



Official Journal of the MG Car Club – Sydney

Opposite Lock



June 2021

In this issue

Warwick Brown Interview
CSCA Sporting Report

Sebring Special 1960s
Lynnie's Dream

MGCC Sydney Club Calendar 2021

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

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
- 17 MGCC Concours & All British Day King's School
David Noble & Allen Gower
- 20 Mid Week Muster, Bob Parkinson
- 21 Illawarra Register Run, Michael Hough
- 31 CSCA Sydney Motorsport Park, North
hosted by Jaguar

NOVEMBER

- 1 Board Meeting
- 7 MGA/MGB Workshop Day Greg Keenan
- 7 North Shore Sporting Club- St Ives
- 9 MGCC Annual General Meeting & Rocket Cover
Racing, 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 Christmas Party, 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

Ladies and Gentlemen welcome to winter.

I don't mean that in a negative way as over the years I have enjoyed many pleasurable hours motoring on crisp early mornings and late afternoons. Certainly, our up-and-coming calendar is reflective of this winter passion. A prime example being the Tour De Young. For those partaking in this yearly ritual, have fun and we wish you a safe and enjoyable weekend away.

Last year I, Pete Moxham and friends organised a late evening top-down drive. I think we should do it again. Let's see if Pete reads *Opposite Lock* and gets in touch.

A special welcome to our new members for the month and as always, we hope that you will be able to join us on a regular basis at our monthly meetings at the Strathfield Golf Club. All details may be found on the website and a summary of the month's activities are also provided each month on page 2 of *Opposite Lock*.

In this month's magazine you will find an excellent article by Sheila Trotman on the renewal of membership via the new Wild Apricots system. Whilst the system instructions are simple to follow, there have been a few issues for people using Apple computers, iPads and iPhones. Sheila has given an explanation of what to do if you experience such a challenge. I would encourage all members to read Sheila's article before renewing.

Additionally, there is an equally timely article by Brian Woolmer on conditional registration. Members are reminded that your membership entitles you to historic and or conditional registration. Accordingly, all members using the scheme must be financial by the end of June 2021 for their registrations to be legal.

At the conclusion of these two articles, you will find an excellent two-page data entry summary on updating your membership profile. I understand this has been put together by John Clarke and I would encourage you to take some time to put in your personal details. I would also like to thank John for taking the time to prepare this summary for the membership.

I would like to thank both Sheila and Brian for taking the time to put these two articles together. Both Sheila and Brian have offered their services by phone should members be experiencing an unexpected challenge.

June month's guest speaker is Phil Amos. I have had the pleasure of knowing Phil Amos and Mike Ridley-Smith for the last 5 years as we have "worked the circuit" as they say from one automotive show to another during that time. Gulf Oil as a brand does not need an introduction. It is a brand with a deep history in motorsports, which has seamlessly transferred to the silver screen on more than one occasion. Whether you like the smell of the oil, the logo stretched down the bonnet of your car or would simply just like to wear the jacket, all will be enriched by Phil on the 8th June. A meeting not to be missed.

Over the last 6 months our Vice President Greg Fereday has worked his magic and enticed a number of key Australian personalities to join us at our monthly gatherings. Whilst we have some exciting speakers lined up for the rest of the year, we still have the occasional gap. If you know of somebody that you believe would like to present to the club, please don't hesitate to call Greg.

Looking forward to seeing you all at the June Meeting on 8th and also at the Magnette Register Run to Nepean Dam on the 27th. June.

Safe driving and all the best for the month.

Charlie Frew



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!

Vicki & Shane Brownless	MG3
Virginia Lloyd-Tait & Roger Tait	MGTA
Graeme Walker & Mac Farley	MGB
Edwin Vowles	MGC, V8 & RV8
Kim Dahl	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*





Page 6: Warwick Brown



Page 18-21: Sebring Special 1960's



Page 11-13: CSCA Sporting Report



Page 21: Linnie's Dream



Page 14-15: Old Speckled Hen



Page 28-29 : Illawarra Report



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

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

web: mgcarclubsydney.com.au

Magazine contributions:
editor@mgcarclubsydney.com.au

Monthly Club Gatherings are held
the second Tuesday of the month at
Strathfield Golf Club,

52, Weeroona Road , Strathfield.



June 2021 Cover:

Harry Hickling's 1937 SA's Drop Head
Coupe & Tourer, photo taken by Greg
Fereday, Easter Sunday in Albury 2021

What's Inside

- 2 2021 Calendar
- 3 President's Report
- 4 What's Inside
- 5 Club Contacts
- 6 Warwick Brown
- 7 Club Events
- 8 -11 Membership Renewal
- 8 Conditional Registration
- 11-13 CSCA Sporting Report
- 14-15 Old Speckled Hen
- 16 Shannons Classic
- 18-21 Sebring Special 1960s
- 21 Linnie's Dream
- 22-23 National Meeting 2022
- 24 SCA Night Event
- 27 MG Musings
- 28-29 Illawarra Register
- 33-35 Classifieds

June 2021 *Opposite Lock*

Contributing photographers:

Thanks To:

Michael Hough, Allen Gower,

Greg Fereday, Tim Suddard,

Seth Reinhart, John Clarke

Hilary Wren.

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	mwasson@gmail.com
Sporting Liason	Alan Heritage	Shirley	0418 459 496	alanheritage@yahoo.com.au
Treasurer	Elizabeth Sutherland	Adam		treasurer@mgcarclubsydney.com.au
Assistant Treasurer	Allen Gower	Yvonne	0439 650 401	allenandyvonne@bigpond.com
Editor	Hilary Wren		0407 263 758	editor@mgcarclubsydney.com.au
Website Co-ordinator	Granville Harris		0414 880 374	granville2@bigpond.com

Model registrars

Pre-war	Robert Smith	Jill	0407 600 632	robert_smith@live.com.au
TC	John Carter	Carol	0416 292 929	johnmartincarter@gmail.com
TD	Michael & Jacqui Gerondis		0411 390 285	mgerondis@optusnet.com.au
TF	Vacant			
MGA	Greg Keenan		0430 098 514 4626 3218	gregory.keenan@bigpond.com
MGB	John Clarke	Christine	0412 890 409	parclose@optusnet.com.au
Postwar Saloon	Matt Crawford	Margaret	0457 411 681 9546 6215	matcrawford@bigpond.com
Magnette	Peter Baldry	Lesly	0407 102 279	leslyandpeter@gmail.com
RV8	Alan Heritage	Shirley	0418 459 496	alanheritage@yahoo.com.au
F and TF Modern	Don Young	Sandy	0412 600 415	don.young9636@gmail.com
C and V8	Steve Foldhazy	Chona	9680 4648	mgcgtsf@yahoo.com.au mgbgtv8sf@yahoo.com.au
Midget and FWD	Vacant			
Post 2010	John Lindsay	Lesly	0403 330 441	john@technispec.com

Club officials

Club Secretary	John Bastian	Ros		secretary@mgcarclubsydney.com.au
All British Day Coordinators	David Noble	Leta	0414 576 376	david.noble070@gmail.com
	Allen Gower	Yvonne	0439 650 401	allenandyvonne@bigpond.com
Breakfast Runs	Vacant			
CAMS Representative	Max Wasson	Paula	0418 431 928	maxwasson@hotmail.com
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			

Warwick Brown Guest Speaker

Warwick gave an interesting talk on his motoring history, which started at 17 years of age with an MGB. He did not race this car, but this led him to his first race at 19 years of age, in a Formula 3 Brabham at Warwick Farm. Wanting more power, he progressed through various categories, but mainly Formula 5000 in the Tasman Series, to one race in Formula One at Watkins Glen in the USA in 1976.

Warwick compared the drivers and cars of the 70's with today's Formula One, and the difference in safety which gives today's drivers a very different outlook on driving. Whilst not a fan of Hamilton, he rates he is the most focused and best driver ever.

In 1979 Warwick drove in his last race and 'retired' to take up life in aviation, flying private jets for a variety of situations including repatriation flights for Australians injured overseas.

Greg Fereday



President Charlie Frew thanking our May guest speaker, Warwick Brown.

Magnette Register Run Sunday June 27th 2021 to Southern Highlands

Meet:

At the 10 am at Nepean Dam for morning tea and then enjoy a run before lunch around the secondary roads of the Southern Highlands.

All MGCC members welcome.

You will need to bring your morning tea and there is hot water on tap.

Lunch, BBQ is available and bring a seat in case the covered area is too crowded.

No booking required.

Contact: Peter Baldry 0407 102 279

leslyandpeter@gmail.com



Guest Speaker : Mike Ridley-Smith
CEO Gulf Oil Australia

A passion for cars and a lifelong love of motorsport makes Mike one of the oil industry's most recognisable figures. As the CEO of Gulf Oil in Australia, he has lead the growth of the iconic brand in the Australian sportscar market since 2017. His challenge in 2021 is to lead Gulf Oil Australia into an exciting new era with a return to F1 with historic partner, McLaren

Mike has also served in senior roles in Caltex Australia (now Ampol) and was for 4 years the Chief Marketing Officer responsible for sponsorship, lubricants and fuels marketing including pricing.

A lawyer and a marketer, he also served as the Investor Relations Manager and Adviser to the CEO of Caltex for 3 years.

Guest Speaker: Phil Amos

Director Gulf Oil Australia

Phil has spent most of his working life in the oil industry in senior roles. Today, he is a Director of Gulf Oil Australia where he focuses on strategy and business development in support of the CEO.

For 12 years, he was head of Commercial sales at Caltex which included lubricants, fuels and Card. Prior to that, he was Managing Director of Environmental Recovery Services Asia/Pacific.

During 13 years with Castrol Australia, he held a variety of key roles including Retail Marketing and National Accounts Manager.



To view our full Partnership portfolio, please visit www.gulfoilltd.com

June Mid Week Muster Wednesday 16th June 2021

Where: Australian Botanic Garden

Narellan Road, Mount Annan, Woodland Picnic Area

Meet: From 10.30 am. Enter the Gardens from Narellan Road. Take the second exit from the first roundabout. The Woodland Picnic Area is on the left. If you reach the National Herbarium, you have gone too far!

The more adventurous can explore the site. There are several more picnic areas but the place is a one way maze and the directions would be lengthy.

There is a Coffee van and food outlet at the main park centre.

There is no need to confirm attendance. Just come along & enjoy the drive & the company over a good lunch.

Contact: Bob Parkinson 0412 968 771 rjparko@bigpond.net.au



Membership Renewals

Sheila Trotman



A reminder that membership renewals fall due on 30 June 2021 and we encourage you to renew your membership, along with any family members as soon as you are able to and of course, new family members are always welcome!

With the introduction of our new membership system, you will find the online renewal process quite easy to follow. The system will automatically send you an email reminding you that your renewal is about to fall due, the email will contain a 'renew now' button. By clicking this button, you will be directed to your profile page where you can check that your details are complete and up to date and then follow the prompts for payment where you can pay online by credit card. If you overlook the email for some reason, a follow up reminder will be sent.

You can also renew at any time by logging into your profile via the MGCC website, click the renew button in your profile (just below your Membership Card) and follow the prompts to action your renewal. At the time of writing quite a few members have already processed their renewals this way and have found it quick and simple. The User Instructions previously sent via a Running Board are printed here for ease of reference.

Whichever online option you choose, a confirmation of your renewal and a payment receipt will automatically be forwarded to you by email. Your profile will also be automatically updated to reflect your new renewal date, as will your membership card.

If you are unable to renew using these online options, please contact me on the number below and I will send you a copy of the renewal form either by email or post, for you to complete and return. You can make your payment by completing the credit card section on the form or by enclosing a cheque with the completed form. When received I will manually process your renewal and your profile details will then be automatically updated to reflect your renewal.

As a reminder, membership of the Club is a condition of

the registration of your car under the Concessional Registration Scheme. If you are not a financial member of the Club, then the registration cannot legally be renewed, and the Club cannot sign the form required by Service NSW.

Membership fees remain unchanged from last year and are as follows:

Renewal Individual Member	\$100
Renewal Family of two	\$115
Renewal Family of three	\$130
Renewal Family of four	\$145

We appreciate your support and involvement with the Club and look forward to your renewed membership for the coming year.

If you have any queries or if I can help in any way with the renewal process, please do not hesitate to contact me.

Sheila Trotman Membership Secretary
0410 504 132

Note: Important Information for Apple Users

Members using the Safari browser on their laptop, iPad or iPhone may encounter an issue when logging in through the club website. If so, please clear your cookies and turn 'Prevent Cross-Site Tracking' off before logging in again. This can be done through the privacy settings in Safari's 'Preferences' menu on a laptop or the Safari tab in 'Settings' on an iPhone or iPad. If you wish to leave 'Prevent Cross-Site Tracking' on, please use the <https://mgccs.wildapricot.org/> site to update your details and renew your membership. Alternatively, you may find it easier to use a browser other than Safari.

Sheila Trotman Membership Secretary

Conditional Registration

Brian Woolmer



As you may have heard the club has a new Membership system for managing the club's affairs. This eventually will include the management of the Conditional Registration process which up to this time has been a mail in/out process only.

For those members who do not have access to a computer please continue with the mail in process.
PO Box 363, Seaforth 2092.

You can now send in documents by email as outlined below.

Step 1 - Go to the club website and follow the links MG Car Club > Conditional Registration > Historic.

Step 2 - Select the Historic Vehicle Declaration form (red). This will take you to the RMS website. Locate the required form. Type your details into the left hand side of the form and then print it. It will print in .pdf format. Close the form.

Step 3 - Find and print the Club Declaration form then complete the details.

Step 4 - Pay the club fee of \$20 by direct deposit to St George Bank BSB 112 – 879

A/C 0438 11680 and note your name/rego number on

the transfer. Print a receipt.

Step 5 - Scan separate and legible copies of a current pink slip for the vehicle, a copy of the renewal notice, your club declaration, your receipt and the completed Historic Vehicle Declaration (.pdf).

Email these as attachments to the club's Plate Registrar

clubrego@mgcarclubsydney.com.au

The Plate registrar will print your HVD, check other documents then sign, date and stamp the Declaration.

The Declaration form will be returned to you by normal post as the RMS must see the original details of the Plate Registrar including the club stamp.

This process will be similar when we eventually transition completely to the new Membership System.

If you have any queries please call the Plate Registrar Brian Woolmer on 0407 274 655.

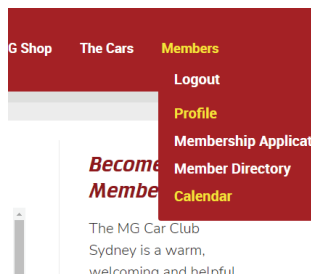
clubrego@mgcarclubsydney.com.au

Brian Woolmer Plate Registrar

LOGIN AND USER INSTRUCTIONS FOR NEW MEMBERSHIP SYSTEM

Membership Profile

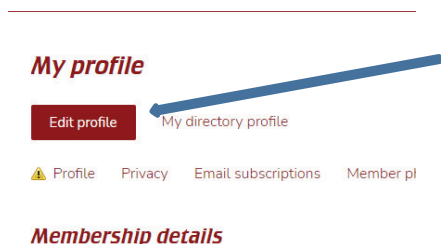
Once you have set up your password and logged into the MG Car Club Sydney Website click on the Member section (right-hand side), click on **Profile**.



Your membership card is visible in your profile – you are able to print a copy if you wish. Your membership number which was generated by our previous system is shown on the card as well as a new system generated ID number. New members will only receive this new ID number

Some terminology has changed from our previous membership system – Primary Member is now **Individual Member**; Primary Family Member is now **Bundle Administrator** and Family Member is now **Bundle Member**.

Click **Edit Profile** and follow the steps below to:



1. Check that your details are correct and complete, if not amend and update where necessary. You can also click on your Bundle Members' name(s) to update their details.
2. Enter details of your car(s) as indicated by the various fields
3. If you wish – upload a profile picture and car pictures or documents that you may find useful or relevant to store in this area.

Click **Accept terms**

Click **Rego type selected**

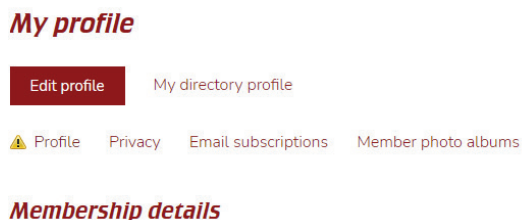
Click **Save** (at the bottom of the page) when completed

Scroll back to top of page

Click **Privacy** and adjust settings to your personal preferences – note '**Anybody**' does not apply to our settings – you can therefore either nominate for all MGCC Members to see the various details or nobody other than yourself.

Please note only MGCC members can access the Member Directory

Click **Save** when completed



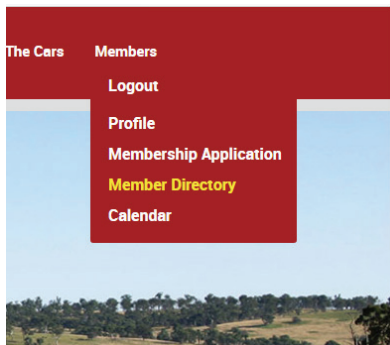
You are able to add photographs and documents to your profile by clicking Member Photo Albums and following the prompts to upload.

Note: if using a Mac you will need to upload by one of the approved specified formats: tpg, gif, png, tif

Important Information for Apple Users

Members using the Safari browser on their laptop, iPad or iPhone may encounter an issue logging in through the club website. If so, please clear your cookies and turn 'Prevent Cross-Site Tracking' off before logging again. This can be done through the privacy settings in Safari's 'Preferences' menu on a laptop or the Safari tab in 'Settings' on an iPhone or iPad. If you wish to leave 'Prevent Cross-Site Tracking' on, please use the <https://mgccs.wildapricot.org/> site to update your details and renew your membership. Alternatively, you may find it easier to use a browser other than Safari.

Member Directory



The Membership Directory is a useful resource if members wish to communicate with each other quickly via the system. After searching for a particular member, a message can be sent to them generated through the system, note members' email addresses will not be divulged.

Member Directory

In this section you can search by Interests and Models



Or you can click on **Advanced Search** where you can enter various combined parameters for a search e.g., suburb, model and colour.

In either the general Member Directory view or when results are displayed in a search, you can click on the name of the member(s) displayed and send a message. Members' email addresses will not be divulged.

Mobile Member App

If you would like to easily access your club details from your mobile devices you can download our mobile app from the Google Play Store or Apple App Store – search for Wild Apricot for Members App



Wild Apricot for members 4+
Wild Apricot Inc.
Designed for iPhone
★★★★★ 4.7 • 4.6K Ratings
Free

From the app you can:

- Update your profile details
- Search for a member and contact them
- View upcoming events
- Register and pay for events
- Add events to your calendar
- Provide QR code for event check in

CSCA Sporting Report April 2021

MGCC Sydney CSCA Round 2: Sunday April 18th
Pheasants Wood, Marulan in the Combined Sports
Car Association (CSCA) Supersprint Series. (Pheasants
Wood is the new name of the now extended & modified
old Marulan Driver Training Centre MDTC), about 2 1/2
hours from Sydney, or a half hour short of Goulburn).



The second CSCA round of the year was run by your Sydney Club after quite a few issues including: Officials, Computer Software and a nasty health issue to the Sporting Captain Max Wasson. Max had some trouble obtaining a Clerk of Course for our Supersprint event normally held under a Motorsport Australia (was CAMS) Permit, and our favourite Steward Wendy Maher, was due for a hospital visit right about the same date as the Supersprint, which also meant of course, Gary Maher was also unavailable as either an Official or driver. Then, Max was struck down with a problematic sinus infection that was difficult to treat, and to top things off, Max suffered a robbery and stolen computer! Next, while downloading new Microsoft software into a new computer, a nasty virus destroyed any access to the hard drive! Wow I think Max has had all his bad luck in one big hit! The Microsoft technician who fixed his issues said there were about another 130 people at that time, affected by this same virus. Some pretty low & devious people out there! Truth was soon to be proven to be stranger than fiction, yet again.



Fancy us mortals thinking that track events were only going to be affected by the nasty Covid 19 virus and the restrictions imposed by the NSW Government. Max and I were realistically looking to cancel our Supersprint due to the sheer weight of issues. Then I had a discussion with Wayne, the CSCA delegate from MG Newcastle, who has run in several events at Pheasant Wood under the local Manager Scott, acting as the Clerk of Course, & good reports on his ability to run a race meeting.



Finally, after a discussion with Directors Charlie Frew and John Bastian, we decided to try & run this Supersprint under a AASA (Australian Auto Sporting Alliance) Permit instead of the usual Motorsport Australia Permit, using Scott at Pheasant Wood as the Clerk of Course, and the fact that Max was responding well to antibiotics.

AASA was originally formed by Bob Jane (who was no fan of CAMS during his competition driving days!), who has since departed this world. Now AASA is managed by an arm of the Benalla Auto Club who own both Winton and Wakefield Park race tracks, and this has been in operation for many years and in competition with CAMS, and now Motorsport Australia, and has been used by many other car Clubs, as they have virtually the same Insurance cover, ultimately with Lloyds of London. So, Max and I then had to move pretty quickly to get things happening. Max obtained a good team of volunteers from our Club in Greg Fereday (Safety Officer), and Flag & Grid Marshals: Alan Heritage, Peter Richards, John Boss, Max Pegler, Ingo Weinberger, Ross Freeman, Richard Horsburgh & Chris Smoother, and I secured the experienced Scrutineering services of Colin Goldsmith from Austin Healey, and Ken Peters from the Triumph Club, and of course Scott Hill from Pheasant Wood as Clerk of Course, whom we all owe our gratitude for helping to make this event happen! Many thanks for your valuable assistance. The volunteers all enjoyed close up action viewing and a nice choice of a hot lunch menu from the Café during our lunch break, as their reward!

(As a side note, our Club badly needs more competition Officials, to be able to hold our own events, and someone to help Max!)

Our luck had truly changed by now, and we were blessed with a perfect sunny day which developed slowly out of a thick foggy start, and except for a few newcomers who understandably struggled to find the track entrance road in the fog, and a rather disappointing entry list, including very few from our own club for various reasons; Gary Maher was assisting Wendy Maher in a planned hospital visit, Geoff Pike had entered the event but had to assist his wife Lorraine in a planned hospital visit as well (which went well), the Perry MGC will not be back on the road until mid May, Chris Scheffer was unavailable, Peter Richards is not running this year, and Geoff Morse and Richard Caller were not entering due to other pending events, and others not in contact with us as to their plans this year), a very successful day at Pheasant Wood eventuated. Only one tow in recovery and a couple of stops for on circuit debris. We did have a couple of "over driving" issues in somewhat dangerous attempts to overtake under brakes, and both drivers were spoken to by the Clerk of Course. Unlike racing, such late moves are not permitted during Supersprints for safety reasons. Our best wishes go to Wendy Maher and Lorraine Pike for quick & full recoveries.

CSCA Sporting Report April 2021

Greg Smith was back with his beaut, well sorted BRG BGT after some engine and suspension tweaking, and Max Wasson had a run in his quick BMW M1, and we had a keen new member John Cully enter his newly set up historic Alfa Romeo Spider – great to see you John!

so a bit like John Surtees in days gone by, he has had to make a big transition from two wheels competition to four, and the resulting big change in vehicle dynamics, and the doubling of tyre purchases!



All drivers I chatted with were enjoying the challenges of this relatively new circuit, & were full of smiles, and so it should mean continuance in the CSCA Calendar in '22. MGCC Newcastle also has a Round at this same circuit later this year on the 17th July, so come and have a go in your MG in a relatively safe and slower speed circuit!

The old Marulan Driver Training Centre (MDTC) originally run by Gary and Natalie Wilmington, was bought out a while ago now by one or more members of the Shelley family of Shelly Drinks, and they have made many changes in extending the early track, with more extensions planned. This is a great effort in race track starved NSW, and it now provides an additional venue for Supersprints as well as training days. The MDTC circuit was a bit short and tight for supersprints, and the new larger & smooth

Member John Croft ran his impeccable Sunbeam Alpine, but under the Sprite banner taking a second off his previous time.



circuit seems to have been well received by all attending drivers. Some additional carparks and additional space for trailers and tow vehicles & trailers has also been completed, and the circuit has got a new 2 storey Control Tower and much larger tarred pits and dummy grid, and better layout and run off areas.

Greg demonstrated his GT's excellent handling, having improved this with a bit more front negative camber, and he was smoothly punting the hard working BGT around the track in superb times (taking a huge 5 seconds off his previous best!), competing very well with some modern cars, and was rewarded with 14th OUTRIGHT – great to watch! (Greg was lucky to get a run at all, as his business had been badly affected by the recent floods in western Sydney). Max had some early issues with his BMW going into "limp home mode" due to lack of oil temperature in the gearbox. Later runs were up to temperature and some fast runs ensued. Nice to see John Cully starting to push his Alfa, as this was his first run in the car – well done John. John has many years experience racing bikes, and



By the time you read this the next CSCA Round will have been run at Sydney Motorsport Park, South Circuit by the Sprite Car Club on Saturday 8th May – Under lights! Yes an evening Supersprint event from about 6:30pm to 10:00pm under floodlights, with flag point lights as well.

Alphabetical Results: CSCA Round 2 (Total of 43 timed competitors)

Entrant	Vehicle	Best Lap	Class Result	Competitors	Outright
John Croft	Sunbeam Alpine	01:07.6	5 th in CD1	6	34 th
John Cully	Alfa Romeo Spider	01:13.4	6 th in CD1	6	40 th
Greg Smith	MGB GT	01:01.5	2 nd in CD1	6	14 th
Max Wasson	BMW M1	01:05.9	10 th in R3	12	28 th

Regularity

The next event for racing & Regularity is the HSRCA Meeting at Sydney Motorsport Park over the weekend of 12th & 13th June. Let me know if you wish to have a run in Regularity, or chat about what is generally required for car and driver. Entries are open.

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

Thanks to all the Officials and Volunteers and the member drivers who all contributed to make this event happen! Max Wasson will get the emailed Supplementary Regulations to send out to drivers.

- MGCC Newcastle CSCA Round 4 on 17th July 21 at Pheasant Wood circuit, Marulan.
 - Morgan Owners CSCA Round 5 on Sat 14th August 21 at Sydney Motorsport Park, GP (Gardner) Circuit
 - HSRCA Regularity & Race Meeting – 12th and 13th June 2021 Sydney Motorsport Park, GP (Gardner) Circuit.
 - HSRCA Regularity & Race Meeting – 28th and 29th August 2021 at Wakefield Park
 - HSRCA Regularity & Race Meeting – 27th and 28th November 2021 Sydney Motorsport Park, GP (Gardner) Circuit.
- Please contact Max Wasson or myself Steve Perry for the Supplementary regulations and Entry Forms for future Supersprints, or Rusty Nut racer events, if you wish to give your car a good hard run without the worry of any Police or back seat drivers!

Motorsport..... Have a Go!

Steve Perry & Max Wasson





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



Never too old to hoon around in a retirement village!

Bob and I have been attending the MGCC meetings for the last 25yrs and the first meeting we attended we won the lucky door prize that was a MGF model so it was a surprise that at the April meeting I once again won the prize. Not knowing what it was, I went up to John Clarke and was informed that we had the MG Sebring for a week.

That was interesting as

we have just moved into a retirement village and I was told that the car was very noisy. We picked it up on the Thursday at Thornleigh and Bob drove it home to Jordan Springs (50min drive). On Friday I thought I will give this wonderful car a drive, firstly I had trouble getting in (knee replacement doesn't bend as well) then sitting in car I was unable to see over the dash!!! 2 cushions fixed that, then I couldn't reach the peddles...another 2 cushions, all good, put on seatbelt....not going to happen!!!

Not to be deterred I did 3 laps of the village with lots of waves and smiles from fellow residents and it was a lot of fun as people kept stopping for a chat to see what was going on at "The Bests."

Saturday we did a little running around locally then Sunday off on the "Old Speckled Hen Run" at East Kurrajong, the car was admired by all.

Family came around and had rides in it and all in all we had a fun time.

Back to Hornsby Thursday. However it was nice to get back in the MG6 with its creature comforts!

It was an interesting experience and lots of fun and thanks to our MG Sydney Car Club for the adventure.

Carol Best





BREAKFAST RUN – THIRROUL BEACH PAVILION

Sunday 18 July 2021

Organised by the MGF/TF Register - All Welcome

Join us for a wonderful drive via an interesting & easy route through some iconic mountain scenery to Thirroul followed by a tasty casual breakfast on the beachfront at the historic Thirroul Beach Pavilion.

Meet: 7:45 am at McDonalds, Allison Cres, Menai, NSW (parking adjacent at Menai Park in Duncombe Place) for 8:00 am departure. Remember COVID restrictions not to congregate and to maintain social distance.

Cost: \$ 21 for breakfast per person. Payment on booking required.

Bring: Your MG (or your daily drive). All models of MG new & old are welcome. Pen/ pencil to write on route notes.

Bookings: By Sunday 11 July 2021.

email to Mark Robson at markr@australwright.com.au.

Navigation: Easy directions – this is not a navigation run

Parking: Plenty of off street parking & a short 50 metre walk to Thirroul Beach Pavilion.

Breakfast: Eggs on toast with one of your choice of 9 different side dishes. Tea & Coffee

Payment: \$21 per person EFT deposit to the MG Car Club's account. St George Bank Limited
BSB:112-879 Account No. 043 811 680
Please include your surname & "Thirroul" in the transaction description: e.g. Brown - Thirroul



Shannons Sydney Classic 15th August

Sydney Motorsport Park

Display your MG with other members of the MG Car Club and the opportunity to drive a lap of the Race Track.

If you reserved a ticket for the event it is now time to pay \$25.00 online to the club account:

MGCC St George Bank, BSB 112-879 Account # 043811680

Please note your "Surname and Shannons" in payment description.

Tickets will be available once paid for at the June and July monthly gatherings. If you cannot pick up at the meetings, please add \$2.00 and the ticket will be mailed to you.

Tickets not paid for before the July 13th meeting will be offered to those on the reserve list at the July meeting.

Contact: Greg Fereday 0408 611 427 gregfereday1@gmail.com

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.

Greg Fereday






"NO ONE KNOWS YOUR PASSION LIKE SHANNONS."



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

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

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



SHARE THE PASSION

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

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



MOXHAM GARAGE

BRINGING YOUR DREAM TO REALITY

Mechanical Service Specialist for British Classic & Vintage Sports Cars.

Repairs | Electrical | Mechanical Restoration

(02) 9484 5909

info@moxhamgarage.com.au

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



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

CompetitionProducts.net.au

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

Sebring Special MGBs: A Window into Racing in the 1960s'



Along with the Le Mans, Nürburgring and Targa Florio races, the 12 Hour Florida International Grand Prix of Endurance at Sebring had become one of the world's major tests of automotive excellence by the early 1960s. Success at Sebring could give a new sports car instant credibility. It's not surprising, therefore, that the newly introduced MGB was raced there by the factory in 1963, while a U.S. dealer fielded a team the following year.

What is surprising is that two of the three MGBs that achieved success in 1964 still survive, and have just been restored to the exact specifications in which they raced that year.

These two cars were the centerpiece of the Sebring MGB reunion staged this past March at Mazda Raceway Laguna Seca by the Historic Motor Sports Association. Kjell Qvale and Joe Huffaker—the men who put the cars on the track at Sebring—attended along with several team representatives to share in the veneration of an enthusiastic contingent of current MG owners and vintage racing drivers.

The two MGs open a window on sports car marketing and racing in the 1960s.



British Motor Corporation provided four Special Tuning engines to Qvale for the project.

Automobile racing, whether on the drag strip, the stock car oval, or the sports car road course, was an important part of every automobile company's marketing program in the '50s and '60s. Having just introduced its new MGB sports car in the fall of 1962, British Motor Corporation's Ecurie Safety Fast factory team entered two MGBs in the 12 Hour Florida International Grand Prix of Endurance at

Sebring in early 1963.

The company hoped to earn some prestige in the important U.S. market that would come with a strong finish. California drivers Jack Flaherty and Jim Parkinson, veterans of several previous Sebring efforts in factory MGAs, were engaged to drive the new MGB. They were joined by the team of Denise McCluggage and Christabel Carlisle. Unfortunately, both cars retired in the early laps due to oil starvation on tight turns, resulting in loss of oil pressure and engine bearing failure.

However, the factory representatives couldn't help noticing the success achieved in the Sebring race by Kjell Qvale, an important dealer of British cars from San Francisco. Qvale's lightweight Jaguar E-Type, prepared by his own competition department under manager Joe Huffaker and driven by Ed Leslie and Frank Morrill, placed first in the four-liter GT class and scored an impressive seventh place overall.

Racing had been an important part of Qvale's marketing strategy since he had established his MG dealership in 1946. He had been instrumental in helping organize the California Sports Car club (predecessor to the SCCA in California) and was a key member of the committee that designed and developed the race track at Laguna Seca in 1956.

Consequently, when BMC decided not to withdraw from a direct role in racing, it made sense for Qvale to enter three MGBs with factory support in the 1964 Sebring event.



When You Have Lemons, Make Lemonade

To reduce fueling stops, Huffaker fitted dual Special Tuning gas tanks with quick-release Le Mans-style fuel fillers.

Thanks to the prominence of Qvale's British Motor Car Company dealership in the MG sales network—all cars destined for Northern California markets came through his San Francisco operation—Qvale had received one of the first shipments of the new MGBs prior to their introduction in the fall of 1962. Unfortunately, several of the cars had sustained saltwater damage in shipping, so they were set aside and not sold.

Three of the damaged cars, in appropriate colors of Iris Blue, Old English White and Tartan Red, seemed perfect for Qvale's plan to enter the 1964 Sebring race. With the blue car carrying Body No. 104 and the red car Body No. 114, the three cars had been among the first 20 MGBs produced at Abingdon.

To support Qvale's efforts, the BMC Competitions Department agreed to supply four BMC Special Tuning engines for the project, as well as lightweight alloy front fenders, doors, hoods and trunk lids. Other Special Tuning racing parts were supplied as well. Huffaker supervised the preparation, with Frank Morrill and Bob Smith doing most of the actual work, since Huffaker was at the same time also preparing the MG Liquid Suspension Special to race at Indianapolis.

The Special Tuning engines were supplied with tappets from the Austin-Healey 3000 and some head work already done, but Huffaker had all four engines disassembled. Camshafts and pistons were swapped for racing-grade parts, connecting rods were replaced with MGA Twin Cam pieces, and the engines were balanced. Single Weber 45DCOE carburetors were fitted to the red and blue cars, while the white car was equipped with a pair of two-inch SU carburetors. The blue car was prepared with stock valves and a lower compression ratio. Preparation was otherwise quite conservative, with the emphasis on longevity rather than all-out performance. Huffaker took to heart the unofficial endurance racing motto: "To finish first, one must first finish."

The three cars were prepared to different levels of tune, as the team had a plan: The white car would run as the "rabbit" to set a fast pace for the class in the early laps, while the blue car would run as the "mule," intended to finish should both of the other cars wind up out of the race.

The alloy panels were fitted, with plastic replacing glass in the doors and hardtops, and the cars were repainted in their original colors but with racing stripes incorporating the two contrasting team colors bisecting the hood, hardtop and trunk lid.

Other modifications were made to the exterior, including plastic covers for the Marchal headlights, and Marchal running lights set into the grilles for night driving. Heavy-duty wire racing wheels were fitted to the white and blue cars, while the red car was fitted with American Racing magnesium wheels.

To speed up pit stops, hood releases were installed in the grilles of the cars and secondary fasteners for the hood and trunk lid—required by racing regulations—were made from aircraft shock cord, rather than the traditional leather belts and buckles that were always a challenge to fumbling mechanics' fingers late in a race.

To extend time between pit stops, a Special Tuning dual fuel tank—consisting of two standard fuel tanks Siamesed together—was fitted into the trunk of each car. To speed up service stops, quick-release Le Mans-style fuel fillers were fitted and projected through holes cut in the trunk lids.

Aside from a roll bar and seat belts installed in each of the cars, a few racing gauges substituted into the stock instrument panels, and some of the trim panels removed, the interiors were original.

Ed Leslie recalls that a racing seat was installed in the red car at the drivers' request. Other than those few modifications, the cars were generally stock in appearance to have the maximum impact on advertising.

Slow and Steady

The interiors of all three team cars were very close to stock in appearance, using the original seats, complete with contrasting piping to match the body color.

To complete the team's effort, Qvale engaged drivers who had worked for him in other events. Jack Dalton of Berkeley was teamed with fellow Californian Ed Leslie to drive the red car, No. 47. Flaherty and Parkinson returned



to drive the white car, No. 46.

Morrill had originally been slated to co-drive with Jim Adams, who had recently started driving for Hollywood Sports Cars in Los Angeles, and the two men's names were painted on the blue car. However, at the last minute, with Huffaker engaged in the Indy effort, Morrill decided to turn his driving duties over to Merle Brennan of Reno, Nev., so he could focus on managing pit support with Bob Smith. There was no time to paint Brennan's name on the car, so it raced with Morrill's name on the fenders.

In the race, all three cars quickly established a good rhythm, with the engines running strong. Lap times were consistently less than four minutes, and pit stops were short and routine. Unfortunately, the white car was forced to retire after only 15 laps when a five-cent rear axle oil seal failed, destroying the differential.

The other two cars held their pace to the very end of the race. The blue Brennan/Adams car, No. 48, finished in 22nd place. Even more satisfying, the red Dalton/Leslie car, No. 47, finished a respectable 17th overall. These results were good enough to put the MGs third and fourth in the two-liter GT class, behind a factory-entered Porsche 356B 2000 GS and a Porsche Abarth Carrera.

The next closest car in the race, the Roger Penske/Jim Hall Corvette Grand Sport, was three laps behind. The cars even beat a Prototype class Porsche 356B 2000 GS, driven by Don Wester and Bruce Jennings, by five laps.

Although successful in their efforts, the MGBs would not again reach this level of international prominence. Entering the other events in the Challenge Mondial de Vitesse et d'Endurance—Le Mans, the Targa Florio, and the Nürburgring—was beyond Qvale's resources, and in any case, his main interest was the U.S. sports car market on the West Coast. The cars were shipped back to San Francisco.

Local Successes in SCCA Racing

Upon returning to California, the three MGs were soon split up. These were cars designed to be raced, not collected.

The red car was sold to Ernie Rodrigues, manager of Qvale's Walnut Creek dealership, who purchased it for his son Gary to race. Ernie and Gary took the car with them when Ernie moved to Southern California to manage BMC dealerships there. The blue car was sold to William Schmidt of Benicia, Calif., a racer in the SCCA San Francisco Region. The White car was kept by Qvale's dealership to be raced by Chuck Tannlund in Northern California SCCA races.

Thanks to their alloy panels and Weber carburetors, the cars were not legal in SCCA Production classes; at the same time, they were not really competitive in the more liberal Modified classes. Gary Rodrigues used the red car in its original trim to obtain his SCCA driver's ticket and raced it at Pomona in the E Modified class. Afterward, the car was converted back to Production specs by Hollywood Sports Cars. During the next four years, he ran many regional and national races in the car.

In 1968, Rodrigues and his former SCCA instructor, Bill Young, entered it in a six-hour Independence Day enduro at Riverside International Raceway. Rodrigues managed to take the car from 55th place to fourth, then turned driving duties over to Young. Four laps later, Young comprehensively crashed the car.

Already slated for an appearance the next Friday evening on the Johnny Carson show to promote James Garner's new film, "Grand Prix," the car underwent 160 hours of repair over the next four days and made the appearance. Huffaker, dressed in white MG coveralls, and Carson staged a pit stop on the set, Carson whacking away at the mag wheels with a huge hammer, with Rodrigues and Garner looking on.

Soon after, Rodrigues sold the car to Buzz Moore, who interestingly was the son of Jack Dalton's tennis partner. Moore took his SCCA driver's school in the MGB and raced it in Northern California through 1973. Another SCCA novice, Randy Sharp, raced the car in 1974, and then sold it to yet another novice, John McEwen of Mill Valley. McEwen raced it through 1979.

The car's SCCA racing stint came to an abrupt end when McEwen put it into the wall at Turn 11 at Sears Point that year. Updating to an MG tub in better condition, McEwen put the original one and a collection of parts up for sale.

Schmidt ran the blue car in several races in the E Modified class before converting it to SCCA Production specs, with the alloy panels and carburetor replaced with stock parts. During the four years he owned the car, Schmidt ran it in local SCCA events at Candlestick Park, Vacaville and Laguna Seca. Schmidt took fourth in the San Francisco Region with it in 1968.

Schmidt then sold the blue car to William Robert Smith of Monterey. Smith updated the car, adding a full-width roll bar while changing the rear axle and front hubs to carry Minilite wheels. He also repainted the car white. Schmidt raced it in SCCA events on a regular basis for another six years through 1974. In total, the blue car ran 34 SCCA events with Schmidt and Smith, all with the original Sebring engine.

Qvale's dealership replaced the alloy panels on the white car and repainted it orange before racing it for two years in local events. Sold without the alloy panels, the car was shipped east and was raced intermittently in the Midwest at least through 1981, when it raced at Indianapolis Raceway Park.

Enter Butch Gilbert

In 1979, Butch Gilbert, a racer and machine shop owner in the San Francisco region, purchased the red car's tub from John McEwen. Butch would be the one to reassemble much of the original Sebring MGB effort.

Along with an assortment of parts, Butch was excited to find that the red car came with the dual gas tanks, adjustable shock absorbers and a Smiths chronometric tachometer. The car even came with a set of American Racing mag wheels, with one still displaying a prominent dent.

Butch also was interested in buying the blue MGB that Mac Townsend, editor of the SCCA San Francisco Region newsletter, The Wheel, had owned since 1968. Townsend



had dreams of restoring the blue car and racing it, so he had carefully stored away the chassis, along with the alloy panels and parts, which had been kept with the car during the 10 years since the Sebring race.

Discussing the blue car with some other racers, Butch learned about the possible Sebring connection between it and the red car. After some research, he confirmed to his own satisfaction the provenance of his red tub, including the origin of the dent in one of the mag wheels.

In 1984, Butch finally convinced Townsend to sell the blue car. The original factory-supplied engine—ADO23-1087—and close-ratio gearbox were still in it. Along with the car came the distinctive aluminum front fenders, doors, hood and trunk lid, all still in their Sebring colors with the numbers intact.

In addition, the aluminum battery box cover, dual gas tanks, adjustable rear shock absorbers and the original dash with the Smiths chronometric tachometer were still with the car. The Marchal driving lights and headlights with their covers from Sebring were still in the boxes that Bill Schmidt used when he removed the parts from the car.

There was no question in Butch's mind that he would restore these two cars to their Sebring trim as soon as he had the time and resources. But there still remained the question of the missing alloy panels for the red car. Then, in 1995, Butch was chatting about the cars with Cris Vandagriff, administrator for the Historic Motor Sports Association and son of the original owner of Hollywood Sports Cars.

Cris remembered the cars from when he had gone to Sebring with his father and the Hollywood Sports Cars teams as a child. On the off chance that some of the Sebring-specific parts from the red car might still be in his dad's shop, he went searching in the parts loft. Sure enough, tucked away in the back of the loft was a set of red MGB panels with blue and white stripes and the number 47 still painted on the doors and deck lid. Only one front fender was missing.

Through the years, Butch has made a continuing effort to locate the white car and its Sebring parts, but both appear lost to time. He managed to trace it through two owners after Qvale sold it, to its last known appearance at Indianapolis in 1981, but there the trail went cold and nothing further has emerged regarding the car.

On the Track Again

Convinced of their Sebring identities and with all the parts finally assembled for both cars, in January 2003 Butch decided that he would restore one of them with the possibility of racing it in the Monterey Historic Automobile Races.

Selecting the red MGB because its body work was more advanced, and using the blue car as his example, Butch was able to take the car from a bare frame to the Laguna Seca grid in less than eight months. Having had no success in locating the original engine, Butch fitted the car with the MGB racing engine from his Elva MkIV, which had been prepared to very similar specifications to the original Sebring engine.

Work on the blue car was undertaken soon after the red car was started, but it went slowly until Butch and Cris decided that both cars should be up and running to observe the 40th anniversary of their Sebring achievements in 2004 at a special HMSA race at Mazda Raceway Laguna Seca on March 20-21. As these things always go, the event planning, guest invitations and publicity went much more smoothly than the restoration. Butch didn't finish the car until just days before the HMSA event.

Once things all came together, the event was truly impressive. Parked at the front of the paddock, the two MGBs drew a steady stream of onlookers all through the weekend. With the promise of the Sebring reunion, the local MG clubs organized a gathering of octagon enthusiasts; more than 120 street MGs and their owners were in attendance for the weekend. A full grid of 35

racing MGs was also assembled to accompany the Sebring MGBs on their first laps together in 40 years.

Kjell Qvale and Joe Huffaker also attended, and pronounced the cars to be identical to their trim and condition from those exciting days four decades before. The event was a tribute to the durability of the two cars, to the foresight of Qvale and Huffaker in putting them on the track the first time, and to Butch Gilbert's love of the marque and his commitment to the objective of seeing them back on the track again.

And now? Much as Butch would love to race the Sebring MGBs as aggressively as he races his other cars, he is aware of the rarity of those original panels and the matching-numbers Special Tuning engines. It seems likely that they will not be raced in anger again on a regular basis, but Butch has no intention of confining the cars to a museum.

Just as we were privileged to do at Laguna Seca this past March, we can count on seeing them roar down the straight again in other notable gatherings of vintage race cars.

Article by Tim Suddard

May 9, 2021 | MG | Posted in Restoration & Renovation | From the Sept. 2004 issue .Submitted by Gavin Vincent.



Lynnie's Dream

The Club received a request which tugged at my heart strings when it ended " Mum has always dreamt of putting her sunglasses on, with scarf blowing in the breeze driving down the street in a convertible MG – 60s model (I dare say) – simply put, it would be a dream come true!"

I contacted the writer and discovered it was Lynnie's birthday wish. Lynnie was turning 80 and it was also her and husband Pop's 60th wedding anniversary. What an occasion – how special!

I suggested a drive of about an hour with pick-up in Manly and surprise celebration in West Head.

The drive to West Head was one I had done with David Noble a number of times after the Sunday Cars & Coffee at St.Ives Showground. And so it was.



Lynnie screaming with delight



West Head for Bubbles & Nibbles

Lynnie informed me that her husband had decided one day when living in Vancouver to go on an adventure – and chose Australia. I believe that after driving the beautiful sweeping roads out to West Head, the desire for adventure and Lynnie's dream came true.

A very appreciative family sent a lovely message to me the next day.

Allen Gower

2022 MG National Meeting

Bulletin 1



You are invited to join MG Car Club Newcastle

“MGs by the Lake” 15th to 19th April 2022

Lake Macquarie Easter 2022

All the traditional activities & events

All social events will be held at Club Macquarie in Argenton. A variety of accommodation is available close by, including 36 rooms at the club's own motel.

Friday- Registration & Noggin n Natter & Rocket Cover Racing

Club Macquarie is just 5 minutes' drive from the Lake, and is the venue for Registration and all the evening social events.

Saturday -The Concours

The Concours will be held in beautiful Speers Point Park, right on the shore of Lake Macquarie, with a large paved area available on the off-chance of inclement weather.

We are also planning an optional scenic cruise on the Lake.

Sunday - Speed Event

Those with the need for speed will be able to test themselves and their cars on our recently extended and improved Hillclimb at the Club's Ringwood Park .

Monday - Motorkhana

The motorkhana will take place right alongside Lake Macquarie at Rathmines, a 20 minute drive from Club Macquarie. This is where the famous Catalina Flying Boats were stationed during the 2nd World War, and the area is steeped in history.

Sunday & Monday - Touring Events

Lake Macquarie will be the backdrop for the Observation Event and Kimber Run. Participants will enjoy the scenic landscape, interesting roads, and testing questions.

Saturday & Monday - Social Events

The Theme Night and Presentation Dinner will be held at Club Macquarie. “Back to the Sixties” to mark the 60th anniversary of the launch of the MGB.

Tuesday - Farewell Breakfast

On Lake Macquarie at the Belmont 16 Foot Sailing Club.

A Special Note about Accommodation

“MGs by the Lake” will coincide with the Australian Deaf Games being held in the area so accommodation will be in demand. The NatMeet website provides a list of accommodation and we strongly encourage you to make early reservations.

Go to Website - www.natmeet2022.mgcarclub.com.au/ and click on Express Interest
Chair Bruce Fraser chair.mgnatmeet2022@gmail.com
Secretary Fran Hodgson mgnatmeet2022@gmail.com

National Meet 2022 Update.

The MGCC National Meeting in 2022 will be held over the 15th -19th April, hosted by Newcastle MG Car Club. Named 'MGs By The Lake', it will take place around Lake Macquarie. Club Macquarie, where our three social events will be held, is only 120 kilometres from the beginning of M1 at Wahroonga. Our booked motels are short driving distances to Club Macquarie, which itself is twenty kilometres south of Newcastle.

Newcastle MG Club's Bulletin #1 introduces the event and everything on offer, and can be downloaded from the following link: www.natmeet2022.mgcarclub.com.au 2022 National Meeting Bulletin#1 [PDF]

To express your interest in the event and ensure that you receive updated bulletins as they're made available, click this link to the MGCC Newcastle website for the meeting. There, you'll find more information and can also click 'Express Interest' to put your name down.

By expressing interest you'll receive each Bulletin as it's sent updating Nat Meet information. When I receive this link I, will also be contacting you with it. Even if you aren't sure of attending, do fill it in to keep up to date .

Bulletin # 3 or 4 usually comes out late November and asks you to register your details with Newcastle MGCC.

You'll have (usually) till late February to register with a discounted cost for registering early.

In late January I will be asking for your details eg. car, accommodation, activities etc. to prepare a spreadsheet

for us all. Providing these details makes it easier for me, so please do supply all the details asked for.

Accommodation

With the Easter long weekend and other events being held around this time, there is limited motel accommodation, and great demand.

I have secured all rooms in The Esplanade Motel and a few more in Catalina Motel Lake Macquarie, however as more members book we'll be given more rooms there.

Catalina Motel Lake Macquarie has trailer and tow vehicle parking available and is closest to the motorkhana venue. Each of our motels is about a ten minute drive to Club Macquarie.

When you phone to book at either motel you must mention Dominic David, MG Car Club Sydney. My name will then be taken off the register and yours will be added. Please begin booking motels soon so we secure all rooms, particularly in the trailer parking motel.

Catalina Motel Lake Macquarie., www.catalinamotel.com.au. 02 4959 4833 and you'll speak with Eleanor.

The Esplanade Motel. www.theesplanademotel.com.au. 02 4948 9666.

If you have any questions, please don't hesitate to get in touch.

Dominic David, National Meeting Coordinator

M: 0414 407 400 dom.d.david@gmail.com

Your Dream. Your Garage.

Your Space

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

Your Car

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

yourgarage.co



Get a free quote today

P: 0417 641 946

E: garry@yourgarage.co



"Y" is this so?

The MG 1 1/4 litre – Series Y – is fitted with a 'Jackall' jacking system.

This as many know, has a hand operated hydraulic pump under the bonnet on the firewall which feeds four cylinders arranged at each corner of the car.

The selection can be made, all four wheels, the front two only or the rear two only.

This device is a great aid in changing an offending wheel or wheels.

There are inions, comprising a compression nut and an olive on the 1/4" diam. copper pipe at the pump and at each of the four lifting cylinders, plus at two three way distribution blocks at the front and rear of the car, eleven in all.

When asked to make one of these brass nuts I examined it as to the thread used.

It measured 1/2", definitely 1/2", not 12mm and definitely not 1/4" B.S. P.

OK. Must be 1/2 x 26 T.P.I. Brass Series thread.

No, surprise, it was only 24 T.P.I.

Now the pitch, 24 T.P.I. – was a strange one. It certainly

Eric Hayes



was not one of the common standard threads. It was hard to tell with limited equipment as to whether it was of Unified or Whitworth form.

Referring to 'Machinery's Handbook, 20th Edition.' This is the 2500 page bible of 'Engineers, Draftsman. Toolmaker and Machinist'

This revealed apart from the common standard Unified Threads, U.N.C, U.N.E.F, U.N.F, there are a series of constant pitch threads for special purposes.

These are 4, 6, 8, 12, 16, 20, 28, 32 T.P.I. for special application ranging from instruments to large oil and hydraulic lines.

If a suitable thread can not be found amongst these there is another special series, would you believe, U.N.S. Included amongst these is 1/2"x 24 T.P.I.

All the Unified National Threads originated in the U.S.A.

The first draft for Unified Threads was in 1949 and revised in 1960. The way I read they were standardising tolerances and clearances of existing threads

Now - why a small fitting on an accessory used on pre WWII cars, and which was carried over after this conflict, use such a vague thread?

Were the 'Jackall' units originally made in the U.S.A. - or were they made in the U.K. under license from an American firm and the tooling was part of the deal.?

It's one of many small interesting inconsistencies our cars confront us with every now and again.

Does someone know the answer?.

Glossary

B.S. P.	British Standard Pipe
T. P. I.	Threads per Inch
U.N.E.F.	Unified National Extra Fine
U. N. F.	Unified National Fine
U. N. C.	Unified National Coarse
U. N. S.	Unified National Special

Eric Hayes



Modified Hi-Torque "Gold Spark" Starter Motors

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

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

Designed to start an engine regardless of compression or engine temperature



Call Doug Hastie 03 9899 9302 or 0418 541 326, email dfshastie@gmail.com

Gathering of the Faithful



Thank you to all of you who have recently asked about Gathering of the Faithful 2021 in Wagga Wagga and for your continued support of this event.

We understand that many of our entrants make their accommodation booking in advance so with this in mind.

We are planning on going ahead with this event in 2021 , dates will be **10-12th of September 2021**.

We have booked Cross Street carpark, which is the same as last year
Mercure Wagga Wagga for our Saturday formal dinner.

We are hoping to get the entry forms out shortly.

Michael Reeves
Peter Baldry

Gathering of the Faithful
MG Car Club Contact

Coordinator
0407 102 279 leslyandpeter@gmail.com



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



MG SPARE PARTS

Your Online Automotive Store

Serving the Australian community and beyond since 1967 we are still operating!
Previously located in Smithfield, NSW we have transitioned to an online only store.

We are the biggest MG spare part supplier in the southern hemisphere with over
19,500 stock lines!

We stock parts for Austin Healey Sprite Midget MGA MGB MGC MGF GTV8 MG ZA ZB
TC TD TF MGY Type and Mini + Cooper S + Clubman.

For orders placed by email and paid by Bank Transfer you are GUARANTEED our best
price. Shop Direct Today!

Visit us at mgspareparts.com.au or
email us today at mgspareparts@gmail.com



Email: mgspareparts@gmail.com Web: www.mgspareparts.com.au



NEVCO

ENGINEERING MANUFACTURING

Ezy Approach Trailer



Protect your investment with an Ezy Approach Trailer

CALL NOW on 02 9631 4733 or email info@nevco.com.au
www.nevco.com.au



Changing to a Single 12 Volt Battery

When MG introduced the MGA in 1955 the new streamlined body wouldn't allow for the large 12 volt batteries of the time to fit in the engine compartment. Instead MG used two 6 volt batteries connected in series (to provide 12 volts) and located them behind the seats. This layout was also followed with the introduction of the MGB and persisted until the rubber nose MGB in late 1974 when the two 6 volt batteries were replaced by a single 12 volt battery, behind the drivers seat.



Like nearly all British cars at the time, the electrical system of the MGA was positive to earth. This continued with the MGB Mk I, and it wasn't until the MGB Mk II with its alternator rather than generator that the polarity changed to negative to earth, which by then had become the industry standard. Many earlier cars have now been converted to negative to earth, although this is not simply a matter of just changing which terminal the earth is connected to.



You can still buy 6 volt batteries and many of our cars still use them, but they are relatively expensive, don't use modern battery technology, and if you need one when you are on the side of the road the chances are that road side assistance or the local garage are unlikely to have one at hand.

My Mk1 BGT still ran two 6 volt batteries, and the last time one of them started getting tired and losing its charge I decided to

change over to a single 12 volt. This is easy to do. The first thing is to determine a suitable battery that will fit into the cradle. I found that the Century NS40Z series fits well, but there are also many other brands that offer batteries in similar sizes. It doesn't matter too much which way around the terminals are, but it is important that you get the standard size terminals, rather than the new smaller type (labelled SP), unless you want to also change your connectors.

If you don't know already, before removing the existing batteries make sure you know whether the positive or negative terminal is connected to earth. With the 6 volt set up the other end of the earth cable is bolted to the back of the cradle on the left hand side.

Because the main cable from the battery (to the starter solenoid) runs under the driver's side of the car you will want to use the right hand battery cradle for the 12 volt battery. Undo the bolt that connects the earth cable to the left side cradle in the two battery set up and reconnect it into the hole in the same position on the right side cradle. Make sure you clean the surface before bolting it up to ensure that you get a good

electrical contact. Now it is simply a matter of dropping the new battery in and connecting it up according to the polarity of your car.



Because the new 12 volt battery is smaller than the 6 volt battery I found that the clamp that holds the battery down couldn't be adjusted sufficiently to hold the battery securely. But I found a universal one at an auto accessories shop that works much better than the original as it fits on to the sides rather than on the rear edge of the battery, providing for more even pressure when it is clamped down. Happy MG motoring.

John Clarke

Illawarra Register

The Illawarra register's program for the year is based on advertised social events in conjunction with the Jaguar drivers Club of Australia (Illawarra And Southern Highlands Register)- and by observing the relevant COVID health restrictions, we are continuing with relaxing social runs- to which you can bring out the MG If the weather is reasonable or the modern if it isn't!

Our May 2021 Run

Thursday 27th May:- Social Run To "Harpers Mansion" Berrima

By the time you read this I hope that we will have joined the other Illawarra registers to a successful social run to Harpers' Mansion. It is a lovely historic National Trust Mansion in classic Berrima NSW Southern Highlands and for background details on the NT property see:- <https://www.nationaltrust.org.au/places/harpers-mansion/>

Christmas in July at Mt Keira Scout Camp.

Sunday 25th July Commencing at 1230

Christmas in July is on again after a years absence due to Covid restrictions, but ongoing COVID safety health concerns mean that seating is limited to approx 40 per

Michael Hough



session this year, so the Scouts are running it over two weekends. We have block booked Sunday 25th July and it's a great event so please book early!

It's \$35 per head plus BYO and the booking needs to be made before 11th July, bookings to Ron Critcher

rcritcher@bigpond.com 0487 917 324

Wings Over Illawarra Sat 13 Nov 2021

Again, I want to advise you of our long delayed Wings Over Illawarra 2021 event which is rescheduled for Sat/ Sun 13-14 November 2021

see:-<https://wingsoverillawarra.com.au> for early details

We have scheduled an MG Car Club Illawarra Register run for the Saturday 13 Nov 2021

In this month's report I have shown some of the ex-RAN Fleet Air Arm airframes that we have in the HARS collection, with at present two of them flying, an S2G Grumman Tracker 844 and Huey UH1B- 898. There are over 40 aircraft on display at HARS itself and WOI is a great air show.

Please put this date in your MG events diary!

Michael Hough Illawarra Registrar





HAYSTACK

Metering Needle Finder

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

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

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

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



Notta MG !



It is a Triumph TR6/250 and clearly people associate every sports car with an MG & this guy was sick of it! *John Clarke.*



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



Ashfield Cycles

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

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

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

Great deals if you mention this ad.

Ashfield Cycles

353 Liverpool Road
Ashfield NSW 2131
Ph: 9797 9913
www.ashfieldcycles.com

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



ASHFIELD CYCLES

Markets at Wyong Race Club

**Exciting new Markets at Wyong Race Club have recently commenced.
At our second market last weekend we were able to attract over 3500 people.**

We have a special section with an area to suit over 100 cars to display your special cars on a tarred area and hard grass section.

We would like to take this opportunity to invite MGCC Sydney members to be a part of our exciting event which happens on the second Sunday of each Month.

Next meet: **Sunday June 13th.**

Arrive: 7- 9am. Depart 1.30 pm.

Live entertainment , 75 stalls, great food & coffee.

We will host a "Best Car" competition, voted on by the public with a prize for the top car.

Event entry fee of \$5.00 per car via Wyong Race Club, Howarth Street, Wyong.

Please contact; Paul Greentree Markets 2259. 0423 251 230

website www.markets2259.com.au



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



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



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

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

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

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



Contact Darryl on 0412618023



darryl@theclassicfactory.com.au

www.theclassicfactory.com.au

Classic savings for classic cars

Spend less on your insurance and more on your obsession

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

Lumley 
Special Vehicles

Call 133 578 or visit www.lsvinsurance.com.au to see how much you could save

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

Compare all seven insurers and
find the cheapest greenslip.

greenslips
.com.au

Classifieds - Cars



MG TC 1949

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



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



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



1973 P76V8

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 Commandoor.;Shannons insured for \$32K ,

Price: \$22,000 ONO

Contact: Steve Foldhazy . 9680 4648

mgcgtsf@yahoo.com.au



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

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:





PENINSULA SPORTS CAR SERVICES

BRITISH & CLASSIC CAR SPECIALISTS

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



VTO Wheels stocked
& available in most sizes



Extensive Range of MG Special Tuning Parts
AUSTIN HEALEY & All MGs are our speciality • Brad Penn Oil Stockist
Quality Repairs & Service to all British Sports Cars at Reasonable Rates

37 WINBOURNE RD, BROOKVALE N.S.W 2100
(02) 9907 2069 • gmorse@optusnet.com.au
peninsulasportscars.com

MODERN CLASSIC CARS PTY. LTD.



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

Engine conversions, Servicing, Restorations and Commissioned car builds

2A Arab Rd Padstow NSW

Email : sales@modernclassiccars.com.au

Tel : 02 9774 2169 www.modernclassiccars.com.au

The Australian home of
FRONTLINE
Developments

Classifieds-Parts



NEW

Dorian Race Timer

Transmitter No 5331

Plug Pack :

Charger: No vehicle mount

Price: \$250

Contact: Henry Stratton

0408 262 395

02 9880 8439

henrys1708@gmail.com



Pair of Sun Visors

In very good condition. No weather or sun damage, a small bit of corrosion on the metal arms, but nothing serious, configured for a LHD vehicle.

Price: \$145 ono.

Hood Storage Cover

suit MGB

Price: \$375 ono.

Contact: Phil Gibbs (Peakhurst),
9534-2276

freeway64@optusnet.com.au



MG 1100

Front Grill Centre Bar with Badge
New, in original box

Price: \$65

Contact: Eric Hayes 02 96549040
edhayes1@bigpond.com

Wanted

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

FREE

To a good home
16 copies

Safety Fast

(Official Organ of
the M.G. Car club
that's what it says)

From the late
1950's & early
1960's.

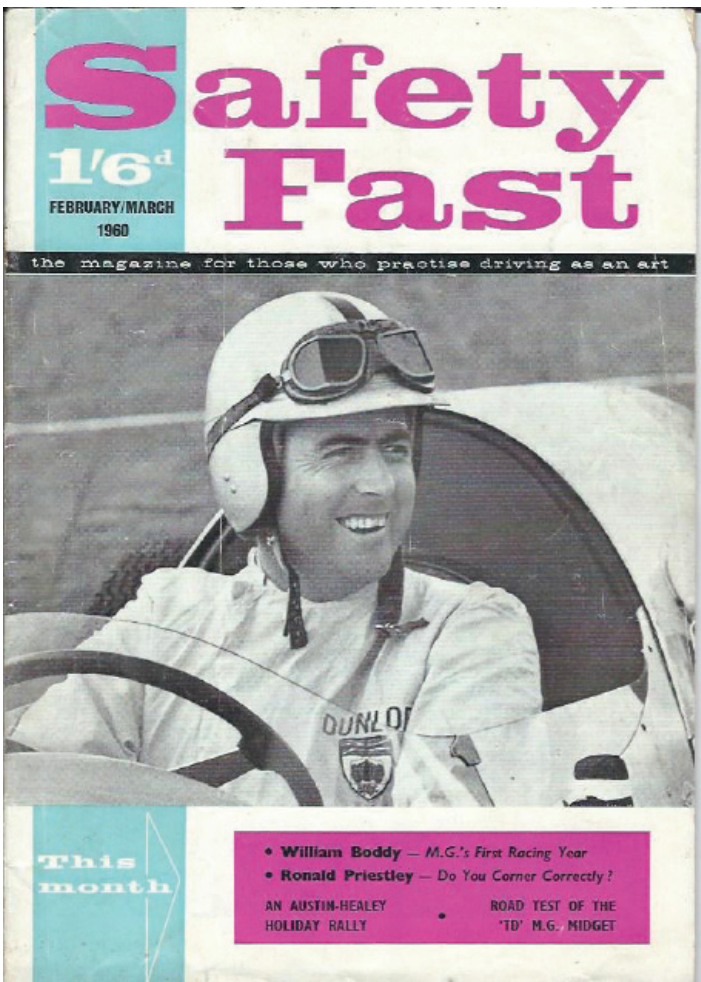
Postage not
included in the
price.

Contact :

Jake Harris

0427 427 747

jake@mgta.com.au



Advertising in Opposite Lock

A **FREE** service for MGCC members

- Classified ads will run for two
months.

Please advise the Editor

via email or phone if:

sold prior to two months,

or

you wish to continue the ad
for another month

please email:





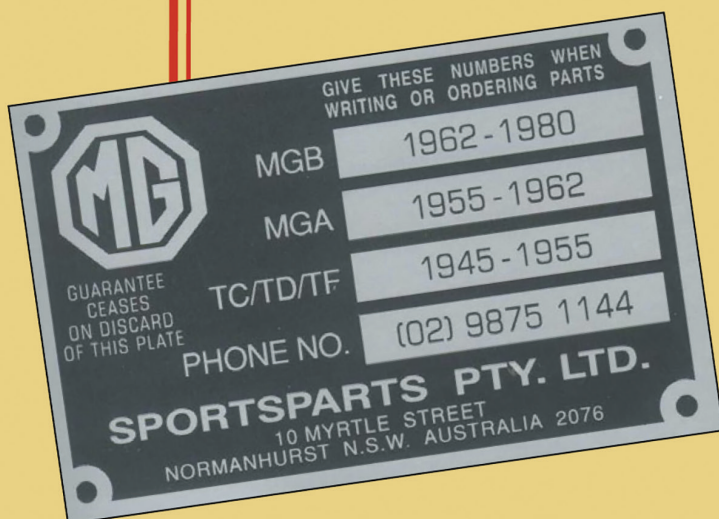
Sportsparts Pty Ltd

*Parts and Technical advice
for pre 1980 MGs*

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

PROMPT MAIL ORDER SERVICE

Detailed catalogue
available \$5.00



Sportsparts Pty Ltd
10 Myrtle Street,
Normanhurst NSW 2076

PO Box 2
Thornleigh NSW 2120

Phone 02 98751144
Fax 02 98751906

www.sportsparts.com.au