



Official Journal of the MG Car Club – Sydney

Opposite Lock

City of Canberra



VH-OJA



March 2021

In this issue

Come Fly with Us

MG Motor Electric SUV

MG Motor Show & Shine

Alf Luckman Memorial Run

MGCC Sydney Club Calendar 2021

MARCH

- 1 Board Meeting
- 7 North Shore Sporting Club- St Ives
- 9 Members Gathering, Strathfield Golf Club
- 17 Mid Week Muster, Bob Parkinson
- 21 Club Run, TD Registrar
Michael & Jacqui Gerondis
- 25 Illawarra Register Run, Michael Hough
- 28 CSCA Wakefield Park hosted by Lotus

APRIL

- 2-5 Easter Run, Albury - Wodonga, Charlie Frew
- 4 North Shore Sporting Club- St Ives
- 11 Pre War Run, Robert Smith
- 12 Board Meeting
- 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, Cancelled

MAY

- 2 North Shore Sporting Club- St Ives
- 3 Board Meeting
- 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

- 6 North Shore Sporting Club- St Ives
- 7 Board Meeting
- 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

- 4 North Shore Sporting Club- St Ives
- 5 Board Meeting
- 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

- 1 North Shore Sporting Club- St Ives
- 2 Board Meeting
- 8 Club Run, TC Registrar, John Carter
- 10 Members Gathering, Strathfield Golf Club

- 14 CSCA Sydney Motorsport Park, Gardner
hosted by Morgan
- 15 CMC Shannons Sydney Classic Display, Sydney
Motorsport Park. Greg Fereday
- 18 Mid Week Muster, Bob Parkinson
- 19 Illawarra Register Run, Michael Hough
- 29 All British Day , King's School, David Noble

SEPTEMBER

- 5 North Shore Sporting Club- St Ives
- 6 Board Meeting
- 10-12 Gathering of the Faithful hosted by
MGCC of Wagga Wagga, Peter Baldry
- 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
- 3 North Shore Sporting Club- St Ives
- 5 Board Meeting
- 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*, **Postponed till 2022**
- 24 MGCC Concours & Display Day, Silverwater Park
Allen Gower
- 31 CSCA Sydney Motorsport Park, North
hosted by Jaguar

NOVEMBER

- 1 Board Meeting
- 7 MGA/MGB Workshop Day.
MGA Registrar, Greg Keenan
- 7 North Shore Sporting Club- St Ives
- 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
- 21 Australian F1 Grand Prix, Melbourne,
Daniel Riccardo*

DECEMBER

- 5 North Shore Sporting Club- St Ives
- 6 Board Meeting
- 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*

President's Report

Charlie Frew

It is with sadness that I open this report with an acknowledgment of the passing of Ron Taylor, Life Member of the Club. Whilst not unexpected it is always deeply regrettable when a member of the club passes away especially one that has contributed to the prosperity of the club in so many ways over the years. Since the cancellation of the 2021 National Meeting in October last year it has been the Sydney Club's intention to put on a family run to that location as a substitute to the national event. From the moment we promulgated this with the Victorian Club a number of their members indicated that they would like to join us. Accordingly, both clubs have retained a number of accommodation bookings in two of the larger motels in Albury. It is intended that this event will go ahead over the Easter long weekend 2nd to 5th April 2021. A number of members have already indicated they will travel down to Albury on Thursday 1st April 2021.

I have tabled below a proposed agenda for you all to consider. I stress that some of the venues may change depending on the number of participants we get for the meeting. At this stage we are budgeting on 100 members made up of the Sydney, Wagga, South Australian and Victorian clubs. Additionally, the event days may change for one reason or another. However, once we have firm numbers and venues booked, we will immediately advise participants of the firm agenda. In order to organize an efficient and memorable weekend I would be grateful if members would advise me of their intention to participate as soon as possible. As you will appreciate some of the venues are still under stringent Covid restrictions. The earlier we book the more likely we will be to secure venues that will support our numbers. As always should you have any queries relating to this agenda please call me on 0488 223 322.

ALBURY GET TOGETHER 2nd to 5th April 2021

(Easter Weekend)

Thursday 1st April

A group of members will be travelling down on this day. If you would like to join this group once again please advise me as soon as possible and we will organise a rendezvous point just out of Sydney.

Friday 2nd April

For those arriving on the Thursday 1st April, a scenic run through lower NSW is being planned and an itinerary will be available from the 15th March 2021.

Lunch at a country Pub, yet to be confirmed.

Noggin N Natter & Rocker Cover Races, Albury Paddlesteamer Carpark from 5 pm.

Proposed dinner at the Paddlesteamer Max 60-70 people from 5 pm.

Alternate venue for dinner Downtown Pizza Albury.

Saturday 3rd April

Observation Run

Dinner at your leisure

The Bended Elbow has been booked for 50 patrons.

Sunday 4th April

Display of our cars at Murray River Park, Bonegilla Migrant Experience and/or Bandiana Army Museum

BBQ in park – opposite Albury Paddlesteamer (Working on getting salads etc. provided through the Paddlesteamer)

Monday 5th April

Kimber Run

Final dinner and storytelling at The Bended Elbow Hotel Albury.

Rooftop bar and restaurant. Maximum capacity under current Covid restrictions 100 patrons. If the restrictions are eased this number can be increased up to 200 patrons.

Finally, it is expected that there will be some event participation costs most notably the final dinner at The Bended Elbow and these will be will need to be prepaid. It has been suggested that we will use the Victorian register system for this payment as it is still open from the original organisation of the 2020 National Meeting. I will provide more details with regard to registration via a running board shortly. Once again, an early indication of numbers is essential to complete this process.

From an event perspective the year has got off to a terrific start with in excess of 50 cars participating in MG RV8 Register Drive on Sunday 21st February.

Well organised Alan!

It is pleasing to note that we are able to run our Midweek Muster once again and I thank Bob Parkinson for taking this task on board again this year.

March 21st is our club run to Vaucluse House hosted by the TD Registrar please support our new registrars and make this a memorable occasion.

I will be an apology at next month's gathering and Greg Fereday will be hosting on my behalf. I look forward to seeing you all at the run to Vaucluse House and I trust that you have an enjoyable March.

Charlie Frew





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March 2021 Cover:

Taken by Greg Fereday on the MG RV8
drive to HARS.

March 2021 *Opposite Lock*

Contributing photographers:

Thanks To:

Michael Hough,

Alan Heritage,

Greg Fereday, Hilary Wren,

Matt Crawford, Bruce Duncan

Tom Accel

Ros Bastian

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 |
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| 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 | mhough5@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 | | | |

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 Vacluse House , 69A Wentworth Road , Vacluse.

Breakfast : 9.00 am At Estate Vacluse 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 are lovely gardens at Vacluse house so if you are a gardening enthusiast, give yourself some time there before we head off. If anyone wants to view the route for the run, we will meet at Vacluse House, Wentworth Rd Vacluse There is a good parking area where we can set up all together.



Michael & Jacqui Gerondis



Drive: From there we go on Hopetoun Ave to Watsons Bay and Camp Cove then around the roundabout at HMAS Watson and along back to Old South Hear Rd turning into Military Rd and down to Bondi (the City to Surf race route). Along Bondi Beach to Tamarama and on to Coogee, Maroubra and then past Long Bay Gaol and the new housing development at the site of the old Prince Henry Hospital joining onto Bunnerong Rd taking us down to La Perouse, a very pretty historic site named after the French explorer, Comte de Laperouse who arrived at Botany Bay two days after the First Fleet. Had he been a bit quicker, perhaps we would all be speaking French.

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 0411 390 285 mgerondis@optusnet.com.au

Please RSVP by 14th March to Michael to secure your breakfast

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!

| | |
|------------------|-----------|
| Scott Ryrie | Post 2010 |
| Murray McLean | MGB |
| Geoffrey Pearson | MGA MGB |
| Gary Bowen | MGB |
| Andrew Coppin | TC |
| Geoffrey Heise | Spitfire |
| David Hazelton | MGA |
| Geoffrey Heise | |



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!*



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



March Members Gathering- Strathfield Golf Club. 9th March, Dinner from 6.30pm

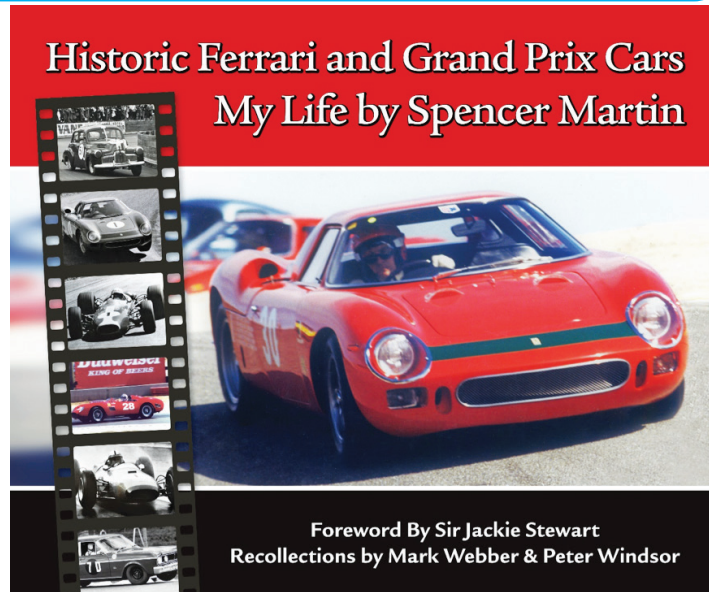
Guest Speaker : Spencer Martin

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

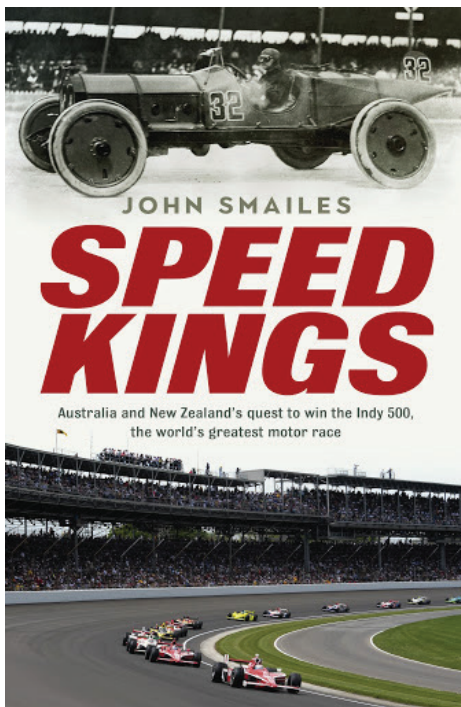
Starting with his home-built special then on to Ferraris, Brabhams, Maseratis, Porsches, Alfa Romeos and Jaguars ...and many more!

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.



April Members Gathering- Strathfield Golf Club. 13th April, Dinner from 6.30pm



Guest Speaker : John Smailes

John Smailes is a journalist, motor sport commentator, publicist and until recently the proprietor of a specialised communications agency. He was co-commentator with Will Hagon on the ABC's national coverage of the Australian Touring Car Championship at the combative height of the Ford vs Holden wars.

As a young reporter he covered the London-Sydney Marathon and has a substantial library of photographs as well as contemporary interviews and records.



His recent books are Race Across the World and Mount Panorama.

His latest book is Speed Kings – Australia and New Zealand's quest to win the Indy 500, the world's greatest motor race

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





**ALBURY GET TOGETHER 2nd to 5th April 2021.
Easter Weekend.**

Thursday 1st April

A group of members will be travelling down on this day. If you would like to join this group once again please advise me as soon as possible and we will organise a rendezvous point just out of Sydney.

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Sunday 4th April

Display of our cars at Murray River Park, Bonegilla Migrant Experience and/or Bandiana Army Museum

BBQ in park – opposite Albury Paddlesteamer

Monday 5th April

Kimber Run

Final dinner and storytelling at The Bended Elbow Hotel Albury.

Rooftop bar and restaurant. Maximum capacity under current Covid restrictions 100 patrons.

If the restrictions are eased this number can be increased up to 200 patrons.

Please indicate your interest: **Charlie Frew** . 0488 223 322. charlie@charriefrew.com

Please send the following details to **Frank Perry** 0411 489 118 fmsmperry@optushome.com.au

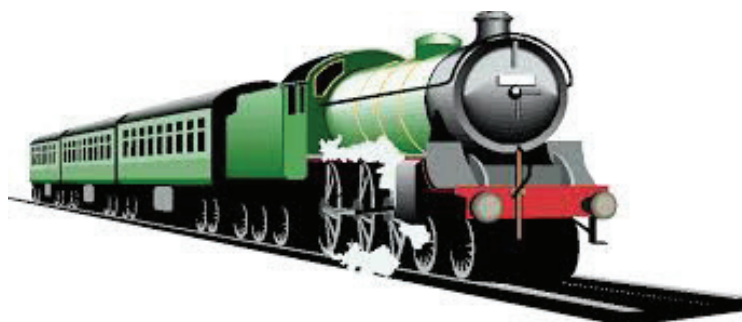
Name: Mobile phone number: Email address: Vehicle Type: Registration number : Vehicle colour :

Accommodation: Transport to meeting (driving or towing) Travel dates to & from the meeting.



CECIL KIMBER BIRTHDAY RUN SUNDAY 11 APRIL '21

WE'RE OFF TO THE NSW RAIL MUSEUM IN THIRLMERE



MEET: McDonald's, Ash Rd. Prestons @ 9.00am for 9.30 departure
After clearing the smog enjoy a drive along some flowing back roads to our destination

Lunch options:

BYO, Café's in Thirlmere or the Welcome Inn Hotel Thirlmere

BOOKINGS TO: Robert Smith (E) robert_smith@live.com.au

COST: \$10.00 pp (seniors/concession) \$15 pp (adult) \$5 pp (child 4-12)

PAYMENT: in advance on line to MGCC St George Bank
BSB 112-879 A/c # 043811680

Please note "Surname & Kimber" on payment receipt

Come Fly With Us

David Massey

MG RV8 Register Drive SUNDAY 21ST FEBRUARY



After a week of rain showers it was pleasing to wake up to blue skies and no clouds. It made it an easy decision to take the B with hood down for the day.

The run started at 9:00AM at the Bald Hill Lookout; the launch site of the early aeronautical designs of Lawrence Hargrave in the 1890s

that spawned the rapid growth of aeroplane development.

It was great to see so many MG's of varying vintages throughout the carpark. Over 30 cars ranging from Matt Crawford's Y type and Stewart McAlister's TF through to modern TFs and our new members Ann and Botros Sabbagh in an MG3. Even at this hour parking was at a premium and I was lucky to score a spot. Some later arrivals were forced to double park.

After essential morning coffees we headed off following the coast road down past Stanwell Park and over the Sea Cliff bridge. I was following an F type Jaguar, the driver of which, despite his best efforts could not get away from my aging B. That is until the traffic cleared when we turned onto the motor way, and that was the last I saw of him.

Turning into Shell Harbour airport I was directed to join the other MG's parked under the QANTAS 747-400 "City of Canberra". Not only did it look impressive, but it also afforded a lucky few with shade for the day. We were to tour through this plane later on in the day. Amazingly, in its' working life, this plane carried over four million passengers and travelled the equivalent of 110 return trips to the moon.



From here HARS split the 54 members into groups of ten and we were taken on an extensive tour of the impressive and varied aircraft museum collection. The many displays are in varying stages of restoration from literally a collection of parts up to full flying condition and cover both civil and military aircraft. It seems that restoring aircraft is similar to restoring MG's in that it takes far longer and costs far more than originally envisaged. One of the highlights of the tour was witnessing car club members attempting to climb into the pilot's seat of an F111C. Obviously F111 pilots were lighter and more agile than your average MG car club member, myself included. There are too many beautiful and interesting aircraft on display to mention them all. Needless to say, the tour was enjoyed by all and there were many questions asked of our guide who did a tremendous job leading us around the various hangers and providing interesting historical commentary on each of the planes.

Following our tour we settled down to lunch in the "Café Connie" and soon after joined the procession of Sunday afternoon traffic heading to various home destinations. An enjoyable day was had by all and many thanks go to Alan Heritage, RV8 Registrar and Allen Gower, Assistant Treasurer and Michael Hough Illawarra Register, for organising a wonderful drive and an interesting tour into our aviation history.

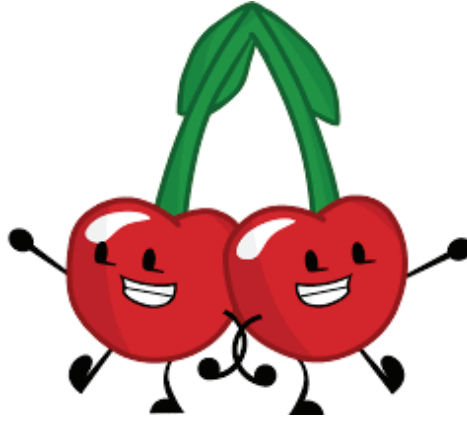


David Massey



Come Fly With Us





**TOUR de YOUNG
12 – 14 June 2021**

Theme Night: “IF I was YOUNG again”

Get your reservation in early as limited numbers available

Saturday: Meet venue to be finalised

Then enjoy the day driving great country roads with activities & stops en route to our accommodation at Young. Afternoon arrival at motel accommodation for a noggin and natter. Evening dinner, dancing and our much loved fancy dress event!

Sunday: Following breakfast we’re off for special things to do & places to visit with a sensational finishing highlight

& yes..... there might even be some questions to keep you on track & maybe trick you!

Monday: Breakfast then depart at your leisure

Please complete & return the booking form to Robert Smith*:**

M) 0407 600632 E) robert_smith@live.com.au PO Box 606 Roseville NSW 2069

*****\$100pp deposit & final payments to be made via the Club online payment system:**

Bank: St George / BSB: 112-879 / Account #: 043811680

Please include your “surname & YOUNG” in the transaction description

Name/s: _____

Address: _____ **P/code:** _____

Contact: (H) _____ **(M)** _____

(E) _____

Dietary requirements: _____

The Alf Luckman Memorial Fish & Chips Run



The Alf Luckman Memorial Fish & Chips run is usually held in the middle of January each year. This year due to Covid-19 restrictions limiting outdoor gatherings to less than 30, it was decided to delay the Run until the 30th of the month, in the hope that the numbers allowed would be increased. As it was the State Government increased the numbers to 50 on Wednesday the 27th January and as such it was agreed to go ahead with the event.

As numbers attending the run needed to be controlled, I had requested everyone intending to come to contact me by e-mail or SMS. The system worked well until the day before the event, when suddenly we had 66 people expressing a desire to attend. As I did not see these late registrants until the following day, and the weather was less than appealing I expected a number "no shows". Even so I thought the registration process worked quite well, particularly for the e-mail contacts as their contact details could be stored in a separate file on computer, which was useful for subsequent group mail outs. Should we need to run a similar process, in the future, registration for such an event should close a few days before the event, to ensure we do not run over the

allowable numbers.

As it was the weather in the morning of the day was a constant wet drizzle. As luck would have it, it suddenly changed to glorious sunshine around lunch time. We had a total of 44 attendees, well within the maximum allowed, and certainly a good turnout considering the morning's weather.

Ten club members in five cars assembled at the Bull & Bush Hotel and set off for Berowra Waters at 4 pm. Two MGYs led the way out, followed by an RV8, a TF 1500 and an MGTF160. All seemed to go well until we reached the Castle Hill round about, where four of the five cars seemed to get lost. Although we waited for several minutes, none of the others appeared. As such we proceeded to the set destination, arriving at 4:30 pm. The others found their own way by an alternative route some ten minutes later.

Of the cars then attending the event there were: MGY-Types 2, MG TC 1, MG TF 1500 2, MGA 2, MG Magnette 2, MGB 5, MGB GT 2, MG RV8 2, MG 6S 1, MG 3 1, and 3 moderns.

The weather being a perfect Sydney afternoon, we all gathered, not in the shelters, however on the grass in front of the shelters, in the shade provided by them. There were several beautiful cars, some of which I had not previously seen at previous events. Everyone at the event was just so happy to come out for a Club Run, which had been few and far between in 2020.

The event ended around 8 pm as further rain was predicted. Driving home, lightning could be seen in the southern sky, and as we pulled into the driveway there was a light sprinkle of rain. It had been a perfect afternoon for an MG event.

Matthew Crawford



A beautiful example of a restored Magnette ZA owned by Nigel & Melinda Martin



MG Motor Electric SUV.ZS EV

MG Motor Australia is delighted to announce its all-new, fully electric MG ZS EV has been awarded a 5-Star ANCAP safety rating.

The MG ZS EV is the marque's first fully electric SUV, and has set a new industry benchmark for affordability, in a bid to make electric vehicles a mainstream choice for all new car buyers.

The 5-Star model is available from driveaway pricing of \$43,990 and is backed with an 8-year 160,000-kilometre battery warranty, a 5-year unlimited kilometre vehicle warranty.

- New MG ZS EV awarded top marks with 5-Star ANCAP safety
- MG seeks to fast-track EV adoption by breaking through price barriers
- Backed by an 8-year 160,000-kilometre battery warranty, 5-year unlimited kilometre vehicle warranty, and 5-year roadside assist

The ZS EV was awarded the highest possible safety rating due to its extensive list of driver safety equipment as standard. Furthermore, MG Pilot driver assistance suite plays a key part in MG Motor's continued commitment to safety, and includes Adaptive Cruise Control, Front Collision Warning, Emergency Braking, Speed Assist and Lane Departure warnings plus others.

The ZS EV's high level of safety is also thanks to its battery safety measures, and the high strength cabin and torsional rigidity of the MG ZS chassis design. The model

was tested in 2019, with 5-Star safety applicable to all ZS EV models in Australia.

Battery safety and availability was a critical consideration to MG Motor for reliability, safety and comfort, as one of only one of three carmakers in the world to own their own battery production facility. This means that the 44.5-kilowatt battery is built to the highest quality and safety standards. Independently certified, the battery is shielded by high-strength steel enabling it to withstand fire, submersion, impact, dust, pressure and salt spray.

Peter Ciao, CEO, MG Motor Australia and New Zealand, said: "The MG ZS EV is the third MG model in Australia and New Zealand to benefit from our Driver Safety Technology known as MG Pilot. This unique driver assistance suite is key to the additional safety of our range, so we're delighted to see the ZS EV recognised with the highest possible safety rating."

The MG ZS EV is the marque's first fully electric SUV, and has set a new industry benchmark for affordability, in a bid to make electric vehicles (EVs) a mainstream choice for all new car buyers. Recently launched in Australia, the model is available from driveaway pricing of \$43,990 and is backed with an 8-year 160,000-kilometre battery warranty, a 5-year unlimited kilometre vehicle warranty and 5-year roadside assist package, to provide owners with significant peace of mind.

For more information on the MG ZS EV, please visit: <https://mgmotor.com.au/models/mg-zsev/>





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MG Motor Show & Shine

In the last quarter of 2020 MG Motor held an on line Show & Shine. Below are the three winning car from our Club.

Bruce Duncan won Retro MG Group and received a \$750 voucher

Alan Heritage won Best MG RV8 in show .

Greg Fereday won Best MGB Mk1,1962 – 1967 in show

Alan & Greg won a \$100 gift pack – an MG sports bag, key ring, coffee mug and MG teddy bear!

Keeping the flag flying for Sydney, there were too many Victorian winners!

Worth entering next time they have one.

Greg Fereday



Roller Lift Jacks

The red painted Rollalift jacks for the MGB were supplied by Shelleys in Aston, Birmingham. The others were supplied by King Dick.

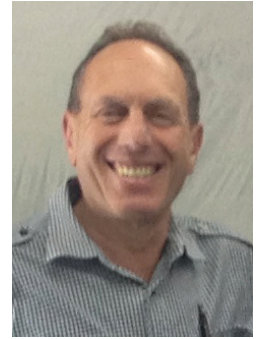
R T Shelley has an interesting history. They were predominantly steel tool manufacturers. However there is a connection between Shelleys and the famous motorcycle company Norton. Bob Shelley knew James Landowne Norton ("Pa Norton") who had established the Norton motorcycle company.

Now Pa Norton was an excellent engineer, but not a good businessman, so Shelley's acquired Norton, to which company Shelley's were already supplying components.

The Norton company was on-sold in 1953 to Associated Motorcycles (makers of AJS, Matchless, James and Francis-Barnett) but I digress.

If anybody happens to be interested, there's some more

Tom Aczel



information here:

https://www.gracesguide.co.uk/R._T._Shelley

I decided to freshen up my MGB Rollalift jack. I unfortunately erred in painting the winding handle "Shelley Red" too. I might attack that mis-step one day!

I obtained an excellent reproduction of the original label from someone with the surname Eastlake in the USA, but he seems to have soon after disappeared from view, so unfortunately I can't point others who may be interested in the right direction to obtain similar replacements. Possibly other sources have since emerged.

Tom Aczel





Old Speckled Hen Outing

Sunday 16 May 2021- Arrive from 9:00AM
Kurrajong School of Arts, Stanley Park, East Kurrajong



Enjoy a day out post-COVID for the Hobby & Motor Show and assist the community badly affected by the Gaspers Mountain fires in 2019/2020.

Classic & Vintage Vehicles, Tractors, Antique Tools and Machinery, Local Artists, Crafts, Family & Local History, Handmade Jewellery, Military Miniatures & WW1 display, NRMA display, Plants, Railway Memorabilia, Rocker Cover Races, Stamps & Coins, Vintage Toys & Games, Woodworking. Food & drinks available.

Presentation of Old Speckled Hen perpetual trophy to one lucky participant of my choice, possibly furthest travelled, oldest car, best car on the day or just at my discretion.

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Organised on behalf of the CMC and
MG Car Club - Sydney
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History of the Car Radio

Seems like cars have always had radios, but they didn't.

One evening, in 1929, two young men named

William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset.

It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios. Lear served as a radio operator in the U.S. Navy during World War I and it wasn't long before they were taking apart a home radio and trying to get it to work in a car.

But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago.

There they met Paul Galvin, owner of Galvin Manufacturing Corporation.

He made a product called a "battery eliminator", a device that allowed battery-powered radios to run on household AC current.

But as more homes were wired for electricity, more radio manufacturers made AC-powered radios Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it.

He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker.

Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard.

Good idea, but it didn't work – half an hour after the installation, the banker's Packard caught on fire. Needless to say they didn't get the loan!

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association Convention.

Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it.

That idea worked -- He got enough orders to put the radio into production.

That first production model was called the 5T71.

Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names -

Radiola, Columbiola, and Victrola were three of the biggest.

Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola.

But even with the name change, the radio still had problems:

When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression.

By that measure, a radio for a new car would cost about \$3,000 today.

In 1930, it took two men several days to put in a car radio.

The dashboard had to be taken apart so that the receiver and a single speaker could be installed and the ceiling had to be cut open to install the antenna.

These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them.

The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car radios that cost 20% of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression -

Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory.

In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tyre company to sell and install them in its chain of tyre stores.

By then the price of the radio, with installation included, had dropped to \$55. The Motorola car radio was off and running.

The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.

In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts.

In 1940 he developed the first handheld two-way radio

The Handy-Talkie, for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II.

In 1947 they came out with the first television for under \$200. In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon.

In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the largest cell phone manufacturers in the world.

And it all started with the car radio.

Whatever happened to the two men who installed the first radio in Paul Galvin's car? Elmer Wavering and William Lear, ended up taking very different paths in life.

Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet.

Not bad for a guy who dropped out of school after the eighth grade.

Sometimes it is fun to find out how some of the many things that we take for granted actually came into being!

Submitted by Lindsay Pryor.

The MG Dipstick

Eric Hayes



Was William Morris really the first UK car manufacturer to import the Dipstick from the U.S.A?

When William Morris went to the USA in the early years of the last century to confirm orders for the Continental Red-Seal engine which he needed for his factory, he imported more than he bargained for. The USA company would build engines and send them by sea to the factory in Cowley Oxford, for almost half the cost of similar British made units.

These early Morris cars in the shape of pre WW1 Morris Cowley had a very unusual method of checking the sump oil quantity. Today we accept the system as the norm, but for a light car of those times a dipstick was very unusual. It was so simple, as all good ideas are. You simply opened the bonnet and pulled up the dipstick to read off the flattened edge the depth of oil in the sump. Other UK manufactures quickly followed suit and copied the American dipstick. Was it thus, William Morris who imported the dipstick into the UK.

By the time Cecil Kimber comes onto the scene, and began modifying the Morris Bullnose and the smaller Cowley, all Morris engines had a dipstick to assist the owner to monitor the car's oil consumption. The MG 14/28 and 14/40 used what was basically a Morris engine, lightly tuned and with better bodywork.

The years rolled by and MGs used overhead camshaft engines, then the slump of the late 1920s arrived. By the mid 1930's Morris production had dropped from 1500 cars a week to below 900.

So William Morris put Leonard Lord in charge of production.

He quite correctly slim-lined the number of differing models. In two years he had Morris cars hitting record numbers again as others went to the wall.

One of the results of this harsh regime was the ending of individual models being made in small numbers. By 1935 MGs were to use parts from the corporate parts bin and the new MG TA Midget found itself based on the current Morris 10/4 and Wolseley 10/40 model.

Quite a number of MGs used dipsticks to measure both oil and petrol.

The TA gave way to the TB, when MG were given permission to upgrade the new 1140cc Morris Ten/4 series 'M', 'X' " series engine, to the well known 1250cc ;XPAG'.

From 1939 to 1955 MG used this 1250cc almost exclusively . However, it also found its way into Wolseley models, the Brockhouse 'tractor engine and the 'Navigator 'marine unit. Most of these were the 1140cc version, but the Wolseley used a 1250cc copy of the MG 'SC2' unit. Here the dipstick comes into its own. In MGs the dipstick was always on the nearside [on RHD examples] just behind the oil filler. Other uses of

the same cylinder block led to the dipstick hole being on the other side of engine, particularly Wolseley 4/44.

At the 2004 MG Spares Day at Stoneleigh there were many stalls with second hand spares. One stall had a 1250cc 'X' series engine for sale with a note saying that it was a TD2 unit. This simply means it is the second series of that engine, with an eight inch clutch and an oil filter unit with the oil pump having external pipes.

But upon inspection this engine had no less than two dipstick holes. The engine identity plate was an aluminium one, about 1.5" square, stamped with a four figure number. I wonder if anyone purchased it?

The dipstick hole on the offside gave it away as an ex Wolseley 4/44 engine. But someone had drilled out the boss on other 'MG' side and was probably removed from a TD, but began its life in a 1952-1956 Wolseley 4/44 saloon. There is nothing wrong with 4/44 engine, but to advertise it as a TD2 unit, quite frankly is against the trades description law!

No car fitted with twin carburetors and manifolds is going to hide the dipstick underneath them, making it all but impossible to withdraw the stick. The 4/44 had its dipstick there as the car was very wide and high and in the current MG position it would have meant literally diving into the engine bay head first to find it. With only a single carburetor moving the dipstick to the other side, nearer to the front was the cure.

Note that many later engine cylinder blocks have the boss for both MG and Wolseley [and some Marine uses] as part of the casting. But only one of them will be drilled for use. On the post BMC MGs where the 'B' series engine is used, it is the position of the sump which dictated the dipstick position. On ZA and ZB Magnettes the sump is very forward, but it is also forward on the Wolseley 15/50 and the Morris Commercial 10cwt 'Type' vans as well. On these models the dipstick lives under the dynamo, at a slight angle. On those cars with the rear facing sump, such as virtually all Austin/Morris and post 1959 Wolseley/Riley models, as well as the MGA and Farina Magnettes, the dipstick is upright just aft of the dynamo or alternator. As this engine's cylinder block was so widely used from 1952 to 1981, permutations are numerous and in such cases you can only go by the engine number prefix. However this is often chiseled off so you cannot argue that the MGA1600 Mk 2 1622cc engine for sale is in fact one from an Austin A60.

Knowing a bit about dipsticks can be very useful.

From an Article by Neil Cairns

Submitted by Eric Hayes



MG Pre-War and TYme Event

Event Information and Registration is now available for the MG Pre-War and TYme Event to be held in Canberra from 1 to 4 October 2021. The information and registration form can be found at: <https://mgcccanberra.org.au/>

Inquiries concerning the event may be sent by email to mg-pre-war-tyme@mgcccanberra.org.au, or by phone to:

- Pre-War Registrants: Malcolm Robertson 0408 627 685
- T Type and Y Type Registrants: Kent Brown 0412 558 029






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North Shore Sporting Club-St Ives

The North Shore Sporting Car Club invites members of the MG Car Club Sydney to attend the monthly Auto Brunch car display at St Ives Showground.

This a great meeting place for historic car of all marques, which is held the first Sunday of every month from 8am at the Show Ground.

Come and join other car owners and display your car or just look at those on display.

Bring along your car and/or car parts for sale or if it's more convenient bring a photo/list to stick on the FOR SALE notice board.

If you provide products/services to car enthusiasts bring along your card or flyers to stick on the PRODUCT/SERVICES notice board.

Have a great coffee or early BBQ Breakfast with fellow car enthusiasts!

The MG Sydney Car Club Board have endorsed this meeting and it is now part of club events , so no need to fill in your log book.

I look forward to welcoming you to our next meeting on Sunday 7th March.

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MG Car Club takes a Shine to Green Machines

Malcolm Robertson... "If we want to keep enjoying these vehicles we love so much it's time we did something about their carbon load." Photo: Malcolm Robertson.
In the aftermath of the smoke that last year blanketed



Canberra and the freak hail storm that damaged nearly 45,000 vehicles, dedicated member of Canberra MG Car Club Malcolm Robertson had come to a hard realisation.

"Our favourite hobby, driving MGs, unfortunately contributes to Australia's overall emissions," he said.

"It's time we did something about it."

In what he believes will be the first for a motoring club in Australia, Malcolm has instigated a new program that will aim to offset the MG club's carbon emissions.

He still remembers the moment he fell in love with the iconic British sports cars.

"I was a young boy stuck in the backseat of a Vanguard station wagon deep in Sydney traffic," he said.

"Nose pressed up to the window, I see pull up beside me the most beautiful car I'd ever looked at, and I noticed it had a little badge that read 'MG'."

"I found out it was a TF 1500, and by the late '60s I had bought myself one second hand as a graduate."

Ever since, Malcolm's passion for the cars has only grown. In 1975 he found the Canberra MG Club, first started in the late '60s, was next to non-existent.

"There were a few MG drivers around Canberra but none were attending meetings. Myself and a few others took charge and tried to grow the club as best we could," he said.

It worked. Today it boasts around 250 members, and Malcom now races the cars as part of his passionate hobby.

But with the ever developing news about climate change and the last devastating Australian summer, he started thinking about the impact he and the club were having.

"Over a year our club cars will contribute several tonnes of CO2 to the Australian total," said Malcom.

"If we want to keep enjoying these vehicles we love so much, especially in the future, it's time we did something about their carbon load."

Now they've done the maths calculating their emissions, and are partnering with reforestation organisations to

plant enough trees each year that will offset the CO2 the club produces.

They're also adding a voluntary additional cost to the membership fee to help with the planting process.

Malcolm advocated the initiative with the help of club vice-president Kent Brown and treasurer Brian Calder, who also recognised the importance of being proactive in their carbon footprint.

"Summer last year was a real wake up call," said Kent, a motorsport enthusiast since he was a child with MG posters covering his bedroom walls.

"We wanted to be proactive and get on the front foot now. If we do our bit we thought others might be inspired as well."

From left, Brian Calder, Kent Brown and Peter Dalton with their classic MGs. Photo: Malcolm Robertson.



Brian also remembers how he fell in love with MG's, a 12 year old intently watching a neighbour's 1940s model MG.

As another architect of the initiative, he wants the club to do its part for the environment while still enjoying the vehicles.

"This carbon-offset initiative sits inside a broader environmental consciousness we want to advocate in our club," said Brian

"Changing oil the right way, looking for ways we can make our hobby more renewable, it's all an important part of taking our own responsibility." They're also looking at new ways to use technology in a carbon-conscious way, assessing the possibility of renewable liquid fuels to further help reduce their footprint.

President of the MG club Peter Dalton is proud of the initiative.

"We all have to do our bit," he said.

"If MG owners want to continue to use their petrol-driven cars, they need to understand the social and environmental impact of that use and make sure they're doing something about it."

The four ultimately hope the new club policy might inspire others to try to do the same.

"One day when our grandchildren ask what we did during the climate emergency, we hope we can hold our head high and include the MG Car Club's Climate Policy on the list," said Malcolm

Nick Overall. 17th Feb 2021 Digital edition of the Canberra "CityNews.com.au" Page 8

Submitted by Alan Heritage



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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



Let's hope that with the roll out of vaccines just commenced, we can increasingly 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 and Southern Highlands Register. 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 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 first run for 2021 is:-

A Twilight social run to Stuart Park

Hanley Drive North Wollongong

Thursday 25th March 2021 at 6 pm.

For details of the venue itself see:-

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

Again, it's a self-catered event, so please bring everything you need for your numbers attending i.e. food drink and seating and tables if required.

We will book a covered venue in case it rains. Let me

know you are coming along:

Ring or email Michael to book in on 0418 42474 or mhough5@gmail.com, by Monday 22nd March 2021.

At this time the MG event will be limited to 30 people, but the number may change depending on the Covid 19 restrictions in force at the time.

Some good news- we had an official MG Car Club run to the Illawarra in February!

As a senior member of the Historical Aircraft Restoration Society (HARS), I assisted Alan Heritage with the early



organisation of the MGRV8 Register's run to HARS on Sun 21 Feb. It was a really successful run with an impressive roll up.

Below is a photograph I took to illustrate the venue as I 'dropping in' at the end of the run.

Let the good times roll!

Michael Hough





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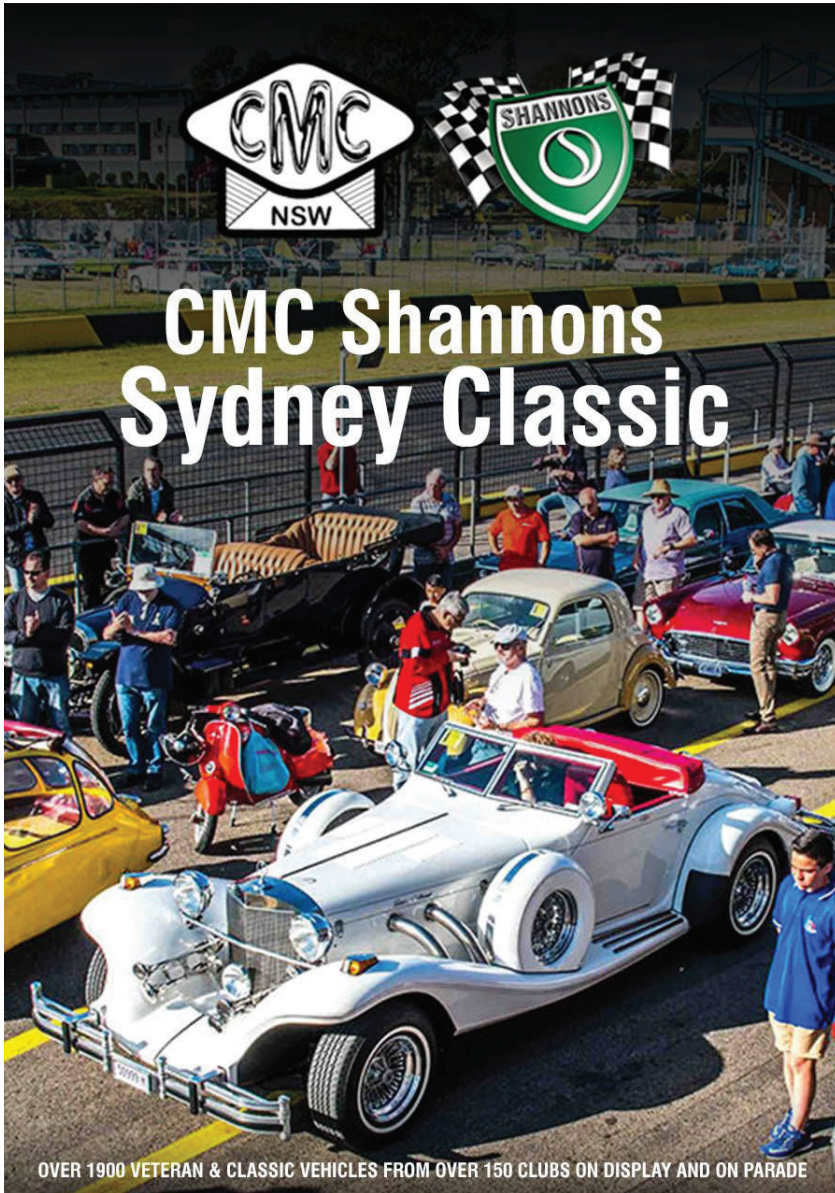
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Contact: Greg Fereday 0408 611 427
gregfereday1@gmail.com to reserve your place. Tickets will be available nearer to August when issued by the CMC.

Over 1900 Veteran & Classic vehicles from over 110 clubs on display at Sydney Motorsport Park Eastern Creek, including cars, motorbikes, scooters and military vehicles, police vehicles, ambulances & fire engines. It's on rain, hail or shine. There's also plenty to see and do indoors!

Double-decker bus rides around the track (gold coin donation for the Bus Museum) Trade displays in Pit Garages all day with books, models & all sorts of memorabilia available for sale at the CMC Markets, plus live music.

Don't forget, this is very close to Father's Day, so come along and pick up a gift that Dad will love!

It's a day for all the family with lots of things for Dad, Mum and not forgetting the kids with clowns, face painting and lots more – and it's free entry for kids under 16 years!

The CMC Trade Stalls and CMC Markets are a fabulous collection of car and non-car merchandisers, taking up every one of Sydney Motorsport Park's 50 double garages in the main pit building with thousands of wares, specials and collectibles!

There is something for everyone – and the markets run on the Saturday during the Morgan Supersprint (free entry), as well as on Sunday for the CMC Shannon's Sydney Classic day.

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- * Uses 50% less power than original starter
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- * Prices from \$ 310 plus postage

Designed to start an engine regardless of compression or engine temperature



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Classifieds - Cars

MGR V8 Modern Classic



Serial No 561

Registration Feb 2022

Complete respray of Woodcote Green, windscreen surround repaired and rust proofed inside.

Restored with: -

German EZ adj power steering

Brown & Gammons power windows

Replaced rear main seal & gaskets to engine

Professionally fitted new hood

New Clutch & pressure plate

Leather & upholstery steam cleaned

Insulation under the carpet.

New Bluetooth Pioneer Stereo with Electric automatic aerial.

New rack boots & floor mats

New thermo fan, Radiator cover & thermostat

Land Rover Discovery Brass coolant filler plug

Reco Radiator & Reco Fuel tank

New Silicone Water Hose Set

Hydraulic cylinders have been reconditioned, with stainless sleeves.

Flexible hydraulic hoses removed & cleaned, all other hoses back pressure blown through.

Machined Discs

Fuel system has been back flushed, blown out and new filters fitted.

Air conditioning cleaned & regassed.

Polymer front sway bar rubbers & Bump stops fitted

Polymer Gearbox remote Bushes

New front blinkers & rear fog lights

Price: \$47,250

Contact: Ross Freeman 0412239118
freemanross@hotmail.com

NEW



1976 MGB GT

Professionally repainted body & dashboard

Rebuilt engine with Camtech camshaft

Rebuilt full synchro gearbox with overdrive, electronic distributor Motolita steering wheel.

122K kms. Near new Pirelli P6 tyres.

Price: 22,500 ONO

Contact: Alan Heritage 0418 459 496
alanheritage@yahoo.com.au

NEW



MGCGT 1968

UK model in Sydney for over 45 years. original, interior magic condition with very rare original factory carpets .

Suspension rebuilt, new bushes & adjustable shocks & adjustable sway bar . Total brake rebuild Bumpers need recroming.

Prices in UK are much higher and cars here starting to be reimported to UK

Price: \$33,000,

Contact: Steve Foldhazy 9680 4648
mgcgtsf@yahoo.com.au

NEW



1976 MG Midget

1500cc, with overhauled head, S.U.s, diff with new 3.55CW&P, 4 shocks, radiator, Complete brake and king pin overhauled, Most work done by Bob Rowntree. Has wire wheels and is speedy.

Price: \$13,500 ONO

Contact: Steve Foldhazy 9680 4648
mgcgtsf@yahoo.com.au

NEW

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



Classifieds - Cars



MG TC 1949

NEW

This car has been lovingly cared for, restored, in very good condition & drives well.

Fully plated & documents available
Green, plates :MG2064

Engine No: 1090

Chassis: TC 9315

Restored By: Peninsular Sports Car 2019
Moxham Garage 2016

Price: \$52,000

Contact: David Moorehead
0417 250 037

davidmoorehead7@gmail.com

1973 P76V8

NEW

Overhauled 5.5 speed & new LSD in diff..New vented discs & 4 piston caliper Tuned Exhaust headers & new dual exhaust , 4 barrel manifold with Holley 600cfm. Electronic ignition New suspension bushes with K-Mac springs & sway bars with Koni shocks. 8" Minilites , with new 245" Dunlop SportsMaxx tyres New Sanden air con pump & rebuilt radiator

Most work done by Noel Delforce Leyland engineer. Quicker than BGTV8 and handles better than

Commondor.;Shannons insured for \$32K ,

Price: \$22,000 ONO

Contact: Steve Holdhazy . 9680 4648
mgcgtsf@yahoo.com.au



1957 Austin Lancer Series "1"

Open to genuine offers

Striped out to shell ready for sand blast or soda blast

Body in good condition, some rust in floor pan+ 2nd for repairing and rear sill, surface rust only,has very good panel fit
4 x spare doors & glass

1 x spare boot lid & 1 front cowl
Bumper bars & 2 x spare front guards

NEW

2 x spare tail shaft

1 x set rear springs, new bushes

1 x original motor complete,dismantled 1 x 1500cc spare motor complete

1 x 1600cc spare motor, plate

1 x 1800cc spare motor block 5

1 x gear box in good condition

2 x gear boxes, spares +original

1 x rear axle in as new condition

2 x diff centres good condition

2 x sets of glass front& rear doors

1 x set front suspension ready for use with new bushes + a spare set
Number of starter motors/gen.

All parts are boxed & label,unable to finishn due to hand injury

Contact: Pat 0409 913 031.



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2120 Australia



Classifieds-Parts



FREE MGA Underfelt

Brand new underfelt, ready for your next conversion.

Location: Seaforth or make arrangements to bring to next club meeting

Contact: Brian Woolmer
0407 274 655

Suit 1953 TF and XPAG 1250

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

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.



NEW

Fold-away Hood for a MGB.

It is in as-new unblemished condition. The rear window is the zip-out type.

It is made from the Double Duck, (Canvas type) material and comes with the Header Rail and Hood Frame included. Asking \$850 ono.

Contact: Phil 02 9534 2276
0403 824 862.

freeway64@optusnet.com.au

Wanted

MGB 1969

I am a new member and want to buy a fully restored red MGB convertible. Cash buyer living in Sydney.

John Eddy 0419 999 019

jreddy2093@gmail.com

NEW

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

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



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 Carburetors 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



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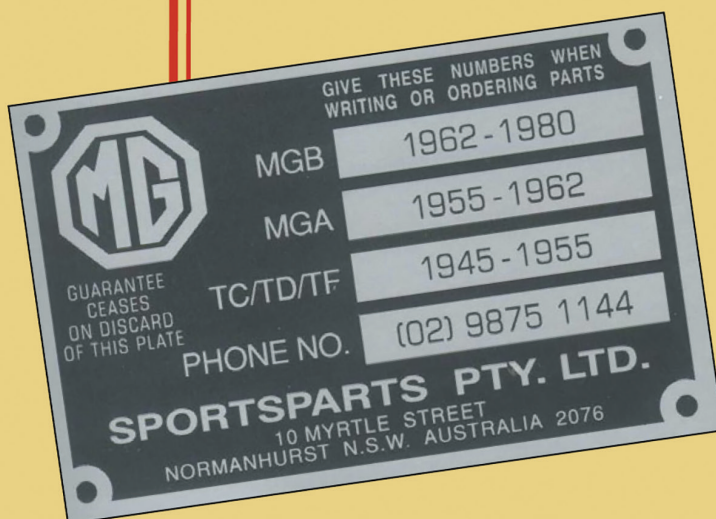
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