



Official Journal of the MG Car Club – Sydney

Opposite Lock



February 2022

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Alf Luckman Fish & Chips Run

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- 7 Board Meeting, Chatswood RSL
- 8 Members Gathering, Strathfield Golf Club
- 16 Mid-Week Muster, Bob Parkinson
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- 24 Touring Run, Don Young

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- 8 Members Gathering, Strathfield Golf Club
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- 12 Members Gathering, Strathfield Golf Club
- 15-17 MG National Meeting, Newcastle, Dom David
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- 23 CSCA, Sydney Motorsport Park South Circuit, hosted by Sprite Car Club, Max Wasson & Steve Perry
- 28 Touring Run, Don Young

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- 1 Breakfast Run, Julie Porter - Stephens
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- 8 CSCA, Wakefield Park, Goulburn, (TBC) hosted by Triumph & MRA Max Wasson & Steve Perry
- 10 Members Gathering, Strathfield Golf Club
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- 17 Club Run, MGF/TF Registrar, Mark Robson
- 20 Mid Week Muster, Bob Parkinson
- 24 Christmas in July Mt. Keira Scout Camp, Illawarra Register Run, Michael Hough
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AUGUST

- 1 Board Meeting, Chatswood RSL
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- 13 CSCA, Sydney Motorsport Park Gardner Circuit, hosted by Morgan Car Club, Max Wasson & Steve Perry
- 14 Shannons Sydney Classic Display, Sydney Motorsport Park, Greg Fereday
- 17 Mid Week Muster, Bob Parkinson
- 25 Touring Run, Don Young
- 27 CSCA, Pheasant Wood, Marulan, hosted by MGCC Sydney, Max Wasson & Steve Perry

SEPTEMBER

- 4 Club Run (TC Registrar, John Carter)
- 5 Board Meeting, Chatswood RSL
- 9-11 Gathering of the Faithful hosted by MGCC of Wagga Wagga, Peter Baldry
- 11 All British Day, King's School TBC, David Noble
- 13 Members Gathering, Strathfield Golf Club
- 14 Mid Week Muster, Bob Parkinson
- 25 Club Run, RV8 Registrar, Alan Heritage

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- 7-9 Motorclassica, Royal Exhibition Building, Melbourne*
- TBA Bathurst 1000, Mount Panorama*
- 11 Members Gathering, Strathfield Golf Club
- 13 Touring Run, Don Young
- 19 Mid Week Muster, Bob Parkinson
- 23 MGCC Concours and Display Day, Silverwater Park, Allen Gower
- 23 CSCA, Sydney Motorsport Park North Circuit, hosted by Jaguar Car Club, Max Wasson & Steve Perry
- 27 Perth to Sydney Marathon* until 6 Nov, Robert Smith
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NOVEMBER

- 6 Breakfast Run, Julie Porter - Stephens
- 7 Board Meeting, Chatswood RSL
- 8 MGCC Annual General Meeting and Members Gathering, Strathfield Golf Club
- 13 MGA/MGB Workshop Day, MGA Registrar, Greg Keenan
- 16 Mid Week Muster, Bob Parkinson
- 26-27 Wings Over Illawarra, Illawarra Registrar, Michael Hough

DECEMBER

- 4 Club Run, TD Registrar, Michael & Jacqui Gerondis
- 5 Board Meeting, Chatswood RSL
- 8 Touring Run, Don Young
- 13 Members Gathering, Strathfield Golf Club
- 14 Mid Week Muster, Bob Parkinson
- 25 Santa comes - Get some MGCC regalia*

** Events for information only.*

These are not considered Club events for conditional registration.

December President's Report

Ladies and Gentlemen a very warm welcome to 2021.

In last year's February report, I wrote, "Current indications are that we will have Covid 19 vaccines available in Australia by early to mid this year. Assuming we continue to have low incidences of the virus and the vaccination program rolls out as planned, I am sure we will have a prosperous year in the club". One can never be sure how the landscape will change and change so rapidly with situations such as a Pandemic. The state as responded well to vaccination, and we now have strong support across NSW for the program. Booster shots are available, and more recent numbers of infections and hospitalizations are on a decline. Let's hope this trend continues and we can finally get back to the events and meetings that we enjoy so much.

In so doing the club will be strictly adhering to the guidelines as laid down by NSW Health. However, the onus is on the individual member to determine what is in their best interest. That said, outdoor events or events in large spaced indoor areas will be the priority of the board and the organizing registrars.

In relation to Mid-Week Musters, these events will commence again when Bob has received feedback from several enquiries he has made in relation to the nature of the venue under consideration. Bob's priority is for venues with outdoor seating, or a cafe near a park where members may gather after purchasing a coffee. As of this moment the February Mid-Week Muster is on hold and doubtful. If Bob receives satisfactory feedback from the chosen venue, he will run the event. Details will be immediately put on the website and a Running Board generated.

Once again, as this is the first communication for 2022, I thought it would be best to list several initiatives and events that we have planned so far so that members may make early diary notes.

- Members are reminded that the Club Calendar is the first point of reference and I encourage all members to peruse this document regularly making the necessary notations in their diaries.
- Our first event for the year, the Alf Luckman Memorial Fish & Chips Run to Berowra was well attended with upward of forty members in attendance.

• Our next event of 2022 is on the 6th of February. Breakfast Run to The Beach Pavilion, Thirroul. This is the first run to be organized by our new Breakfast Run Coordinator Julie Porter-Stephens so please give the event and Julie the support the event deserves. Please refer to the details on pg 16.

• The Presidents Run in February is doubtful given that the chosen venue is indoor only. A firm decision will be made by the February meeting and members will be advised.

• Members will be aware that the 2020 & 2021 National Meetings were cancelled due to Covid. With some quick organisation a "Friendly Meeting" was held in Albury – Wodonga in 2021. Some 40 of our NSW members joined 55 Victorian members for a delightful Claytons National Meeting.

At this stage the 2022 National Meeting is ON!!! Bookings are now open, and I would encourage members to book early for the events of their choice. As with last years Claytons Meeting, should the event need modification in some way, cancellation of formal dinners etc, the sporting and social days will go ahead. So, come and join us at Lake Macquarie 15th-19th April 2022.

• Once again during 2022 we will be perusing some diversity in our guest speaker line up. This will not be at the expense of all things MG. The intention is to make the evenings more diverse therefore more interesting to the membership. So, if you have a suggestion whether it be a topic or a known presenter that you have access to please contact Greg Fereday to coordinate.

• Monthly meetings will continue as planned at the Strathfield Golf Club. Whilst the Club are abreast of all things Covid, as I mentioned above members should make their own decision re attendance. Prior to the first meeting I will be speaking with the Operations Manager to ensure we are jointly across these protocols. Drinks and dinner from 6.00 pm with the meeting commencing at 7.45 pm.

Once again, I would like to wish members a prosperous 2022 and look forward to seeing you at our monthly meetings, runs and special events.

Charlie Frew.



New Members

Welcome all to the MG Car Club Sydney

Please make yourselves known to one of the members so that we can ensure you meet up with some like minded MG enthusiasts!



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

Simon Turnill	Midget
Lindsay Trevitt	MGB
David Jesaveluk	MGB
Trevor Michel	TF
Simon Fereday	-
Peter Meadows	TC, MGB
Greg & Robyn Sharp	TD
Grant & Kerry Hamilton	MGB
Stephen Wawn	TC
Michael Manning	MGB
Danny & Nicole Mangion	TF Modern
Bess Gilmore Lim	ZS (SUV)
Eric & Helen Ostler	MGA
Matt Sinnamon	-
Antoly Luzowoi	MGA



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

52, Weeroona Road , Strathfield.



February 2022 Cover:

Picture taken by Scott Bailey on the
November run to Mount Tomah.

February 2022 *Opposite Lock*

Contributing photographers:

Thanks To:

Claudia Lovette,

Robert Smith, Michael Hough,

Scott Bailey, John Clarke

Greg Fereday, Alan Heritage

John Lindsay, Matt Crawford

Ingo Weinberger

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C and V8	Vacant			
Midget and FWD	Vacant			
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Club officials

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Regularity	Stephen Perry		0434 275 970	windywoofer@gmail.com
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2022 MG National Meeting

"MGs by the Lake" Bulletin 4 - January 2022



Well, the Omicron strain has caused much concern since Bulletin 3 in November. However, be assured that Nat Meet 2022 will be proceeding, with registrations opening next week. The only thing that would stop the event now is a major tightening of Government regulations.

Registrations open Monday 24th January

Registrations will open on Monday 24th January and close on Wednesday 16th March.

"Early Bird" rates are available up until Wednesday 23rd February, with savings of \$50 per head for adults. Careful planning has kept the registration fees low, making this the most affordable National Meeting in recent years.

Entry forms will be available on the [Nat Meet website](#) from 24th January and will be sent directly to Club Secretaries and those who have completed an EOI.

Maximum Numbers of Registered Entrants

As mentioned in Bulletin 3, our social venues will enable us to cater for around 350 entrants, although that would reduce to around 300 if current covid restrictions continue. The motorkhana and hillclimb venues can accommodate around 100 competitors each.

Expressions of interest have been received from more than 360 people who say they are likely to attend, so it is possible that numbers may have to be capped. If so, entries will be accepted on a strictly "first come, first served" basis.

Some Reminders and Event Updates

Photographic Competition:

Remember to bring along your best photos featuring an MG theme or car/s to enter in the photo competition. Entries are to be submitted at Registration and must not have not been entered at a previous National Meeting. Full details are in the Supp Regs. Please remember that the size of photographs is restricted to a maximum 250mm x 200 mm (10 inch x 8 inch). Categories are:

- Best Action photograph
- Best Novelty photograph
- Best Still photograph
- Best Digitally manipulated photograph

Theme Night:

Our Theme Night on Saturday evening will celebrate the 60th anniversary of the launch of the MGB, so we will be going "Back to the Sixties". We look forward to seeing plenty of mini-skirts, knee-high boots, flared trousers and paisley shirts as we have a fun time celebrating the "good old days".

Scenic Tour Options on Lake Macquarie:

For anyone looking for something else to do on the day of the Concours, other than inspecting all the beautiful MGs, a ferry service has recently commenced around the northern half of Lake Macquarie. Lake Mac Ferry departs from the Speers Point jetty (right at the Concours venue) and cruises to 5 different stops. There are multiple departures throughout the day, and routes and travel times vary between 1½ and 2 hours. See Lake Mac Ferry for more details.

Covid-19 Uncertainty

We are proceeding on the basis that Nat Meet will go ahead, but we are aware that many of you will be feeling uncertain about committing in the current environment. With that in mind, the committee has undertaken to refund all registration fees in full if the event has to be cancelled due to a major tightening of Government restrictions concerning Covid-19 management for events.

Note that entries may be withdrawn for other reasons up to 16th March with a full refund. After 16th March a cancellation fee of \$50 will apply and after 1st April no refund will be granted unless Nat Meet is cancelled.

In the meantime, please "roll up your sleeves" for your covid booster vaccination at the earliest possible opportunity, and we look forward to seeing you all at Nat Meet 2022.

Contacts for more Information:

Website: natmeet2022.mgcarclub.com.au

Registration enquiries: Raechel Fraser 0401 624 819 registrar.mgnatmeet2022@gmail.com

Chair: Bruce Fraser 0417 481 480 chair.mgnatmeet2022@gmail.com

Secretary: Fran Hodgson 0414 449 252 mgnatmeet2022@gmail.com



Sydney MG Car Club Update

Members who supplied Expression of Interest with Newcastle Club will have already received BULLETIN #4. Others will have received it from me.

Entries opened a week ago and Early Bird Discount applies till 23rd February.

Entries close 16th March, 1 month prior to Nat Meet.

National Meeting 2022 "MGs by The Lake" runs from Friday 15th to Tuesday 19th April. This is over Easter.

I envisage most will arrive on Thursday 14th to minimise the Easter exodus on Good Friday.

Motels: If you are booked into one of our two motels please now contact your motel and supply your names, date of arrival/ departure and credit card details.

I would appreciate you doing this soon so any discrepancies may be sorted out a.s.a.p. I will be driving to both motels shortly to check on our bookings.

The Esplanade Motel. 568 The Esplanade, Warners Bay. 02 4948 9666

Catalina Motel. 211 Awaba Road, Toronto.

02 4959 4833 Please speak with Eleanor or Peter.

In both cases mention Sydney MGCC.

If you haven't entered Nat Meet 2022 and still wish to do so, limited rooms are available at Catalina Motel.

Please contact me: Dominic David 0414 407 400.

COVID19. In BULLETIN # 4, you are encouraged to "roll up your sleeves" and get your booster at the earliest possible time.

Now unfortunately this doesn't guarantee that all participants are actually fully vaccinated. This is a situation which Newcastle MGCC are unable to enforce or mandate, however it behoves every member to do the right thing. I understand that this will be a matter of concern for many members from all States.

Observation, Kimber Runs, Motokhana & Hill Climb don't require close contact with large groups.

I am hoping that the Social Night Venue may have a NO jab NO come policy.

Frank Perry has kindly volunteered again to produce a running sheet for all MGCC participants in the Nat Meeting, so we can all keep in touch during the event.

Please email Frank your details:

Name & any partner travelling with you, MG Model car, intended date of departure & return, accommodation hotel, what events you are participating in, mobile phone number and e-mail address.

Contact:

Dominic David 0414 407 400 prior 7.56 pm.
dom.d.david@gmail.com

Frank Perry: fmeperry@optusnet.com.au

Dom David

Introducing the 2022 MGCC Board of Directors

Charlie Frew... President

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



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

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

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

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

Greg Fereday...Vice President



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

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

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

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

John Clarke...Registrar Representative

My MG ownership commenced in 1978 with a black 1957 MGA Roadster. At the time I was a young Midshipman at the Naval College in Jervis Bay and enjoyed spirited Sunday morning drives through Kangaroo Valley as well using it as my everyday car for more mundane activities like driving to Sydney and taking out young ladies.



After 4 years we tearfully parted company. Jump forward 10 years, one wife and a young daughter later we needed a second car and I renewed my MG affair with a 1967 MGBGT, which I still have today. A short time later I encouraged my retired father to fulfill his lifelong dream to get an MG with a 1971 MGB Roadster, which when he passed away, he left to me. It became my wife, Christine's daily driver for much of the next 15 years. Along the way I have also owned a modern MGTF 160 (later written off by my son) and now also an MGBGT V8. I have always done and enjoyed doing the maintenance of my MGs myself, and hopefully you also enjoy reading about some of it in my MGB Musings column.

In my professional life I was a Naval Officer for 21 years in the Supply specialisation with roles in logistics at sea and ashore. After leaving the Navy I had various executive roles in procurement and corporate property management.

Now semi-retired I still occasionally contract in these areas.

As both a re-elected director of the Club and the MGB Registrar I look forward to continuing to help steer and organise our wonderful MG Car Club in 2022 so that we can all enjoy these wonderful cars and the camaraderie of fellow MG enthusiasts.

Max Wasson...Sporting Captain



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

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

Alan Heritage...Sporting Liason



I first joined the MGCC Sydney in 1976, shortly after buying my first MG, a red MG TF. I bought the car in Sydney with my first serious pay packet in my position as Research Scientist with CSIRO based in Griffith, NSW. I owned that car for more than 30 years during which time I took it through a full restoration, used it as our wedding car and also had many adventures including the 1992 Tour d'Adelaide rally from Melbourne to Adelaide organised as part of the Australian GP. While living in Griffith, a small group of us linked up with a few MG owners in the Riverina to form the Wagga chapter of the MGCC. During a 3 year transfer to Adelaide for my work in the CSIRO, I enjoyed membership of the SA MGCC.

In 1984 I added an aluminium-bodied racing MGTD to the stable and campaigned it in Group Lb racing events at many race circuits around Australia; highlights being at the 1988 Bicentenary event at Oran Park, a demonstration race at the 1995 Adelaide Grand Prix, and the FoSC Easter races on Mount Panorama in 2008. Our team of aging Regularity MG racers formed the elite group of World Famous Racing Drivers! During the years I have attended many MG National meetings and more recently I have enjoyed Classic Rally events with my RV8. These rallies combine my love of cars and exploring the back roads of our country.

Over the years I have also owned (or in some cases still own?) a TC originally owned by famous racing driver, Col James of Barclay Motors, 5 MGB's, 2 MGC's and 2 RV8's. It has been a pleasure working on them; breathing new life into each one, while recognising/ hoping that they will still be around long after we've gone! At various times I have also been a member of the Renault, Citroen and Mustang car clubs, SA Sporting Car Club, Historic Sports and Racing Club and the Northshore Sporting Car Club.

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

Allen Gower...Assistant Treasurer



I joined the MG Car club in 2006 and since have been a regular attendee of monthly meetings, the club annual Concours events and some club runs. In 2007 I purchased a MGA Roadster and carried out a successful ground-up restoration (with valuable input from a number of club members). I attended the 2015 Yarra Valley National meetings and also became joint All British Co-ordinator (with David Noble). I quickly realised that the greater your input into the club, the greater the enjoyment you are likely to get out of it.

For the past 3 years I have been on the MGCC Board as a Director and Assistant Treasurer. In 2019, I was the organiser of the club Concours and Display Day at Silverwater Park, and in 2020 & 2021 the Show & Shine at Strathfield Golf Club.

Through the involvement with restoration, and participation in displays, runs and National meetings, I have come to appreciate and enjoy the people and friendship of this MG family. I sense members have a natural feeling of wellbeing when around their cars. My wife Yvonne and I have three sons and 6 grand-children and live in Davidson on Sydney's Northern fringe.

In 2015 I retired from "paid work", after a busy working life as a Chartered Professional engineer and project manager. This retirement has allowed me to indulge more in the cars and the club's activities. I enjoy doing the maintenance on the user friendly MGAs, and am always on the look-out for subtle improvements by keeping in contact with the MGA community around Australia. My dreams and enthusiasm for sports and racing cars was ignited as a young boy when I saw the Lotus Climaxes' of Jim Clark and Graham Hill at Oulton Park in England in 1963. That fire still burns brightly every time I see or hear an MG go past. I hope as a Board member to contribute to the routine tasks and also the on-going development of the MGCC Sydney and be part of the national and inter-national MG family.

Introducing the 2022 MGCC Board of Directors

Granville Harris...Website & Regalia Co-Ordinator



Starting my career life in Architecture, I am currently Director of Rapid Aquatic Solutions. Supplying chemical equipment to the Aquatics and Aquaculture industries.

I have had a couple of sojourns from the industry. One for a 7 years as a Professional Entertainer and another as Area Director for a marketing company promoting 5 star Hotels in the UAE and South America.

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

John Bastian...Club Secretary

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



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

The real fun in our MGB began when we answered a small add in *Opposite Lock* to join a group of MGs travelling from Cape Town to Cairo in 2012. With 10 other MGs we drove through 11 African countries and across Europe for three months. Following that trip we left the car in England and then in 2013 spent 3 months driving around the British Isles. A year off, and in 2015 we drove around South America for

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

Elizabeth Sutherland... Treasurer

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



Hilary Wren...Editor of Opposite Lock

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



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

I have now been your editor and magazine publisher for the past three years and my commitment to the club is to ensure that the key communication tool for our members is informative, constructive, educational, inspiring and motivational. However to achieve that goal, I need your valued input. Thank you. H



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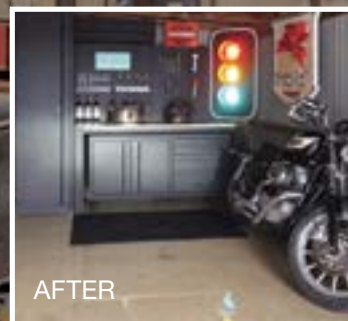
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BEFORE



AFTER



BEFORE



AFTER

MG Show & Shine 2021 & Christmas Party

The December meeting had a good turn-out with 120 members and guests dressed up for the end-of-year Show & Shine and Christmas dinner.

As in 2020 the All British Car Club Display and our Annual Concours & Display Day had been cancelled, so the Club Board again decided to make a special effort to round out the year on a high.

The Show & Shine attracted over 35 MGs, with models spanning a period of nearly 75 years. Andy Leondiou (TC) and Matt & Margaret Crawford (YT) drove their beautiful 1940s cars through the busy Sydney afternoon traffic to present them at the Strathfield Golf Club venue. An up-to-the minute MG HS from Sydney City Motors completed the model range.



The MGs were grouped into 4 classes and the Judges under John Clarke, assessed the cars under Show & Shine rules i.e. Presentation, without consideration of originality. The numbers in each class were as follows :

Pre-MGB Class

MG TC	- 1
MG YT	- 1
MG TF	- 1
MGA	- 3

Non Marque - 1 (Jaguar XK 150)



MGB/C Roadster Class



MGB - 12

MGB/C GT & V8 Class

MGB GT	- 4
MGB GTV8	- 2

Post 1980 MG Class

MG F & TF Modern	- 4
RV8	- 5
MG 3	- 1
MG HS	- 1

Tony Pham had brought his Orange Blaze MGB and once the bonnet was lifted two strips of amazing coloured lights were revealed – attracting attention like the proverbial moths to a light.

Once the judging was complete, a “People’s choice” car was selected by a young guest named Sarah.





After pre-dinner drinks the members were seated and served a sumptuous Christmas Dinner put on by the Events department of the Strathfield Golf Club.

Your Club president then thanked the volunteers and all the members who had contributed and made the best of a difficult year.

Show & Shine medallions were then presented to the class winners by Lily Zeng from Sydney City Motors – MG

Pre-MGB Class Winners

3rd Place - Matt & Margaret Crawford MG Y Tourer

2nd Place - Allen Gower MGA 1600 Mk II

1st Place - Andy Leondiou MG TC



1st Place - John Clarke

Post 1980 MG Class

3rd Place - Conner Gilmore MGF

2nd Place - Max Wasson RV8

1st Place - Warren Freestone TF160



MGB/C Roadster Class

3rd Place - Brian McGowan MGB

2nd Place - Theo Lyras MGB

1st Place - Jeff Agius



The "People's Choice" was then revealed and presented to Matt & Margaret Crawford for their beautiful two-tone MG YT.



MGB/C GT & V8 Class

3rd Place - Arthur Pugh

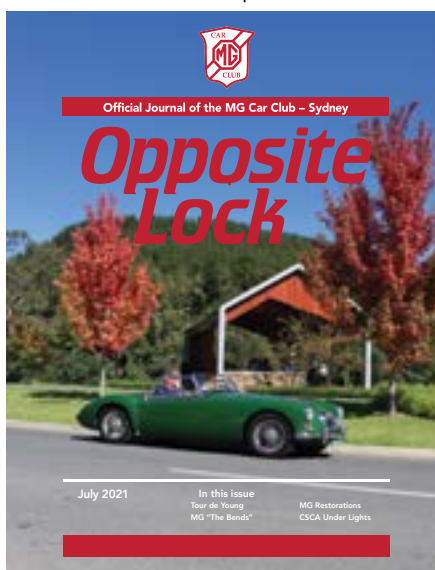
2nd Place - Jim Hull





The annual photography award for the best *Opposite Lock* cover Photo was then announced by Hilary Wren (The Editor). The winner and runners-up were selected by votes cast by the Directors.

The winner was Greg Fereday who snapped a beautiful Green MGA with a backdrop of autumn colours in Porepunkah (Victoria) over Easter. The two runners-up were Scott Bailey and Claudia Lovett. Greg wins a free annual subscription for 2022/2023 and Scott & Claudia a 50% discount of their subscriptions.



The President then announced the Sporting Encouragement award, which was won by Glen Smith, who competed regularly as an MGCC member at Wakefield Park, Pheasant Wood and Eastern Creek during the year.

The "Presidents Gong" was awarded to John Clarke for his untiring work organising week-end runs and co-ordinating the model registrars throughout the year.

Then the "Presidents Award" for an outstanding contribution to the club was given to Sheila Trotman, who has managed the roll-out and nurtured on-going establishment of the new Membership and Events system. As a matter of interest, more than 90% of attendees at the Show & Shine successfully registered for the event using the "Wild Apricot" software.



Once the plates were cleared John Clarke came forward to explain the rules for the Trivia Quiz. John stepped-in as Robert Smith had to be in Queensland on the night. There were 21 trivia questions, the answers to which could all be found in this year's *Opposite Lock* magazines.

After much head-scratching and then marking, it was found there were 3 teams tied on 9 correct answers – "The Also Rans", "The Prize Winners" and "Last Year's Winners", so a tie-breaker was called. Each of these teams was in-turn asked "Before the MGB GT, what was the name of the MGB Coupe produced by a European Coachbuilder?"

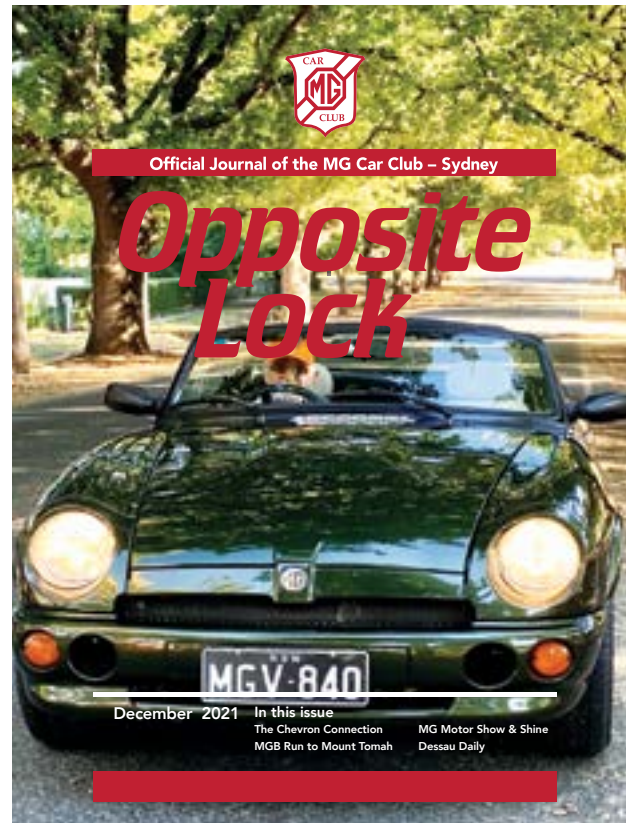
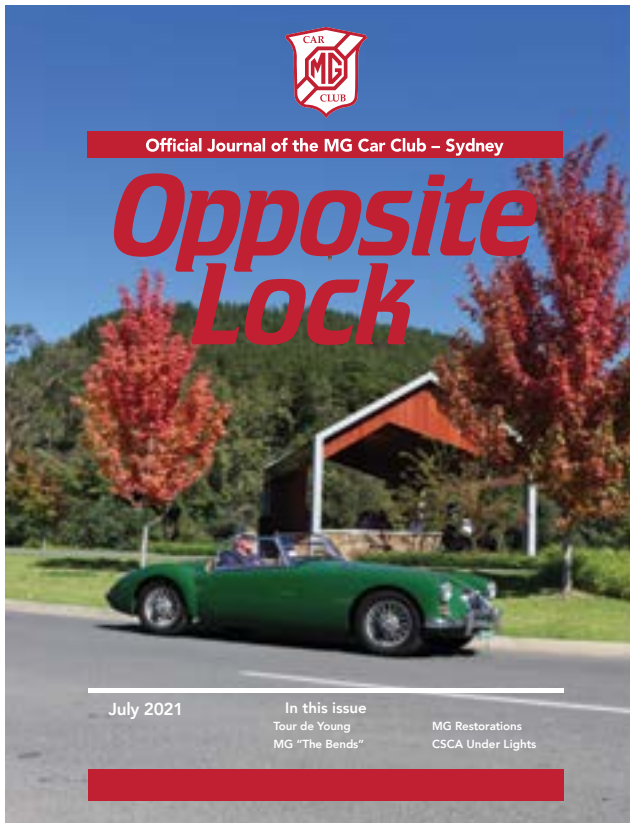
Only one team knew the answer "Lasts Years winners" who named the coachbuilder Coune Berlinette, who had produced 56 Coupes in Brussels, Belgium.



After drawing the lucky door prize, the night ended. A big thank you to all the volunteers and members for attending and making the night such a success.

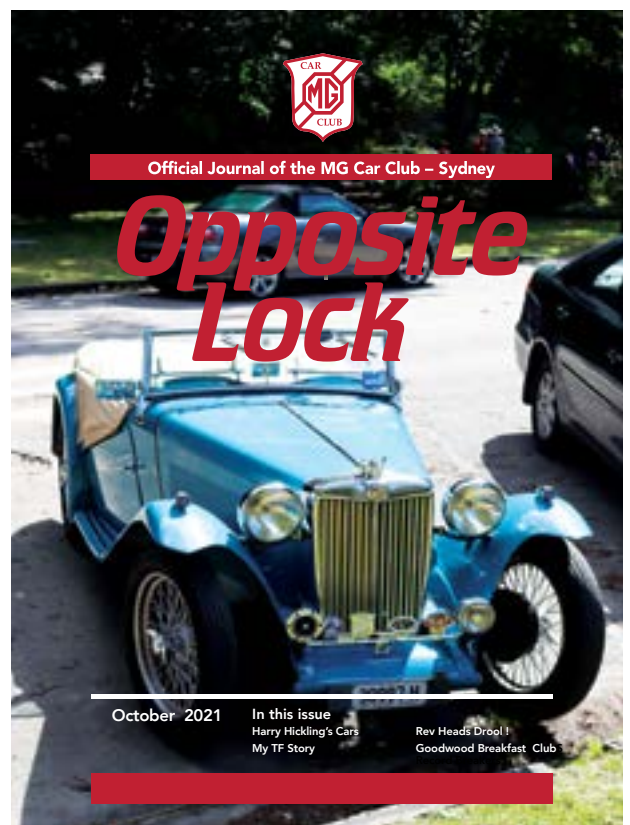
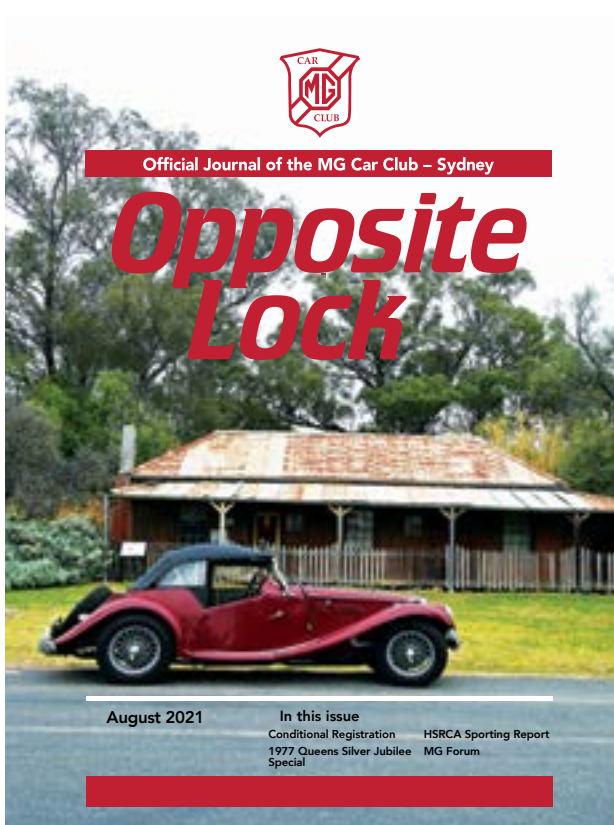
Allen Gower

Opposite Lock Front Cover Competition 2021



The winner of the *Opposite Lock* Front Cover competition is a picture taken by Greg Fereday of Allen Gower's MGA on Easter Monday in Northern Victoria. Greg will receive free club membership for 2022-2023. Joint second place winners are Claudia Lovette and Scott Bailey, each will receive a 50% discount for club membership in 2022-2023. Claudia's photo featured on the December Cover a picture of her MG V8 taken in Yackandandah VIC and Scott's photo is the August edition taken on the Tour de Young. Forth place is also a photo taken by Greg Fereday of Warwick Gordon Smith's MG on a run to Bobbin Head in 2020. The competition will run again in 2022, so please send in your portrait photos in high resolution to editor@mgcarclubsydney.com.au

Hilary Wren



BREAKFAST RUN – THIRROUL BEACH PAVILION
Sunday 6th February 2022.

Join in us for an easy drive through some iconic mountain scenery to Thirroul, followed by a casual breakfast on the beachfront at The Beach Pavilion, Thirroul.

Meet: 7:45 am at McDonalds, Allison Cres, Menai, NSW . 2234
(parking adjacent at Menai Park in Duncombe Place) for 8:00 am departure.

Navigation: Easy directions – this is not a navigation run, plenty of off street parking and 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

Cost: \$ 30 per person/\$15 for children under 15.

Limit: 40 places

Bookings: By Sunday 23rd January 2022 via Wild Apricot.

Payment: At time of booking through Wild Apricot preferred, alternatively by EFT to the Club's Account:

Bank: St George Bank Limited

BSB: 112-879

Account No. 043811680

Please use Your Full Name-Thirroul as your reference in the transaction details.

Enquiries: Julie Porter-Stephens

breakfastruns@mgcarclubsydney.com.au

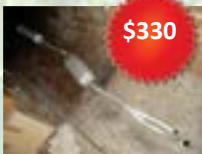


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MARCH CLUB RUN - BARLOW MUSEUM

Sunday 6 March 2022

Organised by the MGB Registrar – All Welcome

Join us for a tour of the fascinating Barlow Museum. The Barlow Museum is a private museum which houses one of the finest collections of stationary engines in the world, including a very rare 1857 Otto Atmospheric (hydrogen) Engine and a faithful reproduction of an 1883 Benz 3 wheel motor carriage – the world's first car, amongst many other interesting exhibits. We are hoping that a number of these will be able to be run on the day.



Meeting in Richmond, we will take a drive to the lower Blue Mountains before making our way to the museum, where after morning tea we will be given a tour of the museum by Dr Allen Barlow.

The Barlow Museum is located at 55 Frogmore Rd, Orchard Hills and parking is available on site.

Due to the current COVID situation, numbers will be limited to 40 and all participants must be fully vaccinated.

Meet: 8:45 am at McDonalds, Corner of March & East Market St, Richmond for a 9:00 am departure.

Cost: \$8 for morning tea - tea, coffee and cakes.

Bookings: **By Sunday 27 February.** Bookings are to be made through our Wild Apricot membership system. Go to the MG Car Club Sydney website (mgcarclubsydney.com.au), click the calendar from the menu bar at the top, and scroll down to the event. Click the 'Register' button and follow the instructions. Alternatively, you can go straight to the Wild Apricot system (mgccwildapricot.org).

Payment: Payment at the time of booking, through the membership system using your credit card is preferred, or by deposit to the MG Car Club's account.

Details are:

Bank: St George Bank Limited

BSB: 112-879 Account No. 043811680

You must include your surname and "March run" in the transaction description: e.g. Clarke - Mar Run



Contact: John Clarke at parclose@optusnet.com.au



MGs in the Movies

After dinner on Sunday night, you sit down for a little bit of telly on the ABC. You are confronted by Inspector Geordie Keating (Robson Green) whizzing around the English countryside in his magnificent black MG ZA Magnette in Grantchester. Makes you wonder, how many MGs have featured in Movies and on TV over the years? Probably several hundred, from pre-war cars to moderns.

Although appearing very briefly, it's still enough to make the heart race of any MG enthusiast.

The MG TD is a bit of an American movie favourite. Most remember Cary Grant and Marilyn Monroe in *Monkey Business* (1952) and that famous drive scene. The MG TD seems to pop up everywhere in movies.



Cary Grant & Marilyn Monroe in *Monkey Business* - MG TD

Reach for the Sky (1956), the story of Douglas Bader, shows Kenneth Moore driving a MG M-Type Midget, whereas, Bader actually had an MG TA. At least it's a pre-war machine. Many movies portray MG TCs as pre-war cars.

Two for the Road (1967), is a rather strange movie, starring Audrey Hepburn and Albert Finney where they take an MG TD on a holiday in France and destroy it.

Back in America, and another MG TD. Mickey Rooney and Dianne Foster star in *Drive a Crooked Road* (1952), where young Eddie falls head over heels for a gangster's girlfriend and gets involved with the criminal underworld.

Love Story (1970), with Ryan O'Neal and Ali MacGraw, plays out a typical love story of two young people from different backgrounds. One scene I find amusing is where Ryan hits a bump and the MG TC in typical fashion almost leaps off the road.

The Fast Lady (1962), James Robertson Justice, Leslie Phillips and Julie Christie. A naive Scotsman buys a vintage Bentley sports car and learns to drive in order to impress the daughter of an arrogant aristocrat who despises him.

Some Girls Do (1969). Richard Johnson, Daliah Lavi and Beba Loncar. A series of unexplainable accidents befall the people and companies responsible for developing the world's first supersonic airliner (SST1). A British agent is sent to investigate and with the help of another agent uncovers a plot to gain eight million pounds if the aircraft is not ready by a certain date.

Funny Farm (1988), with Chevy Chase and Madolyn Smith-Osbourne. A couple swap city life for the country, but their picturesque new hometown turns out to be just a little bit different to what they were expecting.

Recommended if you are an MG aficionado. *Funny Farm* and *Two for the Road*.



MGs in the Movies

Illawarra Register

Michael Hough



The Illawarra register has now completed its 2021 programme by attending Wings Over Illawarra on the Sunday 28 Nov 2021.

Wings 21 was very successful with two days of flying programs and very strong range of ground displays. Unfortunately, the weather was NOT kind with the Saturday program being curtailed by steady rain in the morning but lifting in the afternoon. The weather was much better on the Sunday enabling the full flying program to occur.

As one example of the differences between the two days was that the new RAAF Joint strike fighter only flew on the Sunday due to the safety concerns of the low cloud base on the Saturday- see photo of WOI 21 Program cover attached.

The loyal band of MG drivers attending met at Hungry Jacks ,Yallah in very poor weather departing for the airport on time at 0800.

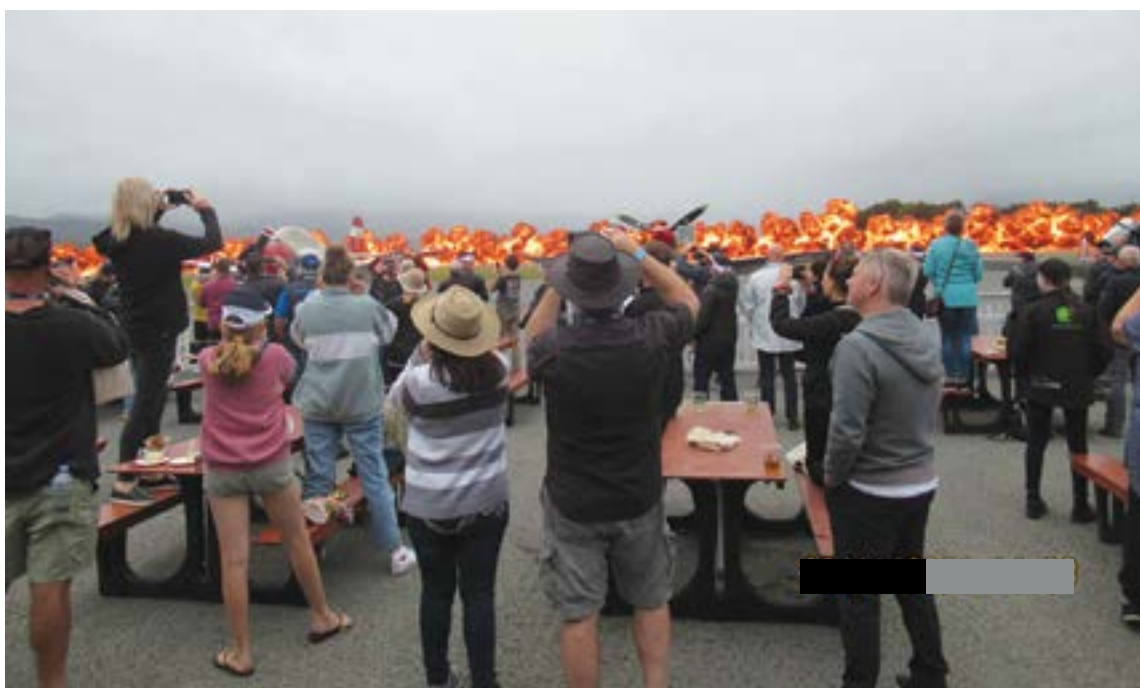
Due to the opening of the new Albion Park bypass the traffic locally was very light and we were in place very quickly. This enabled a quick tour of the air show before the crowds arrived including a close-up inspection of a magnificently restored Spitfire Mark 9 on display, some closeups of current Defence and historic Navy Heritage Flight airframes and a bonus was an exclusive tour through the HARS Hangars before the crowds arrived.

It was a long but very interesting day, and we hope that you enjoy the photos of selected action shots from the event - particularly the final air show display ever by the now retired F18 Classic- including a simulated ground napalm attack!

The dates for WOI 2022 have been announced and please put Sunday 13 Nov 2022 into your forward planner diary .

Michael Hough





2022 Illawarra Register Programme.

Once again, we plan to have joint events with members of The Jaguar Drivers Club of Australia (Illawarra Register) and the MG Car Club of Sydney (Illawarra Register) both being invited to attend.

2022 Program Dates

Jan	Thu	27	
Mar	Sun	20	Motoring Heritage Day Berry
March	Thu	24	
May	Thu	26	
July	Sun	24	Christmas in July Mt. Keira Scout Camp
Sept	Thu	22	
Oct	Sun	30	Jamberoo Motor Show
Nov	Sat/Sun	12/13	MG Run
			Wings Over Illawarra 2022
Nov	Thu	24	
Suggested activities for 2022			
Revisit HARS (new displays)			
Lunch at Fisherman's Club, Gerroa			

Robertson Pie Shop

Battery Park Wollongong with morning tea at the Novotel.

Please send us any other possible venue suggestions as soon as possible. Thank you.

Enjoy and we hope you had a relaxing Christmas and safe and Happy New Year.

Michael Hough





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Thursday 24th February 2022



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Tour: Along Bells Line Road, Causeway to Mount Victoria on to Queens Elizabeth Park, Lithgow for morning Tea via Browns Gap Road.

Western Highway, Hollows Flat Road and onto Lake Lyell, Tarana, Mutton Falls Road, Lowes Mount Road and into Oberon for lunch.

Lunch: The Common Park Oberon.

Bring: Morning Tea, Picnic lunch & Chairs

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MG Bellevue Special



MG Bellevue Special

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Submitted by Robert Smith



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Conditional Registration

Brian Woolmer



Conditional Registration (CR) is going live on the Club Membership System (Wild Apricot)

The club will commence new CR procedures from March 2022 onwards. Owners who are seeking CR must enter Registration details in their Member Profile before the end of February 2022.

If you are not comfortable using computers please seek the help of a friend or younger relative.

Note: It will make it easier if you print the following instructions and have them beside you when you update your Member Profile.

To Add Registration Details

- Sign into your Member Profile
- Select the EDIT Profile button
- Scroll down to General Vehicle Details
- Select a checkbox for your first MG/Non Marque vehicle on Conditional Registration
- Complete ALL the details for Vehicle 1

Note: If one or more vehicles are on the Historic or Classic Scheme you must include your 'Upcoming Registration Date' This is the date your registration expires as shown on the blue Renewal Notice from the RMS.

It's optional to complete Additional Information.

Repeat for vehicles 2 and 3 as necessary including non Marque vehicles on Conditional Registration.

- Scroll down to Terms and Conditions
- Select BOTH checkboxes
- Scroll down to bottom of page and Select SAVE
- The system takes you back to the top of the page.

This completes the first stage.

To Prepare Registration Documents

Go out of the Wild Apricot system and go to the club website and select Historic Rego menu option.

Download and print the Club Declaration and Historic Declaration or Classic Declaration form/s then complete the details on the left hand side ONLY.

In the new system you only need to do this once for vehicles on Conditional Registration.

Once completed these form/s should be left in your Member Profile for year to year renewals. Put the form/s aside ready to Upload.

Scan each document and Save them as PDF files on to

your computer in a folder where you can easily find them.

Check to make sure to get the alignments correct before you scan especially the Historic/Classic Vehicle Declaration as this will be the official document for the RMS.

Documents must print clearly.

That completes stage 2.

To Upload Registration Documents

- Sign In or go back to your Member Profile
- Select the Edit Profile button
- Scroll down to Uploaded Files and Documents and then select Upload Files here
- Select the Choose Files button, this will open a Standard Windows Dialog Box where you can go to the folder where you saved the previously scanned PDF files.
- Select the required file/s (use Ctrl Click for multiple files) then select Open. The files are copied into your Member Profile.
- Select SAVE button

The system takes you back to the top of the page.

That completes stage 3.

What happens next?

As the date for renewal of CR approaches you will receive an email invoice for the club fee.

At this time you should organise your pink slip for the vehicle and then scan it and the Renewal Notice into your Member Profile as described earlier.

When you have paid the fee the Plate Registrar will go into your member Profile, preview the pink slip and renewal notice then print, sign/stamp the Historic Declaration.

The declaration will be mailed to you.

In the case of Classic Renewals the Declaration will be stamped but not signed.

Classic owners know they have to go to the CMC for signoff.

When next year's renewal approaches you can delete the existing Pink Slip and Renewal Notice, but leave the other documents in your Member Profile.

If you have any queries please call the Plate Registrar

Brian Woolmer on 0407 274 655

The Alf Luckman Fish & Chips Run

Matthew Crawford



beautiful YA Sedan and Margaret & I in our Y-Tourer. There were 2 T-types, 2 MGAs, 8 MGB/BGTs, 2 MGF/TFs, 2 MGRV8s, 2 Modern MGs and two moderns – non-MG.

Everyone at the event was very grateful that it went ahead despite the prediction of heavy rain and possible hailstones. The

rain arrived about 6 pm, however there was ample room for us all to fit into the shelters provided .

Some months prior to the run itself I had some approaches from the Restorers Club to attend the event, however at their Club Meeting just prior to the event, a collective decision was made to not come in view of the present Covid risk. Even so, despite the prediction of thunderstorms and heavy rain and the ever-present risk of Covid the event went ahead with a somewhat reduced number of attendees. All in all, 43 MGCC members braved the conditions and ventured forth to the Berowra Waters Marina Picnic Grounds.



As the fish shop had changed hands during the year, now "What the Fish", I had had a number of conversations with the manager, that we were staging an MG event at the Picnic Grounds on the weekend of the 15th of January and that there would be approximately 40 to 50 attendees, wishing to order take

away Fish & Chips. For reasons I do not understand the management thought it may have been a hoax and rang me several time to see if we were still coming.

"What the Fish" had a slightly greater selection than the Berowra Waters Fish Caffe with grilled options of salmon/ barramundi or squid as well as the battered versions, all with chips and salad, however at a greater cost and similar quality to that of the previous owners.

Although the conversation was lively and much business was done, due to the possibility of further showers, the event ended somewhat earlier than usual at 7:30 pm, with everyone just being happy to get out for a social event with the MG Car Club.

Matthew Crawford



As usual most Club Members elected to head straight to Berowra, however six cars collected at the Bull & Bush Hotel at 4 pm for the run up. Unfortunately, Michael & Janine Bushby in their immaculate red MG RV8, "Failed to Progress" beyond that point, related to overheating problems. New members Jo and Bob Kenderes attended with their beautiful red MGA Mk II. These cars progress in convoy up to the Picnic Grounds, however Jo & Bob were left behind but found their way with the help of Google Maps.

On our arrival Stuart Ratcliffe showed us another casualty of the run with a picture of Hilary Wren's MGB GT on the back of a flatbed tow truck. It also had apparently "Failed to Progress".

Since this run is a commemorative run for the late Alf Luckman there were three Y-Types attending, Peter Fogarty in his highly modified YA sedan, James & Leanne McMaster (new members) in their newly acquired



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The Disturbing Rise of the MG Opportunist in 2021

I have written about this issue previously and it seems that the situation is becoming more prevalent – the non-enthusiast opportunists in the MG fraternity. I have a great deal of respect and affection for all things Abingdon MG, that is, up until the Brits shamefully flogged off the revered MG Marque to the Chinese, my essay however, is to do with the carpetbaggers who have just recently discovered the MG, and like most of the millennials, are wanting to change everything, because it doesn't fit with their ill-liberal mindset. These people don't restore, instead, they devalue, by whacking numerous bits of chrome on engines, and they paint over rusty panels and gloat on Facebook, about how clever they are.

The physical process of self-restoring any classic motor car is a very demanding activity, and there is usually an untallied financial price to consider as well. There are no short cuts, and anyone who thinks that a quickie make-over will get past the concourse judges, or earn them some fast bucks will have to live with the consequences for a long time. Maybe not in a financial re-compensation sense, but a moral burden that will never leave. As a prime first hand example of this, I recently had a chap contact me regarding some restored and refurbished MGB car parts. These parts had been collected by me over many years and had become surplus to my restoration activities. My creative sense had prevented me from simply selling off these scruffy but valued parts, so I refurbished them as a value adding exercise, to what I considered a near showroom quality.

The youngish fellow, who contacted me, was into dealing in MGB's – buying up "bargains", tarding them up and reselling for thousands of dollars profit. No judgement from me, as he can do what he likes, but instead of adopting a sincere enthusiasts approach to his venture, he boasted of how much moolah he was making. Never mind the unwary punters, who he sold these cars to, it was just a financial result that mattered. Now, I am all for free enterprise, and good luck to anyone who can turn a dollar, but there appears to be a generation of younger sports car aspirants, who do not understand or appreciate the history of what MG stands for. Because MGB's particularly, are fairly plentiful and robust, and even better, so easily kept on the road, by dint of their simplicity, they have become a bit of a novelty to the I-Phone and Facebook set, and these ill-informed youngsters, are snapping up cars for previously unseen high prices, in a form of current faddism.

There is a danger in all of this, as what now appears to be a lack of historical correctness and a departure from originality, these cars have been saddled with mismatched components and because of ignorance, the resultant vehicles are losing their individuality of what an

MG really represents. As a senior member of the MG fraternity, I am firstly an enthusiast, I am computer literate, I am a keen observer of many things, and secondly, I am into the internet and anything MG etc. I get to see the goings-on of the newer MG cohort, who, use Facebook for their exchange of information and parts, and it disturbs me that my beloved MG marque is treated with enthusiastic ignorance. The volume of mis-information and distortion of facts, urges my rebuttals, but common-sense prevails, so while tempted, I abstain from responding and just leave them to it.

The upshot of all of this, is that there is a generation of MGB owners with cars that are not truly representative of their particular model era, and these younger ones are in total ignorance but are quite happy to accept this. Examples of this are MK1 and MK2 cars fitted with Rubber Bumper and Mazda seats, glaringly incorrect interior fittings, incorrect carbies and air cleaners, Nissan engines and gearboxes, etc. Other molestations are the deletion/additions of fan blades, vacuum braking systems, electrical components, and inappropriate "fuel-saving" devices, etc. There are more and more examples of the later, Rubber Bumper cars being converted to chrome bumper versions (and badly done) and more alarmingly, they are increasingly, and most blatantly misrepresented, in their model years. In the future we will see more and more MGB's prostituted by ignorance, but as restorers like me fade away, I earnestly wish, that at least some of these younger generation, will come to realise, just what that MG badge means.

One of the really more beneficial things that happens in Australia particularly, to stem the flow of ignorance, and to "maintain the breed", is the annual MG National Meeting event, where beautifully restored cars are judged by enthusiasts and like-minded owners. In the meantime hopefully, older restorers and other enthusiasts like me, can keep the flame of originality alive, by restoring cars that may have been destined for the scrapyard. Originality can be very subjective, and even if one simply restores for hobby or pleasure, one can avoid contributing to the outlandish practices of the Facebook crowd, by sticking to originality as much as possible, without the need of being over-the-top obsessive. How else to avoid our beloved MG's from becoming grotesque street rods or worse, and losing the aura of what that special octagon badge stands for?

We as enthusiasts, have to keep on "Maintaining The Breed" (with courteous reference to the author, the great John Thornley).

Maurie Prior

Member of the MG Car Club, Hunter Region



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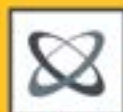
A retirement farewell was held for Geoff Morse in early December.

Geoff has been the long time proprietor of Peninsula Sport Car Service in Brookvale on the Northern Beaches and a long time member of the MG Car Club, Sydney.

He is well known to many members of our club and will be much missed for his expertise and knowledge.

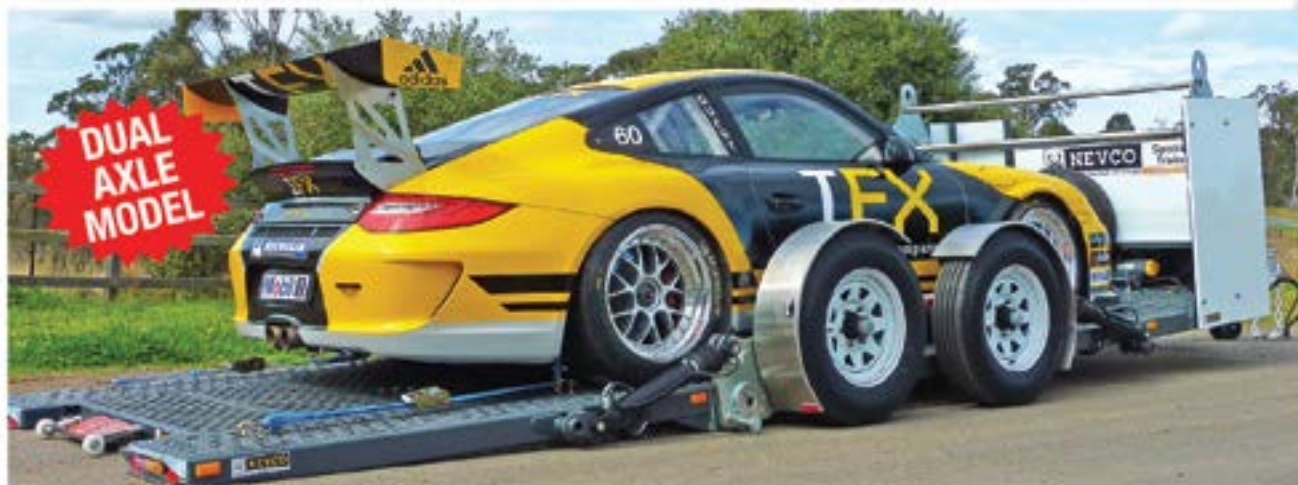
We all wish him well in his retirement.

Photo : Alan Heritage



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I suppose this is a way to get more room behind the seats! John Clarke



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Classifieds - Cars



1954 MG TF

Chassis No:TF 3963

Engine No:XPEG 2660 – 1500

Gear Box :Ford Type 9 All Synchronesh
Differential:3.7:1

CVS REG: 052 25E, expiry 25th Aug 22

Vehicle purchased by current owner Feb 1971. The mechanical condition of the car is very good. The hood & tourneau are operational and in fair condition. The body and mudguards are all metal. The paint work is in fair condition.

For the last 11 years the car has been maintained by Classic Car Repairs.

Vehicle currently insured with Shannons .

Vehicle Specifications:

- XPEG 1500 engine (the cylinder head is fitted with hardened valve seats);
- Ford Type 9 All Synchronesh gearbox;
- The original Diff housing is fitted with a 3.7:1 CWP giving a cruising speed in fourth gear of 80kph at 2,500 RPM and 100kph at 3,000 RPM;
- Stainless steel liner - Master cylinder;
- Negative earth Dynator;
- Electronic Ignition & LED headlights;
- Dual electric fuel pumps with a change over switch;
- USB electrical supply in both glove boxes, for GPS and phone chargers;
- Key start ignition switch;
- Seat Belts

The car was displayed at the MGCC National Meeting in Tasmania in 2018; self driving to Melbourne and catching the ferry to Devonport, a tour of the east Coast and return to Sydney. It is a good highway cruising vehicle.

Location: Breakfast Point, Sydney.

Price: \$44,000.00

Contact: Stewart McAlister 0419 214 585
bsmcaster@bigpond.com



1997 MGF. Convertible.

NEW

Very original car. Two owners, current owner 20 years.

One of the rarest colours – Vulcano.

NSW Registration MGF 097 just out. 75,700 km on clock.

Good tyres. 5 speed manual.

Suspension changed to coils and adjustable shockers.

Always garaged and covered when not on road.

This is a project car. Not driveable. There is an engine issue, not related to head gasket, but not properly diagnosed.

Located: Belmont North, NSW.

Price: Negotiable. Please call to discuss

Contact: Gary 0419 236 565.

garycrocker47@gmail.com



MGB Roadster 1976

Lovingly restored from shell with no stone unturned! Always garaged and well looked after.

I know that those of you who are aware of what this car is, will have some very specific questions- so please get in contact and I can take you though the timeline of receipts to help build the picture of what has been done to our lovely "little red".

We are sad to sell as she is a family heirloom hoping to go to the right owner, I look forward to sharing this history with you.

Due for rego this month- we are planning to get her fully registered before sale but can negotiate.

Price: \$26,000

Contact: Justin 0431 976 379

jgraham1501@gmail.com

Classifieds - Parts



T-Type Aircleaner Manifold:

As shown in the photographs, 3 part MG TC air cleaner manifold, which I understand is very difficult to come by, especially the complete set with clamp, all polished. I've seen some pretty skanky ones advertised for up to \$600 US.

What do you think they're worth?

If you are interested in acquiring, let's arrive at a fair value.

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I'm uncertain why I bought more of these rare castings than I needed. They have inexplicably been on my shelf for more than 20 years and are probably unobtainable now. As shown in the photographs, they're in their raw cast state and will need machining to suit your own application before polishing for the final finish. The photographs show the 6 piece set of raw castings and those images on the red fuel tank reflect a finished result.

Price: per set as is \$145.00 + Post

Contact: Syd Reinhardt 0418 18 0418

syd@reinhardts.net



Classifieds - Parts



MGA Parts

My father was a MGA and TD owner years ago. During a clean up we've discovered some front discs, steering rack & a differential, likely from his MGA restorations.

If one of your members is interested please don't hesitate to contact me.

Location: Blue Mountains

Contact: Joe

opuls09@gmail.com

Wanted

Two chrome front overriders for 1966 MGB.

Contact - Simon Gittins

0438 470 101

simonchieftain@hotmail.com

NEW



Wanted SKY Blue MG

Wanting to buy a MGB Mark 2 roadster preferably blue but any colour would be good provided it is reliable and in good condition. I am willing to negotiate a fair and reasonable price.

Location: Kellyville North

Contact: Trevor Anderson

0418 221 605

tandos1@bigpond.com

Wanted MG Magnette

I'm looking for an MG magnette not farina shape to buy. With turquoise interior preferably

Contact: Helen Farquhar

0481 791 220

helenfar6@gmail.com

Wanted MG Midget

I am after an MG Midget 1968.

If you know of one please could you contact me.

Location: Melbourne

Contact: Jim Photopoulos

0408 965 967

JimPhotopoulos@melbournepolytechnic.edu.au

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Classifieds - Parts



MGB Parts

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Contact: John Worboys 02 9452 2235

jjcaworboys@gmail.com

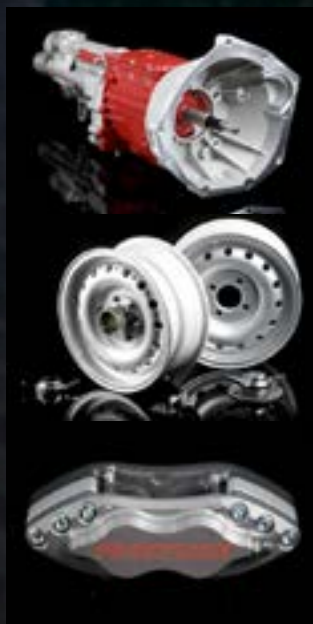
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Blue/Red		Low Beam	
Blue		To headlamp dip switch	
Red		Side lights	
Green/White		RH Turn signals	
Green/Red		LH Turn signals	
Green/Purple		Brake lights	
Black		Ground	
Brown		Most non fused +ve	
Purple		Most fused constant +ve	
White		Non fused, ign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

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