstick cover, and fob key ring to gift to buyers.	

Location: West Chatswood Sydney

Contact: Basil Laszynsk

0415 744 070.

blazy46@gmail.com

MGB Roadster.

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

For MGTF ...Wanted

Side curtains front & rear,

Condition not a problem

Side screens x2 front

Side screens x2 rear

Aluminium louvered engine vent under the front mudguard x1

Location: Newcastle

Contact: Ken Lees

0414 494 448

ken.lees1234@gmail.com

NEW





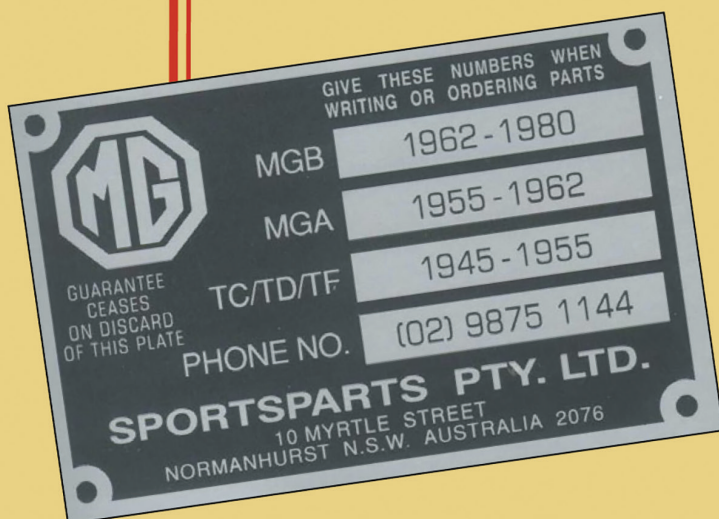
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