



Official Journal of the MG Car Club – Sydney

Opposite Lock



July 2022

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Tour de Gloucester

The HSRCA Sydney Classic
The Jerry Can

MGCC Sydney Club Calendar 2022

JULY

- 2 North Shore Sporting Car Club St Ives
- 4 Board Meeting
- 10 Club Run, MGF/TF Registrar, Mark Robson
- 12 Members Gathering, Strathfield Golf Club
- 16 CSCA Round 4. Wakefield Park hosted Triumph Sports Max Wasson & Steve Perry
- 20 Mid Week Muster, Bob Parkinson
- 24 Christmas in July Mt. Keira Scout Camp, Illawarra Register Run, Michael Hough
- 31 Breakfast Run, Julie Porter - Stephens

AUGUST

- 1 Board Meeting
- 7 North Shore Sporting Car Club St Ives
- 9 Members Gathering, Strathfield Golf Club
- 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
- 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

OCTOBER

- 2 North Shore Sporting Car Club St Ives
- 4 Board Meeting
- 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
- 30 Jamberoo Motor Show, Illawarra Registrar, Michael Hough

NOVEMBER

- 6 Breakfast Run, Julie Porter - Stephens
- 7 Board Meeting,
- 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,
- 8 Touring Run, Don Young
- 13 Members Gathering, Strathfield Golf Club



July President's Report

A very warm welcome to July.

I'm sure you will all agree that the sunny weather has been a welcome change to the first four months of the year.

When coupled with the club's activity in June it has made for a very enjoyable month.

Most notable was the Tour de Gloucester hosted by Matt Sexton and Robert Smith. Once again, a superb weekend away with only a small number of breakdowns, one of which was my 3.8 litre Magnette. Big thanks to those who helped out on the road, especially Nigel and Jeff.

Whilst on the subject of good Samaritans another big thank you to John Clarke & Jeff Agius for helping Hilary out with her cooked engine.

Hilary eventually made it to Pete Moxham's new workshop and Pete is in the process of transforming the engine back to its previous high performance.

If you have not attended a Tour de in the past, may I heartily recommend the weekend as a future "must do"!

The event is held every year over the June long weekend with the destination changing each year.

All cars are welcome classic, or modern.

At the end of this year's National Meeting in Warners Bay the Board announced that the National Meeting 2024 will be hosted by the Sydney Club and held in Goulburn.

Unfortunately, whilst gaining strong support from the local council and Wakefield Park, the city of Goulburn was unable to satisfy our catering requirements. Accordingly, the Board has decided to move the event to Tamworth. The Tamworth Council and the respective venues are looking forward to welcoming us all during Easter 2024.

My thanks go to John Bastian for all his support over the last 3 months in helping the Board by scouting out our options for evaluation.

I am pleased to announce that Allen Gower has agreed to be the National Meeting Event Director. Allen has had a lifetime of experience in project management and has the full support of the Board as we plan to deliver the event.

This will be the official MG centenary event for Australia and it is fitting that the MG Sydney Club hosts the event. We were the first MG Club in Australia and many of the MGs that grace Australian roads were manufactured in Sydney at Zetland.

At the July meeting I will outline the structure of the organizing committee and present to the members the venues we have selected for the long weekend.

If you would like to help please don't hesitate to come forward and offer your services. By doing so we will avoid implementing conscription. Some of you will remember the sixties!

September will mark the 60th birthday of the MGB. So, the Board has decided that the September meeting will be one big birthday party. The venue will be the Strathfield Golf Club. More to follow.

All the best for the month and I look forward to seeing you all at the meeting on 12th July and on the road.

Charlie



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!

Matthew Levy	MGB
Peter Tompkins	MGB
David Courtness	MGB
Jacques & Lynn Calluud	MGB
Ian Struthers	MGA
Don Cameron	TF
Jay Hunter	MGB
Chris Fors	MGB
Dave & Julie Judd	-





Page 7-10 Tour de Gloucester 2022



Page 18-19: The Jerry Car



Page 13: MGF/Modern TF Run



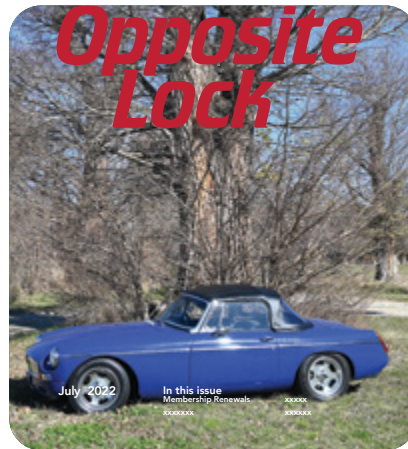
Page 22: Illawarra Report



Page 16-17: The HSRCA Sydney Classic



Page 24: Shannons Classic



July 2022 Cover:

Tour de Gloucester, Jeff Agius's MGB in the gardens of Langford House.

Photo by Claudia Lovett.

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Monthly Club Gatherings are held
the second Tuesday of the month at
Strathfield Golf Club,
52, Weeroona Road, Strathfield.

July 2022 *Opposite Lock*

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Thanks To:

Michael Hough,

Claudia Lovett, Hilary Wren

Scott Bailey, Steve Perry

Greg Fereday

Ros & John Bastian

Peter Moxham

Julie Porter Stephens

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C and V8	Vacant			
Midget and FWD	Vacant			
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July Members Gathering- Strathfield Golf Club. Tuesday 12th July 2022.

Come join us for our monthly meeting at
Strathfield Golf Club
Dinner from 6 pm, meeting commencing
at the new time of 7.15 pm
Socialise with like minded car enthusiasts
and learn a few new car tips.



Our guest speaker for the evening will be Lester H Gough CMC Membership Secretary.

Lester liaises with Clubs enquiring about Affiliation with the CMC and if suitable, guiding them through the Affiliation process.

Currently the CMC has 227 Affiliated Clubs which Lester assist with club matters and Conditional Registration.

Lester has been on the CMC Committee for 20 years and Membership Secretary for 10 years.

Lester is a member of 5 car clubs all affiliated with CMC.

Please join us in welcoming Lester to the Sydney MG Car Club.

Greg Fereday

June Members Gathering- Strathfield Golf Club. Tuesday 14th June 2022.

Our guest speaker for the evening was Jon Thomson.

He entertained us with some amazing images and stories of his life in motor sport .

Jon is a journalist and broadcaster, having covered many Bathurst 1000 and Australian Formula One GP's for both radio and television.

Jon has chaired the CAMS State Council since 2012, running meetings and liaises directly with senior CAMS staff and management in facilitating better club and state level motor sport across NSW.

Thank you Jon for a most interesting insight into motor sport and a great presentation.

Greg Fereday



Tour de Gloucester Day 1

Colo to Gloucester

With apologies to Lucky Starr.....

As Robert wheeled off all the destinations we have been to over the last 28 years I was reminded of Lucky's popular song "I've Been Everywhere" as indeed we have from Binalong 29 years ago to this year's destination Gloucester.

Standouts for me include Coolangatta, Cowra, Parkes and The Hunter where we celebrated dress-up night in grand style in the Baronial Hall at a local vineyard. Our storage cupboard is bursting with costumes from Events past and each year since our first event at Coffs Harbour we have looked forward to that special weekend each year – only missing out on 2 when we were travelling elsewhere.

Each year Robert, Ron and now Matt put their heads together to come up with a plan to ensure a great drive, good food, enjoyable company and lots of fun for everyone, always succeeding.



This year was no exception (one of the best) as we gathered at the Colo River Restaurant for a delicious hot breakfast, to catch up with friends we may not often see and to collect our travel pack and hear last minute instructions, with a special welcome from Robert to our "first timers". As always we know there will be a sting in the tail with Robert's sometimes vague questions along the way – did he really mean this or maybe that?

Unfortunately 2 of our starters failed to proceed from the breakfast venue, even with the efforts of on-the-spot mechanic Stuart, who always tries his best to solve any problem.

The drive took us up the Putty Road, always on the lookout for potholes with a break at The Truck Stop to answer some questions and as instructed



Bev Richardson

photos to be taken in front of the WO-MAN sculpture. Stance was open to interpretation and apparently some were indeed not for publication and in the X-rated category!

Back on the road with lunch destination and tour at the Australian Army Infantry Museum in Singleton. Some great military



history on display but were those helicopter blades, turning clockwise, anti-clockwise or stationary – as usual most of us were caught out on that one – thanks again Robert you devious so-and-so!

Leaving the Army Museum we were directed along some narrow back roads and looking out for lots more potholes, as result of non-stop rain earlier in the year. We passed through Gresford and then on to Dungog before finishing the final leg of our journey along the Bucketts Way to our destination at Gloucester.

Dinner that night was held in the Motel Restaurant where we received a warm welcome from our hosts. After dinner Robert let us know just how many mistakes we made with questions along the way – it was obvious wasn't it? he said (not always obvious to me even though I have been trying to second-guess him for many years!) but it was just a bit of fun wasn't it? not really a competition!

Just as we were finishing dinner Bruce and Sue Smith arrived. They had spent the day waiting around for a tow truck at Colo River, at the start of our day and even though they arrived back home @ 5.45 pm they decided they really didn't want to miss out on the fun and quickly jumped into their 4 wheel drive and took off for Gloucester – what a pair of trouper and it was their first event – how will they top that next year?

The challenge is out!

Thank you Matt & Robert for a great day and you even provided magic weather – how good is that?



Bev Richardson

Tour de Gloucester Day 2

A beautiful sunny day, albeit rather chilly, dawned to the sounds of the Kookaburra's singing.



Everyone gathered for breakfast in readiness to let the day unfold. Robert gave us all a briefing for the day ahead and with the Rally Sheets and list of questions in hand off we all set around 9am.

I did have some concerns when we pulled up at a spot to answer the first question to see a number of people walking both clockwise and

anticlockwise at the same time around a water tower looking up and counting!! What was in that coffee at breakfast?? PS. 29 Stars!



We were all soon travelling along the Thunderbolts Way and what a fabulous road it is. The scenery was outstanding, rolling hills, river crossings, open



plains, lovely forestry areas and a stunning lookout point with sweeping views across the hills. The road had some steep climbs, windy corners and long

Linda Clayton



straights but the road took its fair share of casualties and a few cars just couldn't cope. In true Club style those with mechanical knowledge were always on hand to help others in need. Alas one car ended its journey at our lunch spot and was towed home.

Having no car didn't stop those with car trouble and there was more than one! Others with space moved over, made room for more butts on seats and on they went!

Having completed all the observation questions required we finally arrived at the destination Langford House, our lunch spot and most interesting.

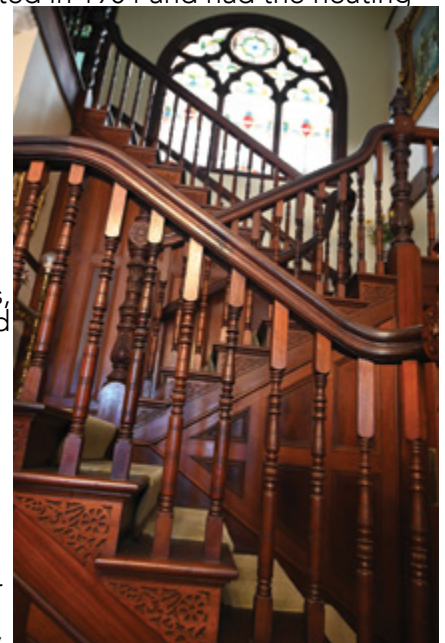
It is a grand house, on the outskirts of Walcha



which is the earliest Colonial settlement in the New England region.

We were taken on a guided tour through the house by the owner, Barry Marshall. The building of this house was completed in 1904 and had the heating of that time!!!!

Walking through the main doors greeted us with an amazing vestibule with a stunning Cedar staircase which was very grand. The house has 30 rooms in total, 12 bedrooms, a formal dining and a number sitting rooms which lead us to an atrium where hot soup was served. It is without question a huge task to keep such a large place in top condition and it does appear to be more than a challenge for Barry.



We had the rest of the afternoon to explore Walcha and amble back to Gloucester.

The Hills Were Alive !

Sunday night was the Theme Evening.
"The Hills are Alive"

Well that was diverse! Formula One Drivers, Trees, Ants, Braveheart, Skiers, Farmers, Butterflies and Road workers were all alive in the Hills!

The Von Trapp Family was well represented even Maria from the Convent made it! There was much laughter as everyone put thought, time and effort

into making that night something special to remember.

I know how much I enjoyed myself and I certainly recognise the work that goes into organising such an event. So on behalf of all that were on this fabulous weekend I extend a huge thank you to Robert and Matt.

Happy and Safe Driving.

Linda Claydon



Tour after the Tour

After a great weekend counting roadside signs and looking for school bells, Ros and I were lured by the romance of the Gloucester area and opted for a further drive. I had often heard about the beautiful Barrington Tops and Gloucester Tops and as we were right there I plotted a drive to Gloucester Tops.



(Barrington Tops was just that little bit too far in the wrong direction.)

A little south of Gloucester we turned off Bucketts

John Bastian



Way onto a pleasant sealed road which would take us to Gloucester Tops. Ros observed that, while it was only around 40 kilometres to the Tops, Maps suggested it could be a drive of approximately 1 hour and 20 minutes. At first this seemed odd: the road, while narrow, was smooth with delightful views as we travelled parallel with the Gloucester River. However, after about 10 kms the bitumen ran out. Not a problem for Goldie, a car that has driven over far worst roads, so on we journeyed. Then we came to the river fords, six in all, but as it had not rained for a while we were easily able to paddle across. After 20 kms we arrived at a camping ground so decided a coffee was in order. No coffee as local government regulations decreed that without a stainless steel kitchen instant coffee was dangerous! However we had a good chat to the camp manager – I guess it's a bit lonely up here – and we received the advice that around the next corner was a sign 'FWD ONLY'. Defeated, we headed back down and across the fords.

Disappointed at not having the chance to drive the road to the Tops and not wanting to miss out on a good drive altogether, Ros decided that we had the right car to drive down the old Pacific Highway. So we left the busy motorway at Gosford and enjoyed a car free run along the twisting and tree lined B83. I do not think it took us much longer at all as we noted the traffic on the motorway busy had stopped in a few places.

A great finish to a great weekend. We really do need to thank Robert & Matt for arranging the 'Tour de' and getting us all out of Sydney onto country, scenic and interesting roads.

John Bastian


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DISPLAY DAY

Sunday 11th September, 2022

At the picturesque
THE KING'S SCHOOL
Pennant Hills Road
North Parramatta



Display cars are to enter via Masons Drive, North Parramatta
with gates opening at 7:00am and locked at 9:30am.

Display cars are not to leave the MG display area until 2:00pm.

Tickets \$10 per car purchased before the event.

\$5 per car on the day for general parking only, not with display cars.

Tickets available from
Allen Gower: 0439 650 401
David Noble: 0414 576 376
allenandyvonne@bigpond.com
david.noble070@gmail.com

If you are unable to attend a Members Gathering to purchase tickets
please send payment in a stamped and self-addressed envelope
(including phone No.), no later than August 26th to:

David Noble
38 Russell Avenue
Wahroonga NSW 2076

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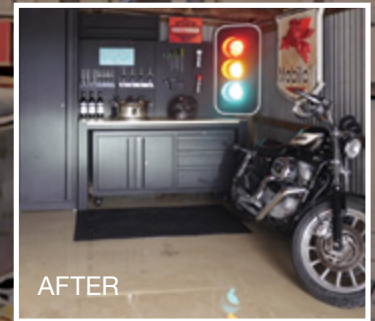
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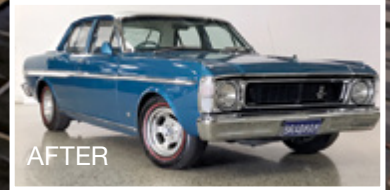
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Membership Renewals

Sheila Trotman



It is that time of the year again when membership renewals are due!

A reminder that membership renewals fall due on 1 July 2022 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!

This time last year we had only just introduced our new membership system, and we were delighted that the renewal process was extremely smooth and efficient. As with last year, 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 personal and car 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.

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.

In a world of ever-increasing price rises we are delighted to say that there will be no increase to the fees and they will 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.

Note: Important reminder 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

0410 504 132

membership@mgccarclubsydney.com.au

MGF/Modern TF RUN – WARRAGAMBA DAM

Sunday 10 July 2022

Organised by the MGF/TF Register - All Welcome

Join us for an entertaining drive via an interesting and easy route through some iconic scenery to Warragamba Dam, where we will visit the new visitors centre, followed by a tasty casual lunch at the historic Wallacia Hotel.

Meet: 8:45 am at McDonalds, 441 Gt Western Hwy,
Wentworthville, NSW (cnr Berith Road) for 9:00 am departure.
Remember under COVID restrictions not to congregate
and to maintain social distance.

Cost: No cost for the run.

Bring: Your MG (or your daily drive).

All models of MG new and old are welcome. Pen or pencil to write on route notes.

Navigators: There will be a general knowledge quiz to keep navigators awake on the way.

Bookings: By Friday 8 July 2022. Please log into Wild Apricot and book yourself in for the event; or e-mail to Mark at markr@australwright.com.au so we can warn the hotel of expected numbers for lunch.

Navigation: Easy directions – this is not a navigation or observation run

Parking: Plenty of off street parking around the hotel.

Lunch: Usual pub food at your own cost, spend \$5 or \$55, it's up to you.



Electronic Ignition Systems MGB

Several Club members asked me to investigate electronic ignition kits to replace the original contact points system. This is something that I've been considering for the new, performance engine that I'm working on right now for my Yellow B. I also want to know whether I should spend \$200 or \$1,000 for one of the many off-the-shelf ignition systems, including the manufacturer's matching ignition coil or stick with a rebuilt contact points system. All aftermarket electronic ignition systems claim to improve fuel consumption, power, reliability, and allow quicker starting for Classic cars.

For as many positive customer reviews as there are for them on the internet, there are at least as many negative reviews, some brands even have an entire website devoted to warning others about some of these products. This applies to all brands, and the situation isn't helped by the many pirate copies on eBay, or even with genuine Lucas reproduction distributors coming out of certain countries with less than optimal quality control standards.

There are some Classic car owners who have experienced years of success and reliability with their preferred brand of electronic ignition and as many, including me with three different brands, who have been left at the road-side with a car that was running fine one minute and stopped dead the next. Without intending to upset those on either side of this debate, I'll simply provide information & my opinion for Club members to decide.

Like with so many things relating to Classic cars, when an unmaintained fifty year old part is removed from an MGB and replaced with newer technology it usually makes the car better than it was. The owner then denounces the "rubbish" original part (particularly if it has a Lucas sticker on it) and proclaims to all who'll listen that the modern alternative is the better solution. This doesn't necessarily prove anything.

If the fifty year old unmaintained part is replaced, reconditioned, or in some cases simply cleaned, the car will also have a "miraculous" improvement in its performance and reliability.

The only proof that an electronic ignition system performs better than contact points is when a back-to-back comparison is done against a fully refurbished MGB ignition system. Fitting a new electronic ignition system could simply be masking a fault in the original MGB ignition, and by replacing the contact points and condenser in the distributor with electronic ignition, you may have replaced a poorly functioning condenser with a \$300 electronic ignition and coil when all that was needed to get the "miraculous" improvement was to replace a dodgy \$10 condenser.

Before fitting any electronic ignition, it's important to first make sure that your MGB's electrical system is in proper working order. Even something simple like having a slightly discharged or weak battery will reduce the performance of the ignition system.

Distributors wear with age and can be found on the driven gear at the base of the distributor (or the drive gear on the camshaft) and in the distributor shaft bush. Also the timing advance weights and springs could be worn, seized or broken. There's no value in fitting electronic ignition to a worn distributor, so the good health of the distributor is crucial. First, rebuild the distributor (drive shaft

bush, base plate, springs & bob weights and vacuum advance diaphragm etc.), replace the rotor arm, coil, contact points, ignition leads, spark plugs, distributor cap, battery, Earth strap, condenser and ballast resistor.

If, after putting your MGB's ignition system back to "as new", standard condition and you still think that it needs some electronic assistance, now is the time to do it, not before.

There seems to be two main reasons for people wanting to fit electronic ignition systems to their MGBs. It's either to stop the need to adjust the contact points once a year, or several times a year if poor quality points have been fitted, or the other reason is for performance improvement.

The Ignitor, Pertronix, Powerspark, Accuspark and other brands without a separate module are just a points-replacement type of system costing much less than the more effective electronic ignition systems. These cheaper products can go some way to getting a more consistent dwell angle on worn distributors, but as I said previously why would you spend money on a piece of kit like this instead of spending money on rebuilding the distributor first?

These types of electronic ignition systems, when fitted to a healthy distributor, will not produce noticeable improvements in the way your MGB drives. These points-replacement type of systems don't modulate or strengthen the spark at the plugs. If you experience any significant improvements, this will be due to the masking of faults within the tired, old distributor. Having said this, as the contact points in a distributor wear down, the engine's performance will be diminished, while the magnetic or optical timing of electronic ignition systems will remain constant.

It's reported that these cheaper electronic ignition systems actually cause a drop in horsepower in a car that's swapped away from contact points. The reason for this is explained by the close proximity of the low voltage (12V) module on the magnetic or sometimes optical timing device inside the distributor being effected by the high voltage spark (20,000V - 45,000V) arcing between the rotor arm and the contacts inside the distributor cap. It's not possible to fit enough electrical shielding on the module and still have it fit inside the distributor body. The high voltage interferes with the module's ability to send accurate and consistent signals. This is not to be welcomed. Contact points are a mechanically operated switching device and so aren't troubled this way.

Another possible downside to fitting electronic ignition systems to some MGBs is that they can interfere with the operation of the car's tachometer.

The Pertronix/Ignitor types stop the car's tachometer from working properly with RVI - Current Sensing versions, up to about 1973, without additional wiring modifications or a tachometer conversion. Later RVC - Voltage sensing tachometers don't have this problem. RVI or RVC are marked on the face of the MGB tachometer in fine print.

There is now a development of the original Ignitor system called, you guessed it; Ignitor II. This version has a microprocessor which actively controls the dwell period which is a useful feature.

Warning: your ignition coil can be damaged if you leave the ignition switched on for a period

of time without the engine running, damage will also occur to electronic ignition kits if fitted. However, the Pertronix Ignitor II has an electronic protection device to avoid damage if the ignition is left switched on for too long but an Australian distributor informs me that the Ignitor II is replaced under warranty in far greater numbers than the standard Ignitor. Also, the ignition coil can still be damaged even if the aftermarket electronic ignition is protected. They also tell me that the Ignitor/Pertronix ignition coils leave a lot to be desired in terms of performance and build quality.

If you're not overly concerned with the original appearance and operation of your MGB, if you have a bit more cash to spend, or if you have more sporty aspirations rather than just being tired of adjusting the points gap, then the more effective types of electronic ignitions are the ones with a separate control module. When combined with the system manufacturer's ignition coil, these types of systems will be able to provide a noticeable improvement in performance and drivability, especially in conjunction with a rebuilt distributor.

The Dutch company CSI Ignitions offer a distributor with all of the good stuff contained within their own distributor body, so there's no external module. They have two versions of their "123" distributor, one which requires the owner or tuner to use a laptop computer to create the optimum settings for the distributor while the car is on a dynamometer. Their other one has 16 pre-set advance curves which are simply switched with a screwdriver. I understand that these are basically the standard settings for the many versions of distributors fitted over the 18 years of the MGBs production life. One of those 16 settings should be fairly close to what is best for your MGB engine. Again, a trial and error session on a dynamometer is the best way to determine the optimum advance curve from the 16 that they offer. Once you've found the best setting, the other 15 programmed advance curves become redundant.

Other brands such as Mallory from America, Lumenition from England, or Scorchers from Australia have been around for decades. The brands that have micro-controllers which provide optimum spark strength and timing over a wide rev-range and are a much better option for your MGB.

When I was racing my Yellow B in England, the regulations insisted that the cars had to retain the original contact points distributor. Mine didn't have a vacuum advance unit on the distributor because I was running with a Weber DCOE carburettor which only provides a minimal vacuum signal.

I used this engine in the same state of tune whether I was racing at Brands Hatch, Hill-climbing at Shelsley Walsh, on a long run to watch the 24-hours of Le Mans, high altitude driving over the Pyrenees from Spain into France, or driving to work every day in summer and in British winters.

I never had any difficulty cold starting such a highly developed engine on contact points and even though a condition known as points-bounce (like valve bounce) can occur at high engine speeds; depending on the track, I'd hold a gear for a little longer and nudge 7,250RPM on my extremely accurate Stack brand, recording tachometer.

From my experience, contact points can't be all that bad; in a healthy distributor!

After the disappointments I've experienced when I've tried points-replacement types of electronic

ignition, I'll never bother with them again even though many Classic car owners love them.

My only experience with proper electronic ignition is the one that was fitted to my green daily-driver MGB when I bought it. This is an ancient system but similar to units which are still currently on the market, with the separate module fitted to a panel inside the car's engine bay. The electronic ignition in my daily-driver is effectively the ancestor of the Scorchers systems which are available today.

Despite its age, it has never let me down and has always performed beautifully.

When using a points-replacement type of electronic ignition system I would personally suggest that it would be wise to carry the parts to convert the distributor back to standard while on the roadside if it fails. A condenser and contact points are very small, so it's no hardship to keep them in the car, just in case. When electronic ignition fails it usually fails completely and without warning, so you won't be able to limp home.

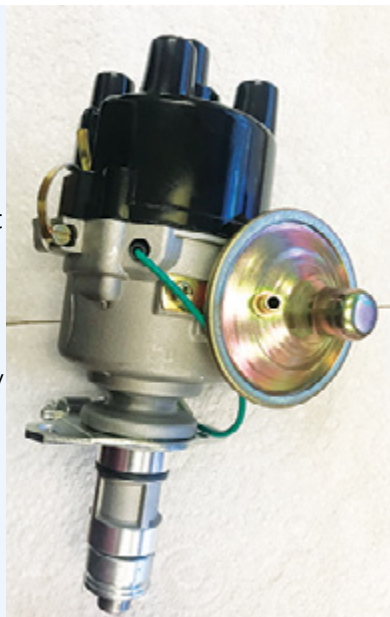
In conclusion, I believe that there definitely are benefits to be gained from having after-market electronic ignition devices fitted to Classic cars but MGB owners are advised to consider their choices carefully. Determine if you want a cheap, simple device to avoid the "burden" of occasionally adjusting the contact points or if you wish to have improved engine performance at an appropriately higher price.

In either of these scenarios, the first thing to do is to have your existing distributor inspected, rebuilt and tested on a distributor testing machine, so that the advance curve can be plotted against the standard setting. Businesses with such pieces of equipment are becoming harder to find, and even though some mechanics might have one gathering dust in a back corner of the workshop, they don't necessarily have any current staff who know how to operate

it properly. Distributor specialist businesses should also have boxes of assorted distributor bob weights and also have springs of the appropriate length and tension to suit the distributor in your MGB to get it sorted for driving on modern, low-performance unleaded petrol.

A healthy distributor is a happy distributor, and makes for a happy Classic car owner.

Nick Phillips MGB-Register Secretary - MGCC of SA



The HSRCA Sydney Classic

11h & 12th June 2022

A report on activities of a few Hoomans and their fancy machines at Sydney Motorsport Park over the Queen's Birthday long weekend. Yet again, Her Majesty did not front up to hear the magic of finely tuned machines at the race track – no you ask, not the well patronised coffee machine in the Pitstop Cafe, but metal enclosures driven around the track by internal combustion engines. No electric motors here yet, in spite of some people's loose talk of "a noo motor", or "my motor is running well" – for heaven's sake we agree they are "Motor Cars" based on the French idea of a self-propelled vehicle – but NOT the engine! They have electric starter MOTORS, and petrol ENGINES. Lets get it right from the start, and stop copying American and some British car show hosts who get it wrong. Where was I? Oh yes, the HSRCA Historic Meeting, named "The Sydney Classic".

Thankfully we enjoyed the best weather possible at this time of year for not just two days running, but three days running, which included practice on the Friday – hard to believe after all the ruddy rain in Sydney since last Christmas, and this weather certainly rewarding all entrants who bravely parted with the entry fee well in advance, thinking its bound to be wet!



The Cars are the Stars;

This was an Historic Race & Regularity Meeting, so lots of interesting pre-war and post-war Historic cars, including many '60s & 70's open wheeler Brabhams, Ralts, Elfins, Renmax, Lola, March, Dallara and even a 1953 Cooper, and of course plenty of Tin Top & Open Top MGs, Mustangs, Porsche, GT40, Le Mans Jaguar XJ13 replica Cooper S and some wonderful Group C & A Touring cars with Nissan GTRs, BMW M3, Ford Sierra, Jag XJS, Mercedes DTM, & in the 5 Litre Tourers, the big banger Holden & Fords to watch in the sun and to and hear scream down the main straight at 8000rpm on this great circuit.

Steve Perry

MG Racing;

Many of the Victorian MG racing fraternity made the long trip to Sydney to compete in the MG & Invited British Sports Car races, which meant a few local MG and Midget drivers also competed. This is a keen racing group that mainly compete with MGs from Victoria and South Australia, and a great mix of MGBs, modern TFs, XTs and others all chase the big BGTV8s. The front running BeeV8s were not there this year with Phil Chester's fire breathing blue BGTV8's ENGINE being rebuilt, and this was disappointing for those that know this car and its previous long History with local MGCC member Peter Bennett who campaigned this car very successfully for many years with his driver Glenn. It was very unfortunate and sad to hear recently that Peter had passed away only late last year, and my best wishes go out to his close carer Ingrid who was at the track over the weekend. Peter was a lovely person who was always smiling. Can't imagine rather quiet race meetings far into the future with just historic electric cars buzzing around like Scalextric slot cars. (As I recall, spectators in the USA were very disappointed with Parnelli Jones many moons ago when he raced the



first turbine powered race car at Indianapolis, and all they got for their money was a very quick but almost silent vapour trail! (Bit like a baby crawling past needing changing). The HSRCA ran a beautiful Meeting and drivers were very well behaved (as usual) and so very few delays except for some oil spills from a couple of tired ENGINES.

MS Charity Hot Lap Rides; I will also take this opportunity to thank a few HSRCA volunteers who organised some "spirited laps" in 17 voluntarily supplied race cars (and spare helmets) for some young people with Multiple Sclerosis (MS).

What a great idea to give a few less fortunate people the chance of a few laps at speed around eastern creek! I was lucky enough to have a youngster not even in his teens ride in my MGC, and while this situation could not help but tug at the emotions, his smile and big "thumbs up" going down the straight and then the delighted faces of both his father and uncle afterwards who both shook my hand, really made this worthwhile! Lets do this again!

MGCGT Repairs;

Personally, I was lucky to even get to compete, following a small bingle at Wakefield Park last November that crinkled a panel, the grille and bonnet. Shannons took over 2 months to approve a repair quote, add the Christmas break, and then it was February. (I have some insurance cover for competition on a race -track). Then delays on obtaining parts and some additional cooling work to what finally was a new old stock unused MGC bonnet (probably the last in captivity in the world!?) meant the car was not repaired until May. Then a leaking and cracked radiator, and problematic rear brakes meant I only picked up my MGC at 4:30 on Thursday prior to Friday practice. A super human effort was made by Shalin at Hassarati Auto Body, and Georgio & Vaughan at MotorRetro who managed to complete some quality repairs & better than new paintwork to get me on the circuit – well done guys, and a big thanks indeed!

MGCC Members I noticed;

On Friday practice the first MG Car Club Members I bump into were scrutineers Brian Easy (we only go back to about 2007 for Supersprints and HSRCA Meetings!) and then caught up with scrutineer Steven Page, who also runs a nice BMW 2002. I also had my wife Deb & two of our sons and two grandchildren also make the trip out, and the youngest had a pretend steer in the carport. I have been lucky to have three sons all enjoy driving the old MGC with me over the years in supersprints. I had been hoping to see a past member in Kerry Phelan, now based in Junee, who has competed in Regularity for many years, but he was unable to attend, along with Alan Nolan who had been planning to run his classy MGBGT V8, but also was missing for this meeting. I did catch up with two past Members in Sonja and Ernst Luthi, both keen drivers, who relocated to Melbourne a while ago, and Ernst was competing in his immaculate A110 Alpine in Group S with a fresh ENGINE. Great to see them both again and have a chin-wag. We miss them from our local events, especially as we are really down on competitors from our Club these days.

Strewth, we used to get up to 20 MGCC entrants just in Regularity before age will weary them, plus a

half dozen or so in Group S, and a couple in Group N, but we did have member John Croft competing in his fine Sunbeam Alpine in a hot mustard colour, in Regularity. I learnt from John that you do not overbore a 1750 Alpine engine (yes based on a Rootes Group Hillman engine block) and then no head gasket worries.



Steve's passenger Finn on the MS Ride

(I was instantly worried because my MGC engine is 60 thou' oversize and I had a pressurised water jacket, looking like a head gasket issue at practice). John also told me not to tell his wife that he pinched the Speedo from his wife's MGB, as the Alpine's speedo was playing up. I trust John's wife does not read this article. I could have asked John why on earth he needed a speedo at the race track, as you only need a Tacho ! (My speedo has not worked for years either at the beach or at the track.) Besides John's wife could have run up a huge speeding fine on the road, while he was completing circles at Eastern Creek! Or was I mistook and in fact John borrowed his wife's Tacho??

John was joined in Regularity by a regular & long time keen competitor Richard Rose in his well-presented white MGA. Richard picked up a 3rd, 8th and a 10th with John Croft snatching two 8ths and a 10th place in the 3 timed Regularity runs. This means the drivers had done fairly well in nominating their lap times.

Group S racing was represented by Doug Barbour in his front running Porsche 911 and with Geoff Pike in his well campaigned MGB roadster. Doug managed three 3rd places, with Geoff unfortunately having to retire in race 1 with an issue and did not run again. Geoff had run in the MG Racing event earlier and grabbed a very respectable 5th place. Let's trust Geoff's MGB's issues are not major.

It would be very pleasing to see a few more MGCC members enjoy their MGs on the track, and not have only a very few have all the fun! Congratulations to the HSRCA for running a very successful Meeting.

Steve Perry



MGCC at SMP for the MS Charity Hot Laps Ride

The Jerry Can

During World War II the United States exported more tons of petroleum products than of all other war material combined. The mainstay of the enormous oil-and gasoline transportation network that fed the war was the oceangoing tanker, supplemented on land by pipelines, railroad tank cars, and trucks. But for combat vehicles on the move, another link was crucial—smaller containers that could be carried and poured by hand and moved around a battle zone by trucks. Hitler knew this. He perceived early on that the weakest link in his plans for blitzkrieg using his panzer divisions was fuel supply. He ordered his staff to design a fuel container that would minimize gasoline losses under combat conditions. As a result the German army had thousands of jerrycans, as they came to be called, stored and ready when hostilities began in 1939. The jerrycan had been developed under the strictest secrecy, and its unique features were many. It was flat-sided and rectangular in shape, consisting of two halves welded together as in a typical automobile gasoline tank. It had three handles, enabling one man to carry two cans and pass one to another man in bucket-brigade fashion. Its capacity was approximately five U.S. gallons; its weight, filled, forty-five pounds. Thanks to an air chamber at the top, it would float on water if dropped overboard or from a plane. Its short spout was secured with a snap closure that could be propped open for pouring, making unnecessary any funnel or opener.

A gasket made the mouth leak proof. An air-breathing tube from the spout to the air space kept the pouring smooth. And most important, the can's inside was lined with an impervious plastic material developed for the insides of steel beer barrels. This enabled the jerrycan to be used either for gasoline or water. Early in the summer of 1939, this secret weapon began a roundabout odyssey into American hands.



Stamped indentations stiffen the sides and allow expansion of the contents. Different colours designate the contents.

American engineer named Paul Pleiss, finishing up a manufacturing job in Berlin, persuaded a German colleague to join him on a vacation trip overland to India. The two bought an automobile chassis and built a body for it. As they prepared to leave on their journey, they realized that they had no provision for emergency water. The German engineer knew of and had access to thousands of

jerrycans stored at Tempelhof Airport. He simply took three and mounted them on the underside of the car. The two drove across eleven national borders without incident and were halfway across India when Field Marshal Goering sent a plane to take the German engineer back home. Before departing, the engineer compounded his treason by giving Pleiss complete specifications for the jerrycan's manufacture. Pleiss continued on alone to Calcutta. Then he put the car in storage and returned to Philadelphia. Back in the United States, Pleiss told military officials about the container, but without a sample can he could stir no interest, even though the war was now well under way. The risk involved in having the cans removed from the car and shipped from Calcutta seemed too great, so he eventually had the complete vehicle sent to him, via Turkey and the Cape of Good Hope. It arrived in New York in the summer of 1940 with the three jerrycans intact. Pleiss immediately sent one of the cans to Washington. The War Department looked at it but unwisely decided that an updated version of their World War I container would be good enough. That was a cylindrical ten-gallon can with two screw closures. It required a wrench and a funnel for pouring. That one jerrycan in the Army's possession was later sent to Camp Holabird, in Maryland. There it was poorly redesigned; the only features retained were the size, shape, and handles. The welded circumferential joint was replaced with rolled seams around the bottom and one side. Both a wrench and a funnel were required for its use. And it now had no lining. As any petroleum engineer knows, it is unsafe to store gasoline in a container with rolled seams. This ersatz can did not win wide acceptance. The British first encountered the jerrycan during the German invasion of Norway, in 1940, and gave it its English name (the Germans were, of course, the "Jerries"). Later that year Pleiss was in London and was asked by British officers if he knew anything about the can's design and manufacture. He ordered the second of his three jerrycans flown to London. Steps were taken to manufacture exact duplicates of it. Two years later the United States was still oblivious of the can. Then, in September 1942, two quality-control officers posted to American refineries in the Mideast ran smack into the problems being created by ignoring the jerrycan. I was one of those two. Passing through Cairo two weeks before the start of the Battle of El Alamein, we learned that the British wanted no part of a planned U.S. Navy can; as far as they were concerned, the only container worth having was the Jerrycan, even though their only supply was those captured in battle. The British were bitter; two years after the invasion of Norway there was still no evidence that their government had done anything about the jerrycan.

My colleague and I learned quickly about the jerrycan's advantages and the Allied can's costly disadvantages, and we sent a cable to naval officials in Washington stating that 40 percent of all the gasoline sent to Egypt was being lost through spillage and evaporation.



We added that a detailed report would follow. The 40 percent figure was actually a guess intended to provoke alarm, but it worked. A cable came back immediately requesting confirmation. We then arranged a visit to several fuel-handling depots at the rear of Montgomery's army and found there that conditions were indeed appalling. Fuel arrived by rail from the sea in fifty-five-gallon steel drums with rolled seams and friction-sealed metallic mouths. The drums were handled violently by local laborers. Many leaked. The next link in the chain was the infamous five-gallon "petrol tin."

This was a square can of tin plate that had been used for decades to supply lamp kerosene. It was hardly useful for gasoline. In the hot desert sun, it tended to swell up, burst at the seams, and leak. Since a funnel was needed for pouring, spillage was also a problem. Allied soldiers in Africa knew that the only gasoline container worth having was German. Similar tins were carried on Liberator bombers in flight. They leaked out perhaps a third of the fuel they carried. Because of this, General Wavell's defeat of the Italians in North Africa in 1940 had come to naught. His planes and combat vehicles had literally run out of gas.

Likewise in 1941, General Auchinleck's victory over Rommel had withered away. In 1942 General Montgomery saw to it that he had enough supplies, including gasoline, to whip Rommel in spite of terrific wastage. And he was helped by captured jerrycans. The British historian Desmond Young later confirmed the great importance of oil cans in the early African part of the war. "No one who did not serve in the desert," he wrote, "can realize to what extent the difference between complete and partial success rested on the simplest item of our equipment—and the worst.



Whoever sent our troops into desert warfare with the [five-gallon] petrol tin has much to answer for. General Auchinleck estimates that this 'flimsy and ill-constructed container' led to the loss of thirty per cent of petrol between base and consumer. ... The overall loss was almost incalculable. To calculate the tanks destroyed, the number of men who were killed or went into captivity because of shortage of petrol at some crucial moment, the ships and merchant seamen lost in carrying it, would be quite impossible.

After my colleague and I made our report, a new five-gallon container under consideration in Washington was cancelled. Meanwhile the British were finally gearing up for mass production. Two million British jerrycans were sent to North Africa in early 1943, and by early 1944 they were being manufactured in the Middle East. Since the British had such a head start, the Allies agreed to let them produce all the cans needed for the invasion of Europe. Millions were ready by D-day. By V-E day some twenty-one million Allied jerrycans had been scattered all over Europe.

President Roosevelt observed in November 1944, "Without these cans it would have been impossible for our armies to cut their way across France at a lightning pace which exceeded the German Blitz of 1940." In Washington little about the jerrycan appears in the official record.

A military report says simply, "A sample of the jerry can was brought to the office of the Quartermaster General in the summer of 1940." *Peter T*

With kind permission of John Renshaw, Micro Motoring. Winter Edition 2022



Nine examples of a Swedish adaptation of the jerrycan are stored on each side of a Stridsvagn 103



Long time MG Car Club member Peter Moxham has relocated his classic workshop from Thornleigh to brand new premises at North Wyong on the Central Coast. Pete is an expert in the trade.

A specialist in the business with over 40 years experience in repairs and mechanical restoration, specifically in classic British and vintage sports cars, especially MG's.

No task is too difficult, even complex restorations.

Peter has two other qualified team members working with him Ziggy & Keita and with his business growing is looking to hire a keen apprentice (1st -4th year) or a trades person.

The business is operating 6 days a week and only a forty minute drive north of Hornsby.

The workshop is located close to Wyong train station and a team member will drive you to the station once you have left your pride and joy in Pete's capable hands.

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2023 MG National Meeting 7-11 April

www.natmeet2023mgcc.com.au/



Hello again with an update on details of the 2023 MG National Meeting being held in Adelaide next Easter. The big news is that expressions of interest are now open. Please send names, e-mail contact and phone contact to our Registrar, Chris Bray, at Registrar2023natmeet@adam.com.au. If you have already done this, encourage your friends to make an expression of interest.

Tim Edmonds, President, chairman2023natmeet@adam.com.au

Chris Bray, Registration, registrar2023natmeet@adam.com.au

Sandra Cardnell, secretary2023natmeet@adam.com.au

I have put up my hand to take over the role of National Meeting Coordinator from Dom David.

I would like to thank Dom for all the work he has put into the role of National Meeting Coordinator over the last five plus years.

Attendance at National Meetings was languishing when Dom took over this role.

It is his enthusiasm and motivation which has seen Sydney's representation at National Meetings rise over his time as coordinator. Dom has made a special effort to visit host cities and to personally choose a suitable motel for the Sydney contingent. His choices have been great and the personal contact Dom developed with the motel owners saw attending Sydneysiders treated to some generous and friendly hospitality.

Thank you Dom for all your commitment and hard work.

As the new coordinator, and as my husband John was headed to Adelaide, I asked him to drop into the motel Dom has chosen for next year and just say 'Hi', keeping that personal contact alive.

If you are coming to Adelaide next year and have not already booked accommodation the time to do it is now!

Many people have already reserved their rooms, so get cracking and reserve yours so that you do not miss out on staying with the main Sydney contingent. Morphetville Inn. 444 Anzac Highway, Camden Park, Adelaide. South Australia. 08 8294 8166 You possibly may speak with Giuliana Davis.

Make sure you mention you are part of the MG Sydney.

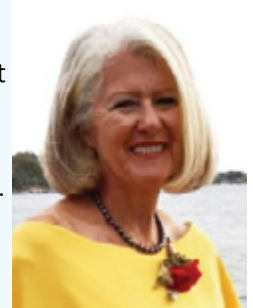
<https://mophettvilleinn.com.au/>

The direct drive from Sydney to Adelaide by car is 1,375km.

That makes for a Sydney to Adelaide driving time of around 14 hours and 25 minutes.

Over the next few months I will be looking at different routes and interesting places to stop along the way.

And don't forget, the 2024 National meeting will be hosted by Sydney and held in Tamworth, the country music capital of NSW.



Ros Bastian



Our Planned Illawarra Register events:

A reminder that the Illawarra Register from both Jaguar and MG clubs combine for these runs and they are aimed at providing a pleasant social activity at which you can bring the classic car out without needing a logbook entry for the event.

If it's not a pleasant day we encourage you to attend in a 'modern' and enjoy the company.

Next Event: Please don't forget our Christmas in July activity on the 24th of July at Mt. Keira Scout Camp. Currently we have 40 + starters booked. Please let me know immediately if you are coming and haven't already done so. Cost \$35 per head for a two-course lunch and great atmosphere.

2022 Program Dates

Please enter the following dates into your diary:-

July Sunday	24	Christmas in July- Mt. Keira Scout Camp
Sept Thu	22	Rhododendron Park- t Ousley & Morning Tea
Oct Sunday	30	Jamberoo Motor Show
Nov Sat 13 -14 Nov		MG Car Club Run To Wings Over Illawarra 2022
Nov Thu	24	TBA

Enjoy your MG Motoring and we hope to see you at an Illawarra Register soon.

Michael Hough

0418 424 748



Please accept our best regards from the Illawarra Register, and I hope all of your cars are travelling well.

I am delighted to report on a very successful run the Nan Tien temple on Thursday 26th May and that we had a solid support with over 30 people booking in and attending the event from both the Jaguar Drivers Club of Australia and the MG Car Club of Sydney (Illawarra registers)

I attach some photos to illustrate the activity on the day. There is a fascinating range of cultural experiences available with a guide tour of the Temple complex, finishing with a vegetarian only lunch in the cafeteria. There is a museum and gift shop inside the Temple and although we did not visit them, within the Temple complex there is a live-in retreat motel style option. Across the freeway connected by a special bridge overpass, is the Nan Tien University College



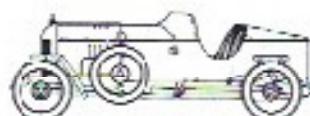


M.G. Centenary in Australia 1923 - 2023

To celebrate the Centenary of Classic M.G. Cars in Australia, a National Hub Rally will be held from Friday 22nd September 2023 to Thursday 28th September 2023.

Fifty Classic M.G.s will each start in Adelaide, Melbourne, Canberra Sydney and Brisbane, and after 2500km and 6 days of M.G. Driving will arrive in Canberra for a 250 car display of M.G. Models from 1923 to 2005 and a Centenary Celebration Dinner and Show.

Checkout our Facebook page - <https://www.facebook.com/MG.Centenary.Rally> or email us at m.g.centenary.rally@gmail.com



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

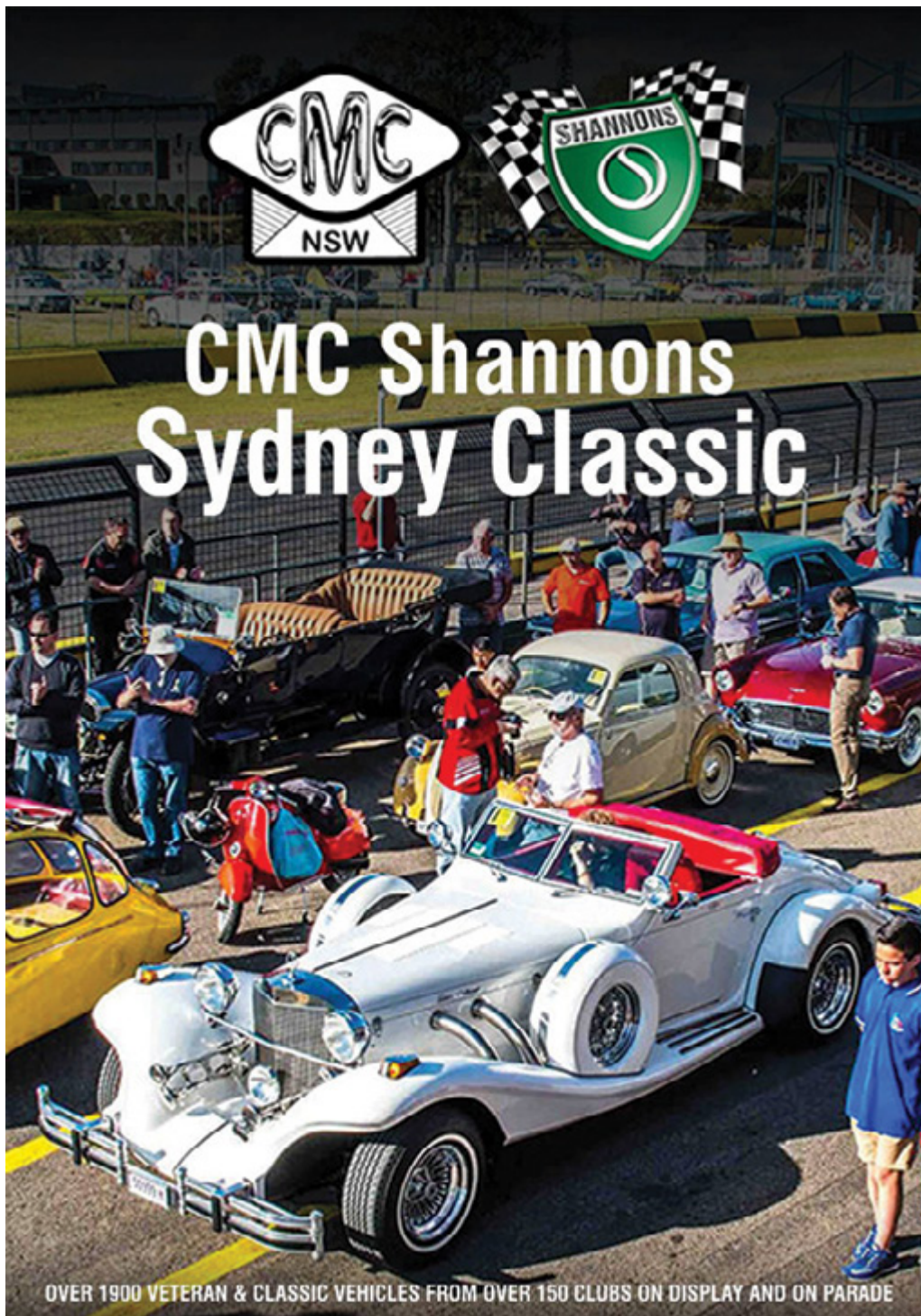
- * Reduction geared - gives 200% more cranking torque
- * Uses 50% less power than original starter
- * Compact, lightweight & 50% lighter than original - weighs only 7lbs
- * Prices from \$ 310 plus postage

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

CMC Shannons Sydney Classic August 14th 2022



A reminder for those that have last year's Yellow Area A 2021 ticket that this ticket is valid for this year's event on Sunday 14th August.

Entry to park in the display area is only available with a ticket and these have all been allocated. If you have a ticket from last year and are unable to attend on 14th August let me know at gregfereday1@gmail.com.

It is advisable to arrive early as between 8 – 9am long queues form.

Ensure the ticket is affixed to the windscreen before arriving at the gate – no ticket, no entry!

Area A is the Paddock area behind the Pit Garages, the marshals will direct you to this area. Park your car and check in the Preserve, the magazine included in the 'goody bag' handed to you at the gate, at what time the Track Drive for our club will be on. If you wish to do this, arrive back at your car in time to join the parade drive around the circuit.

Bring your own food and drinks or use the catering facilities available at the track.

Enjoy the day meeting other club members, viewing the cars on display and visit the CMC Trade Stalls and CMC Markets.

These 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 collectables!

If you do not have a ticket you can still attend by general entry from 10am with parking in the general parking area. Tickets available from the web site www.sydneyclassic.com (not from the MG Car Club)

Greg Fereday



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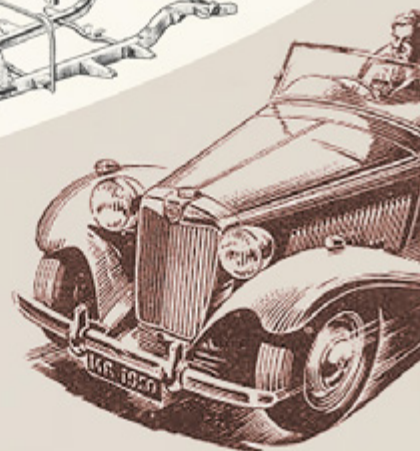
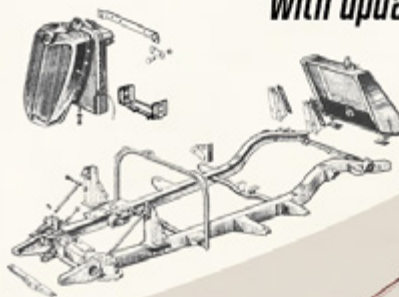


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Contact Darryl on 0412618023



darryl@theclassicfactory.com.au

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SEPTEMBER



2022

Southern Highlands Run

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Sunday 4th September

T.C. Run - All Cars Welcome

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Yanderra / Springfields / Werai / Exeter & Sutton Forest
ending with a lunch at Sutton Forest Inn
Join us and enjoy the day!

Directions:
Meet at McDonalds Narellan
CRN of Northern Rd &
Camden Valley Way.
10am Start.

Book Now:
Wild Apricot App
www.mgcarclubsydney.com.au
John Carter - 0416292929
johnmartincarter@gmail.com
RSVP. 28th August - 2022





The Book, 'MGCs Down Under', is now available.

Description:

The chapters cover a range of topics from the creation of the MGC, with a particular focus on the Australian connection, personal stories from MGC owners, Bruce Ibbotson's modification and Richard Mixture's technical ramblings, to how the new MGC ended up Down Under in Australia, New Zealand and Papua. It also includes a list, with thumbnails photos, of MGCs in Australia and New Zealand - who knows, your MGC might be there.

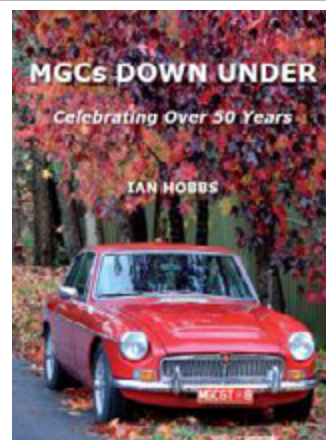
'MGCs Down Under' is 285 mm x 217 mm with 208 pages and full of useful photos.

What it costs:

It's excellent value at AUD \$79 for the soft cover, AUD \$110 for the hard cover (only 100 copies available). Australia Post charges AUD \$13 postage in Australia.

How to get a copy:

Please email the author, Ian Hobbs, your mailing address and let him know which Book cover you'd like. He'll send you an invoice and once the money has been received, He'll post off your book. His email address is: mgc@picknowl.com.au.



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granville2@bigpond.com to order.

Alternatively shop on line at our web site shop : mgcarclubsydney.com.au



Hats- with velcro straps to fit all sizes. \$25.

Scarf - double sided jacquard knit scarf in black with a red MG Octagon on one side and red Safety Fast! on the other. \$35



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Developments

Gathering of the Faithful-Wagga Wagga

After two years off, we are very excited to invite you to register for the 2022 Gathering of the Faithful, in Wagga Wagga on the 9th-11th September 2022.

The G.O.F. Committee has been busy organising our 2022 event.

This year we would like to highlight the following:

We will need to wait until closer to the date to confirm COVID-19 restrictions. We will be monitoring the NSW Health website and creating a COVID-19 Safety Plan.

We will be keeping entrants posted with any updates via email.

This year we will celebrate the 25th Gathering of the Faithful.

We ask entrants to dress with a touch of silver at our formal dinner on Saturday night!

The Noggin'and Natter on Friday night will be at the Mercure Wagga , however, this year, it will be a two-course meal rather than a buffet.

Our Saturday night dinner is at also at Mercure Wagga. Please remember this venue is centrally located when booking your accommodation.

Another impact of COVID-19 is the delay in confirming our sponsors.

Our sponsorship helps keeps costs down and pays for any bonus extras (like wine). We have taken the

wine selection off the registration form for now – if we confirm sponsors in the lead up to our event, we will give you the same type of wine you selected last time (or reach out to you via email if you are new). We will let you know via email as sponsors come onboard.

We will be judging the cars on Saturday rather than Sunday. This means Sunday can be more relaxed after our big night out.

The breakfast and trophy presentation will still occur on the Sunday morning, breakfast starting from 8am, but we should be able to finish earlier for those of you travelling on Sunday.

Please bring and wear your club badges again this year. This array of colours and styles demonstrated the wonderful variety of entrants from different clubs all over Australia. However, do not worry if you forget to bring your badge as we will have plain badges for entrants to write their name on as needed.

Please e mail gof@mgccwagga.org.au for expressions of interest and the registration form.

The Wagga Wagga G.O.F. Committee look forward to seeing you in September.

Siobhain GoF Coordinator



July Breakfast Run -31st July



Join us for a pleasant drive to the Blue Mountains, followed by breakfast at The Bunker Cafe, Leura.

Meet: 7:45 am at McDonalds 441 Great Western Highway, Wentworthville NSW 2145 .8:00 am departure.

Navigation: Easy directions, this is not a navigation run. Plenty of street parking at the restaurant.

Breakfast: Any item from the Breakfast Menu plus Tea or Coffee.

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

Bookings: By Sunday 17 July 2022 via Wild Apricot. Limit: 40 places.

For those having too much fun and not wanting to go home after the breakfast, there is an optional drive on to The Old City Bank Bar and Brasserie at Katoomba for lunch, not included in the cost.

Enquiries: Julie Porter-Stephens breakfastruns@mgcarclubsydney.com.au

Payment: At time of booking through Wild Apricot preferred.

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Marcos 1800 GT, 1965, Chassis 4026,
FIA and CAMs log booked

A rare and special car, designed in 1963 by Frank Costin, Chief Aerodynamicist for De Havilland Aircraft, who famously produced the Mosquito aircraft in WWII.

Chassis 4026 is #26 of only 100 1800 GT's ever made. Marcos 1800 GT's were hand built with a wooden chassis and fibreglass body, using the cast-iron four-cylinder Volvo 1778 cc B18 unit with Volvo M40 gearbox. Car underwent a restoration from 2008 to 2017. There is an extensive history with original documentation.

ENGINE: The 1.8 ltr Volvo B18 race engine was built by renowned Kim Baker and includes;

- * Balanced, lightened and strengthened steel crank shaft
- * Forged pistons, Roller Rockers

- * Competition bearings
- * Full race profile cam shaft
- * Strengthened & lightened push rods
- * Double valve springs
- * Ported & polished cylinder head
- * Twin Weber 45DCOE carburetors
- * Extractor exhaust manifold
- * Oil cooler & large oil warning light
- * Oil and coolant catch tanks

TRANSMISSION: * Volvo M40 gearbox with genuine Volvo close ratio gears * 4.3 ratio Crown Wheel & Pinion LSD * Competition clutch assembly * Clutch pedal stop

BRAKES AND SUSPENSION

- * Competition struts and springs
- * Competition brake pads

INTERIOR / SAFETY

- * Roll cage complies with CAMS
- * Six point racing harness* Rev counter, oil pressure, water temperature, battery charge gauges
- * Fuel lines & wiring run inside body
- * Fire extinguisher* Battery & fuel cut off switches* Push button starter

Location: Sydney.

Price: \$100,000 AUD. **Contact:** Darren Freeman +61414857 777

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www.peninsulasportscars.com



1960 MGA 1600

Engine No. 16GAUH28067

Chassis No. YGHN28967841015

Registration No. MGA021. 12 mths

Colour: BRG with Tan Leather

Interior: Tourneau, Hood and Side Curtains in excellent condition.

I bought this vehicle in 1984 being the third owner.

It was the start of a total ground up restoration to Concours condition, taking 5 years, with documentation, photographs, mechanical work, receipts and parts available.

Fitted with 5 chrome wire wheels Plus a set of 5 silver powder coated wire wheels.

Stainless steel exhaust system.

Location: Taren Point, Sydney.

Price: \$58,000 **Contact:** Brian Waghorn 0418 213 606

brianw@shireprint.com.au

Classifieds - Cars



MGB GT Sebring Replica fitted with a 4.6-litre Rover all alloy V8 paired with a Ford five-speed manual transmission to a 3.09* Quaife limited slip differential.

- Fully road registered 1000 Klm.
- Engine: Rover alloy 4.6l fully rebuilt
- Offenhauser dual port inlet manifold fed by Holley 450 cfm carburettor
- Gearbox & diff: T5 fully rebuilt all new bearings five-speed coupled to a light weight flywheel driving through a clutch fitted with a concentric in line throw-out bearing
- Diff is fully rebuilt 3.09 with a Quaife LSD, all new bearings
- Electric power steering, electric power windows, electric mirrors
- All lighting is LED incl low/hi beam head lights. Instrument lighting blue
- Lights to interior, engine bay and rear hatch area, all from drivers seat
- Front suspension: Frontline coil overs, bigger discs with 4 pot calipers and EBC pads
- Rear suspension: Frontline five-link, trailing rods. Panhard rod, coil overs 2 pot calipers and EBC pads, integrated handbrake
- All brake lines are braided SS.
- Radiator is all copper & brass four rows larger than standard, large fan controlled by thermostat
- Wheels & Tyres: Front Superlite 17 x 8 with 235-45 R17 Hankook Ventus RS 4. Rear Superlite 17 x 9.5 with 255-40 R17 Hankook Ventus RS 4
- Complying half cage, race seats with lap sash to both sides and a five-point harness on drivers side
- Openable glass sunroof
- Spare set 15 x 7 wheels
- Matching colour soft car cover

Built by 2 "Mature Gentlemen rev heads" because they could, unfortunately medical issues force sale. All receipts available over \$100K, many photos and all details of build to serious people.

Location: Pullenvale. QLD

Price \$85,000 ONO

Contact: John Bosci +61 419 692 775

MG RV8 Chassis No.683

One for the enthusiast of originality with low kilometres, a known history and original logbook.

This car was purchased new by the CEO of Audi Japan. When he decided to sell the car, an Australian employee of Audi Japan purchased the car and brought it with him back to Australia. Due to a further overseas posting he did not use the car and I purchased it, also obtaining all the original Japanese documentation.

This RV8 has the factory optional CD player, original tool kit, and torch and even the extremely rare commemorative key ring issued to Japanese purchasers.

The car has covered only 27,800 kilometres and is in a condition which reflects such limited use and my careful ownership,



At the time of my acquisition and subsequently, the following have been done. Fuel pump, primary and secondary fuel filters replaced, new Michelin tyres fitted, to original spec. front springs replaced, new clutch master and slave cylinders, brake pads replaced, new boot struts fitted. In addition a space saver spare was fitted, with its own carpet cover, to increase boot space. The original spare and carpet cover also are included. I have also just had a new high torque starter motor fitted to overcome a common intermittent RV8 problem.

I am offering the car, my second RV8, here at a very fair price before considering a wider advertisement. I am only considering a sale due to my limited use (3,050 kilometres in a little over 9 years!).

Price: \$59,500

Contact : Graham Leese 0418160735

jillandgrahamleese@hotmail.com



1969 MGBGT Manual 4 speed

This car has been owned and garaged since purchase. Car would be wonderful for someone who has the time to give it a bit of loving. Drives very well, has historic rego, interior good condition for age. Needs some work on the panels as showing age. I have not had the time to spend on it except to keep it running and in registration. The car was rebuilt with work on body and engine by the previous owner who had a number of MG's.

Location: Turramurra, Sydney

Price: \$8,000

Contact: George Nade.

0414 230 435

george@nade.com.au



1972 MGB Mk 2

Honest, fun MGB, strong mechanically, comfortable drive, good interior, exterior presents well with some patina, no rust, dry stored. The car is on historic plates through the MG Car Club.

Tonneau cover and two-piece hood both in good condition including rear window. Many new parts including brakes front and rear, brake booster, battery, coil, fuel pump, poly brushes front / rear and cross bar.

• 5 bearing 1800cc engine with Weber carbie

• 4 speed synchromesh with overdrive 3rd and 4th gears

• Pull handles, banjo axle, strap fuel tank

• Chrome wire wheels with good tread on tyres

Price: \$25,000

Contact: Sharmer57@hotmail.com

Classifieds - Cars



1969 MG BGT Manual

This car has had a huge amount of work done over the past couple of years with only a few minor things on the list still to be done.

A recent full respray, and rust removed from the tailgate, rear quarter windows, drip rails and doors.

Mechanical repairs and upgrades include new tail shaft, diff straps, steering rack and boots, HD tie rod ends, front & rear suspension links, front KYB shock absorbers, upgraded front shock assembly, Ram Flo air filters, full exhaust system, new 3/4" sway bar, new bushes.

And lots more such as new front right fender, new body seals all round for the doors, windows and lights, new chrome mouldings, 2 new 6V batteries, new grille, new front valance, new locks & keys, new blinkers & seals, new tail light assemblies and reverse light lenses, new Lucas round mirrors, new MG logo scuff plates, new chrome air intake, new MG radio blank, new MG cowl cover, new Lucas headlight bowls and driving lights, new outer door seals, new outer door brushes.

And the interior has been renewed and upgraded with brand new carpets, new hood lining, moulded carpet set, new door cards and foot well cards, new C pillar panel, new matching door caps front & rear and classic Cobra seats with adjustable mounts.

What's left to be done? The engine bay needs a tidy up so it matches the presentation of the rest of the car, and there are some minor rust repairs to be finished off.

The car starts, runs and drives beautifully and could easily be used on a daily basis.

Location: Sydney

Price: \$35,000

Contact: Darren Freeman

0414 857 777

info@pscars.com.au

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1972 MGB Mk 2

Honest, fun MGB, strong mechanically, comfortable drive, good interior, exterior presents well with some patina, no rust, dry stored. The car is on historic plates through the MG Car Club.

Tonneau cover and two-piece hood both in good condition including rear window. Many new parts including brakes front and rear, brake booster, battery, coil, fuel pump, poly brushes front / rear and cross bar.

- 5 bearing 1800cc engine with Weber carbie
- 4 speed synchromesh with overdrive 3rd and 4th gears
- Pull handles, banjo axle, strap fuel
- Chrome wire wheels with good tread on tyres. **Price:** \$25,000

Contact: Sharmer57@hotmail.com



1974 MG BGT "Rubber Nose"

Mechanically the car is great & drives well. The interior is in great nick, with a newish carpet set, and seats. The back seat has been removed in preparation for tarmac rallies or hill climbs, but is easily replaceable. Could be a great base for a Sebring replica build, or even a Rover V8 engine swap and you'll have a very desirable car. The car underwent a full body respray and engine rebuild about 20 yrs ago and the paint is still great overall. Unusually for an MGB it has no rust in the front fenders or rear sills. The engine bay is original, which means it could do with some cleaning. **Location:** Sydney

Price: \$24,900 **Contact:** Darren Freeman 0414 857 777

info@pscars.com.au

www.peninsulasportscars.com

Classifieds - Parts



Wolseley 4/44 Engine.

NEW

Wolseley engine on a stand.

The block is 0.020 over and will need to be taken to 0.040 to be serviceable.

The crankshaft is standard with no measurable wear (crank will fit an MG)

This is a complete short motor with some parts to convert to MG.

I'm looking for a sensible offer and hope it gets another MG on the road.

Contact: Ian 9639 8131

ianfrost@dodo.com.au



MG XPAG TD 1250 Engine #1839

Block \$2,000.00

Engine was in running order when it was replaced. Includes:

- Crankshaft
- Flywheel
- Oil pump
- Pistons
- Timing gear
- Sump

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Synchromesh on 2nd and 3rd gears is worn out.

MG TD/TF As new Tail Shaft:
4,000klm **\$250.00**

Those items not sold by 31 July 22 will be sold to the highest bid received.

Location: Breakfast Point, Sydney.
Price: Job Lot **\$3,000.00**

Contact: Stewart McAlister;
0419 214 585

bsmcaster@bigpond.com



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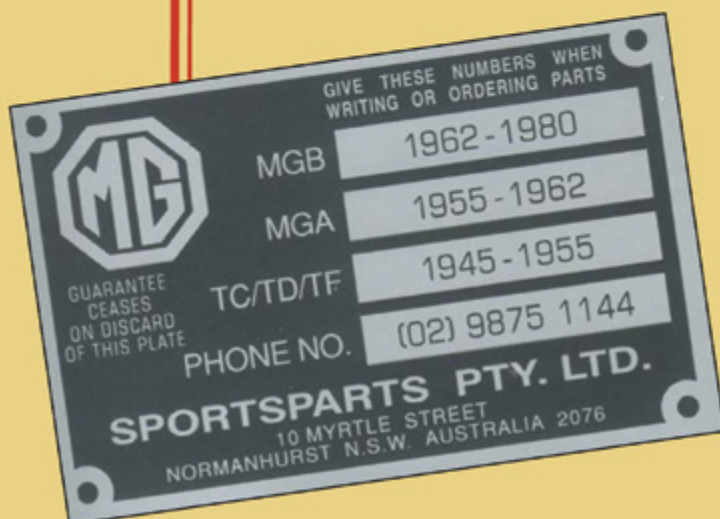
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