



Official Journal of the MG Car Club – Sydney

Opposite Lock



September 2022 In this issue

Breakfast Run to Leura
Shannons Sydney Classic

Flying Cars!
Life is an Adventure

MGCC Sydney Club Calendar 2022

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
- 13 MGB 60th Birthday Party, 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*
- 6-9 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, John Clarke
- 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 & 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



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September President's Report

Charlie Frew



Members, a disappointing start to September with the cancellation of All British Day. I had a meeting with Greg Kean (organizer of the event) last week and again on Tuesday 30th August. It seems highly unlikely that this event will go ahead this year.

The main reasons for this are as follows.

- The insurance for the event at the Kings School is covered by the school's insurance policy. Whilst not an insurmountable problem, it would be an additional cost to members.
- As an alternative, facilities with bitumen and concrete surfaces have been suggested. However, they can get hot, especially later in the year as the weather gets warmer. Typically, these types of conditions tend to discourage participants.
- Motor Sport Park was put forward as an option, and it may be available however, there is a substantial cost associated with this choice.
- Timing is not good with other events already in club calendars. We will keep you posted.



As I mentioned last month, the September meeting will be a celebration of the MGB.

Whilst encouraging all members to attend as many events as they can, of special note is the up-and-coming 60th Birthday party for the MGB.

The event is to be held at the Strathfield Golf Club to celebrate this magnificent motoring icon.

It is often said that Aston Martin signifies James Bond. Well, certainly most of the chaps that have an "Aston", see themselves as suave, stylish characters.

Ok, so consider this. The Swinging Sixties, The Beatles, Ros Stewart, Carnaby Street, the Sexual Revolution, political activism, Twiggy, Jean

Shrimpton and "Pop and Fashion Exports". What automotive company made it possible for all to participate, MG did with the MGB. Stylish, well-appointed and most of all affordable, they took the market by storm, not just in the UK, but also in the US.

Designed by Syd Enever and manufactured from 1962 till 1980, the MGB is the bestselling British Sports Car of all time. A record that is unlikely to ever be beaten. Whilst many British brands beat their chest over their perceived credentials, MG's position is plain and simple. No other British vehicle manufacturer can claim this accolade.

In total over 500,000 were produced.

Sold in many variations, it was certainly a car that I aspired to, but could never afford. I can still remember a pale primrose MGB in the window of the showroom in William Street in the city. To me it represented everything I desired in a car. A few years later I bought an MGA. The B was out of my price range, a shame because I was very envious of the wind-up windows.

So come and join us on Tuesday 13th September for a party for the Best Car of the Sixties and Seventies.

The evening will commence with drinks at 6.00PM and canapés and main served from 6.30pm. Whilst drinks are at members cost, the dinner is heavily subsidised by the club to members @ \$20.00.pp

Noted speakers for the night are Tom Aczel, John Lindsay, and frankly anyone else that would like to tell a story about this amazing car.

If you have a story, and would like to contribute on the night, please contact John Clarke for a speaker's slot.

A special commemorative polo shirt has been commissioned to celebrate the occasion and will be available on the night.

Club runs are in full swing, so come and enjoy.

I look forward to seeing you all at our many events especially the MGB Celebration evening on 13th September. Please book your spot now via the club booking system to secure your place for an eventful evening.

Charlie Frew

New Members

Iain Forbes	-
Louis Ippolito	MGB
Geoff Johnson	MGB
Paul Farrugia	TD
Terry Saunders	-
Paul Gillham	MGB



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



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Page 20-21: Life is an Adventure



September 2022 Cover

A celebratory run for the 60th Birthday of the MGB at Eastern Creek @ The Sydney `Shannon's Classic.

Photo by Alan Heritage

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September 2022

Opposite Lock

Contributing photographers:

Thanks To:

Michael Hough ,Matt Crawford

Greg Fereday, Allen Gower

Ros & John Bastian

Hilary Wren, Alan Heritage

Graeme Cocks,

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Midget and FWD	Vacant			
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HAPPY BIRTHDAY MGB

SEPTEMBER MEMBERS GATHERING



Join us at the Strathfield Golf Club on Tuesday 13th September to celebrate MGBs 60th
With a very early & original pull handle MGB and other MGBs on display
Talks from our own John Lindsay & Tom Aczel & Special MGB Birthday cake to help Celebrate
This promises to be a fun & interesting night to remember
Drinks from 6:00 pm. Canapes served from 6:30 pm
Cost: \$20 for members & guests
MGB 60th birthday polo shirts with the above logo will also be available
Don't forget to bring your MGB
Reservations through our Wild Apricot Membership system by Tuesday 6th Sept.

August Members Gathering- Strathfield Golf Club.

Our Guest Speaker for the evening was Gillian Lewis and she spoke about the Japanese midget submarine attack on Sydney Harbour.

Gillian joined the Australian National Maritime Museum as a volunteer guide in 2008 when she retired and has also been a member of the ANMM Speakers for the past 8 years developing several presentations and regularly speaks to community groups.

She has a special interest in the loss with all hands of HMAS Sydney (II) in November 1941 after a battle with the German raider HSK Kormoran, and volunteered her time for several years to search

genealogical data bases for living relatives of Sydney crew to be DNA analyzed to assist in identifying the unknown serviceman from the ship.

Gillian' gave us a very passionate and informative address on the background leading up to the attack in Sydney

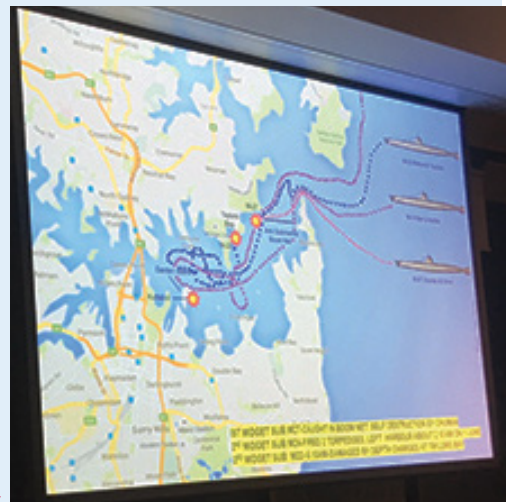
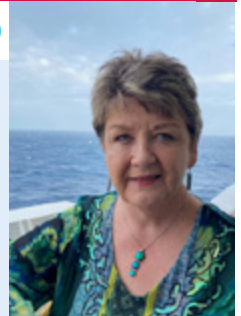
Harbour on the night of 31st May 1942 by 3 Japanese Ko-hyoteki class midget submarines.

Sadly, 21 men from HMAS Kuttabul and 4 Japanese sailors were killed on that fateful night but the death toll could have been much greater. The attack was carried out by courageous Japanese Naval personnel and the harbour defences which were inadequate to say the least.

You could have heard a pin drop during her presentation.

The lucky door prize for the evening of a family ticket to the Australian National Maritime Museum was won by Margaret Crawford.

Greg Fereday



National Meeting 2024 Tamworth

Allen Gower



In the next phase we will need to appoint a Registrar, however the team represents a good solid group with significant experience and flair in their specific areas of expertise.

There are many ways you can become involved in this Centenary National Meeting, for example you could cosy up to assist one of the managers or simply become a sponsor.

As it is a special "once-in-lifetime" National Meeting where we seek to reflect on the Century of the MG Cars and look to the future. There is an expectation of us to present something special and worthy of the occasion. Equally the Centenary helps us promote the event and hopefully "open some doors" that would be otherwise closed.

During our recent visit to Tamworth we met with the Tamworth Vintage Car Club and Regional Council and inspected possible venues for the Competition and Social events. We were very impressed with what was on offer and the level of enthusiasm from the people of Tamworth.

There was a clear willingness to assist us in finding good quality and value for money venues.

Tamworth appears to be a very positive and vibrant region and we have good reason to expect an excellent National Meeting over Easter 2024.

Update #1 – Planning Begins

The planning for our hosting of the special "Century of MG Cars" at the National Meeting in Tamworth has begun in earnest. A core team has been assembled from willing volunteers and two planning meetings have been held so far. In addition, a 3 day visit to Tamworth to survey possible venues took place in mid-August. In this update I would like to present the Core Planning team as follows :

Allen Gower	Chairman
Matt Crawford	Secretary
John Bastian	Treasurer
Stuart Ratcliff	Concours Manager
Stephen Perry	Speed Event, Scrutineering & Motorkana Manager
Robert Smith	Observation & Kimber Run Manager
Hilary Wren	Social Events & Communications Manager
Sally Ratcliff	Registration Manager
Max Wasson	Rocker Cover Racing Manager

Allen Gower.



CAR CLUB, RV8 REGISTER RUN: SUNDAY 25th September 2022 MGCC RV8 Register Run to Caves Beach

We will be joining MG Clubs in other States of Australia and around the world in celebrating the 30th anniversary of the launch of the RV8 at the British International Motor Show.



Cars were rolling off the assembly plant in Cowley using the body shells from the British Motor Heritage factory at Faringdon in Oxfordshire at that time.

A 16 person group formed the total Adder Project production team, each body taking 27 man hours to complete.

The first pre-production model was assembled on the 10th June 1992 in LeMans Green for display at the British International Motor Show.

To celebrate the 30th Anniversary, the RV8 Register of the MGCC Sydney has organised a Brunch Run to the Lake Macquarie Region where we hope to re-enact or better the 25th Anniversary celebrations where we assembled a photo shoot of 24 RV8s from local MG clubs.

The event will be a sit down breakfast. Let's see if we can break the record of 24 RV8s.

Check the MGCC Sydney Website and Running Boards for future details. mgcarclubsydney.com.au

Members travelling north from Sydney we will meet at Cowan Rest Area & Truck Stop just off the Old Pacific Hwy 9.5km North of McDonalds, Mt Colah.. for a 9am start.

Following the Old Pacific Highway north for 39km until turn right on Wiseman's Ferry Road to feed onto the M1. Then exit the M1 after 30km to join the A43 towards Swansea. At 36km take a sharp Right at the roundabout, Bowman Street/ Park Ave towards Caves Beach and Caves Coastal Bar & Restaurant, Mawson Close.. to find street parking.. RV8s to photo area.

Members & guests travelling from other parts to meet up at Caves Coastal Bar & Restaurant at around 11am.

An MGCC venue booking has been made for bistro lunch at midday (from the menu) after a tea or coffee. After lunch, those interested can follow Members back for afternoon tea at Peter Moxham's new workshop at 7/ 5b Lucca Road, Wyong.

Please use the Club events calendar via Wild Apricot to register your booking by 18th September 2022 or alternatively phone Alan for catering as numbers are limited to 40.

Looking forward to welcoming all club members for this very special event for RV8's.

Contact: Alan Heritage,
MGCC RV8 Registrar 0418 459 496
alanheritage@yahoo.com.au



Letter to the Editor

Tom Aczel &
Editor Hilary Wren

Thank you again Hilary for yet another monthly "Opposite Lock". I along with so many others really appreciate your hard work.

I must say I found the last article in the August edition, about the difficulties in transitioning to electric vehicles interesting reading yet disappointing.

Very true, we in Australia have neglected investing in our essential infrastructures for decades.

But these deficiencies are solvable, we just need the will to get on with it.

I appreciate my following comments will engender eye rolling, disagreements and perhaps even sarcasm from some, or perhaps many, but here goes anyway.

For some years now I have asked why we continue to commit ourselves to sending billions of our dollars offshore annually, year after year, to mostly despotic regimes such as the Middle East, (Saudi's mainly), Russia and Venezuela to just name three, to then import our energy, at yet more great expense, across sea lanes that are potentially under the control of possibly hostile nations (currently mainly China), when we are able to produce all the energy we need, and much, much more here at home, at minimal cost.

We have just exited a period of nine wasted years federally in planning our way forward in the provision of reliable energy for the nation, where we witnessed endless debates and arguments over how hard it all is, and why is it necessary anyway, but nothing was actually done. To have purchased oil storage capacity in the USA solved absolutely nothing for the reasons I have mentioned. And do you really think if the US found itself in a bit of a transitory shortage, they wouldn't commandeer our stored oil for their own use?

Our nation has I believe three weeks of onshore oil derived energy reserves. We would grind to a halt in a matter of days were our oil imports to suddenly stop.

I have just purchased an electric car. Yes, I spent quite a bit more for it than I would have for a petrol powered equivalent.

And yes, I have had to spend thousands on home "infrastructure", (three phase power underground to my carport for the wall charger). But at the height of summer we usually generate four to five times our home use of energy off our roof, for free (having installed the relevant "infrastructure" to do this some years ago). Ample to charge my car, for free, completely independently of global shocks and crises.

I apologise for my long non-MG related comments. But I despair at the reluctance of so many to accept what we have to do. All the objections, including energy storage are solvable. Power generation by renewables is already cheap and becoming cheaper. Just like "the village smithy", the shorthand typists, the print setters for printed media, the telephone switchboard operators etc, we have to accept that we are entering another period of transition. We need to accept this and move on, and give up on the arguments and objections and have the willingness to deal with the task ahead.

Throwing money at dying industries is never the answer, as we saw, as one example, demonstrated by the government of the day throwing millions at Kodak for them to stay "to protect the jobs". When the money ran out, Kodak shut down anyway, and then the whole company disappeared. Progress is inevitable and we need to accept its benefits rather than fight and object and argue why it's all "just too hard".



*With sincere apologies, Tom Aczel
Photo: Budapest April 2018*





The late Peter Briggs MG NA Airline on display at the York Motor Museum WA.

Submitted by John Bastian

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MG CAR CLUB OF NSW ANNUAL CONCOURS AND DISPLAY DAY



SUNDAY 23th OCTOBER 2022



SILVERWATER PARK

Entry via Clyde St Silverwater

Get your MG out from its COVID slumber, give it a spit and polish, and help Celebrate the 60th Birthday of the MGB at our 2022 Concours & Display Day.

Judging for all Models of MG's and Non Marque

Concours d'Elegance, Show & Shine Categories

Entry from 7.30 am, vehicles to be in position by 9.00 am, and judging and commences at 9.30 am sharp

Food & Drinks available from The Abingdon Café. Club Regalia for sale

Volunteers needed to help set up, pack away and man the stalls on the day.
Please show up early to help or contact John Clarke: parclose@optusnet.com.au



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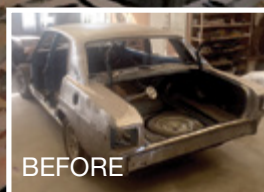
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Shannons Sydney Classic 2022



After two years of the event being cancelled, finally on Sunday August 14th Shannons Sydney Classic took place at Sydney Motorsport Park at Eastern Creek. The weather was fine but for most of the day a cold wind kept temperatures down, but thankfully no rain.

With over 1700 vehicles attending, from motorcycles, cars, trucks, buses and fire engines, getting all through the gates in the morning caused the inevitable queues so arriving early was worth the effort!

The MG Car Club was represented by 19 cars with 15 in Area A directly behind the pits and 4 MGBs on the Pit Lane display celebrating the MGB 60th.

Cars attending were 1 MG TD, 3 RV8, 1 MG3, 13 MGB and 1 E-Type Jag

At 1:45pm it was the club's turn to join a group drive around the circuit, and by special arrangement being the 60th anniversary, the 13 MGB's kept to the rear of the group, and at the last bend formed into several lines across the track and drove down Pit Straight in formation instead of the normal single file.

Having completed the drive most members left for home rather than going back to the display area.

Greg Fereday



Sunday Breakfast Run to Leura



On the last day of July, on a cold and frosty Sunday morning, a dozen or so MG's (plus one or two other cars) and their friendly drivers & navigators met at Wentworthville for an interesting run up the Great Western Highway onto the historic Old Bathurst Road en route to The Bunker Café at Leura.

Drivers leaned in to the challenge of the Old Bathurst Road – known for decent climbs, and tight, steep switchbacks that require the right gear, commitment and confidence, with Cameron and Mark setting the pace in their MGB's.

After travelling at the back as a support vehicle, Julie re-joined the front of the group at the Great Western Highway, Blaxland and slipped into leader position to try and get the group a little more compact, and to ensure that the group did not arrive at the café before the set time.

A few drivers reported that they were left wondering why Cameron did not overtake the white Range Rover that was driving 5 kilometres or so under the speed limit, with the mystery being solved in the car park at the café – it takes ever MORE commitment and confidence to overtake the owner of the MGB that you are driving!

The Bunker café proved to be warm and welcoming – a blessing after the windy and cold conditions outside. 22 people took their seats and enjoyed some great company and conversations while tea, coffee and hot chocolate was served. This was a good opportunity to welcome new members, and to find out about their cars and other interests. (If you are a new member and/or hesitating about attending an event, the breakfast runs are a great place to start).

Breakfast choices were broader than our usual breakfast run options, and everyone seemed pleased with the high standard of locally sourced food that was prepared and presented.

At about 11am, many people rugged up and took the opportunity to walk off their hearty breakfast with a meander along the shops in the main street of Leura.

Our last Breakfast Run for the year is schedule to the Southern Highlands on Sunday 6 November 2022.

Hope to see you all there.

Julie Porter-Stephens





60th Anniversary of the MGB

The MG Car Club Sydney has exclusively designed a commemorative tea shirt in honour of the 60th Anniversary of the iconic MGB in September 1962.

Made from good quality breathable cotton/ poly, stocks are limited so be quick and collect at Club meetings for only \$45.

We plan on holding a 60 th Anniversary Celebration of the MGB at our monthly meeting on September 13th at Strathfield Golf Club.

We look forward to seeing you there.

Granville Harris & John Clarke





Young Heritage Motor Club Inc
50th Anniversary Celebrations
Saturday 19th and Sunday 20th
November 2022



Est November 1972



Young's Tom and Margaret Pestell with five other vintage/veteran enthusiasts in November 1972 created a vintage car club for the restoration and preservation of historic vehicles which today is known as the Young Heritage Motor Club Inc



Tom with his 1925 Moon in 1982



Welcome to Wiradjuri and Ngunnawal country





Sculptor Car, Valerius will join us at Murrumbidgee with a talk on this wonderful horse "Bill the Bastard" including a guided tour of his studio. This is not too be missed.



All regional Motoring Enthusiasts Clubs are welcome to enjoy all the wonderful activities that Hilltops region has to offer.





Entry contact details:
YHMC Inc Secretary Po Box 479 Young NSW 2594.
Email: yhmc-information@inet.net.au
Mob: 0419822975
YHMC web site
"Be early entries limited to 50 vehicles"

2023 MG National Meeting 7-11 April



July Update

www.natmeet2023mgcc.com.au/



The months are really flying by as we head towards next Easter's National Meet in Adelaide and already, we've had more than 100 expressions of interest. It's a terrific result but please keep them coming in.

Registration is scheduled to open early next year but we'll be keeping you closely informed between now and then on what you can expect.

There's more info on the National Meet website shown at the top of this bulletin, and names, e-mail contact and phone details for expressions of interest should be sent to our Registrar, Chris Bray, at Registrar2023natmeet@adam.com.au

If you have already done this, encourage your friends to send their details.

And a taster of how the organisation is coming along . . .

- The all-important sponsorship is going well and no doubt many of you will be pleased to hear we have a wine sponsor – crucial when you're coming to the Wine State!
- Key events like the Concours, Motorkhana, Super Sprint, Observation and Social Run, and the Kimber Run are all well in hand
- So are the social events including the Theme Party night: next year the theme will be 'Disney Characters' (a push to make the theme Port Adelaide Football Club fell short by quite a margin)
- We're close to finalising designs for the NatMeet regalia
- All venues are locked in.

Easter accommodation is always in high demand so please book early to avoid disappointment. MGCC SA cannot make bookings on your behalf.

The next update will be September, in the meantime please send any enquiries to:

Tim Edmonds, President, chairman2023natmeet@adam.com.au
Chris Bray, Registration, registrar2023natmeet@adam.com.au
Sandra Cardnell, secretary2023natmeet@adam.com.au

National Meeting 2023- Adelaide, Glenelg *Ros Bastian*

It is time to start planning for next year's National Meeting. If you have not already booked your accommodation, and many people have, then do so now as the rooms Dom booked at Morphettville Motor Inn are filling fast. To book simply call:

Morphettville Motor Inn
444 Anzac Highway
Camden Park, Adelaide
08 8294 8166

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

You could speak with any of their receptionists though Giuliana Davis knows all about our booking. Mention the Sydney MG Car Club. Dom made the original contact and booking, however John has subsequently been in Adelaide and visited the Motor Inn on our behalf to keep the relationship current.

A National Meetings is fun, as well as serious. It is a competition between MG Clubs with participation by as many members of the club as possible helpful when it comes to winning the overall trophy. The more the merrier.

Haven't thought about going – then do so. It is an opportunity to see cars from across Australia as well as meet or catch up with MG enthusiasts and friends from other states.

Over the years John and I have also found that travelling to a National Meeting provides us with an opportunity to explore parts of Australia we may never have visited previously. Or it gives you the chance to revisit places you have always intended to return to.

So, Adelaide and getting there.

The most direct route is the 1,460 km trip from Sydney to Adelaide which takes at least 15 hours and 30 minutes to drive. Stops include Canberra, Goulburn, Wagga Wagga, Murray Bridge, the Big Desert Wilderness, Albury, Wodonga, Shepparton, Bendigo, Bowral and Little Desert National Park.

This is just a handful of the many fantastic places you can visit, and things you can do, on this terrific adventure. Planning a couple of stops with overnight stays allows for some time exploring along the way.

A great website to visit in relation to journeying from Sydney to Adelaide is lazy trips:

<https://lazytrips.com/trip/road-trip-from-sydney-to-adelaide>



Click on the below link to register your interest for the event and collect the latest updates from the 2023 Nat Meet organisers.

www.natmeet2023mgcc.com.au

Little Desert National Park



Of interest is the 'theme night' theme Disney characters. I am happy to hear of any suggestions people might have as to how Sydney could implement this theme across all members attending the meet next year. It would be good if we could get fully into the spirit of the night!

I have had one idea: Mickey and Mini Mouse to me seem to be an easy dress up solution.



Mickey: red shorts (surely every man has a pair of red shorts – or needs a pair!) with big white buttons and a black T-shirt – white gloves.



Minnie: red polka dot skirt and black or white t-shirt with BIG red polka dot bow on ears.

I am currently looking to see if you can purchase mouse ears!

Feedback would be appreciated – or alternative ideas!

To: ros@bastians.com.au

Don't forget to book your accommodation NOW.

Ros Bastian

Flying Cars !!



Just as the nascent aircraft industry started to blossom in the first years of the 20th century and as the automobile started its expansion at the same time, there were those visionaries who wanted to combine the two types — air and land — into one. Here we show you examples built after WW2.

Ted Hall

Theodore Parsons “Ted” Hall, an aeronautical structural engineer, designed the Hall XCP1 autoplane in 1939. The “Roadable Airplane” had one wheel at the front, two driven wheels at the rear. With a Mercury V-8 fitted, the machine reached a top speed of 110 mph in flight. Wings and the twin-boom tail could be unbolted in only four minutes with a spanner for road use. He managed to make it fly in 1940 at the Linda Vista airport in San Diego, California. Hall then sold the rights to his invention to the Southern Aircraft Corporation and took a job with the firm, allowing him to continue working on the product’s development. Three prototypes were produced, but due to a lack of funding, the project was dropped before commercial units were built. After WW2 Theodore Hall continued his experiments and developed a new flying car with Tommy Thompson in 1946 for Consolidated Vultee Aircraft (later Convair). The Model 116 was followed by the Model 118, which was equipped with a Crosley engine, powering the plastic-bodied car and a Lycoming engine for the aircraft part. It remained in the prototype stage.

Zuck-Whitaker Planemobile

“Your automobile is a low-flying airplane. Let’s take the car off the road and fly where flying is safe — in the wide blue yonder! An impractical dream? So was flying not so long ago... so was motoring... [as] the modern car has slavishly imitated the plane in everything except the wings, let’s put wings on it and make it fully functional,” said Daniel R. Zuck in his book *An Airplane in Every Garage*, which was published in 1947.

His Planemobile was built together with Stanley Whitaker in 1947, and it looked more like an aircraft than a car. No wonder: Daniel R. Zuck had a hand in designing structural and mechanical details of many top-secret military and commercial aircraft professionally. By means of a shaft, the air-cooled Continental A40 four-cylinder-engine set an oversize tail wheel in motion for driving the Planemobile at

the ground. There were no rudders or elevators at its tail; instead the wings had “ailerators,” a combination of ailerons and elevators.

Aerocar

Moulton Taylor founded Aerocar International in the late 1940s, a time when civil aviation was booming thanks to a new generation of pilot strained in World War II. Inspired by Fulton’s Airphibian, he also set out to develop his own practical flying car.

Aerocar International’s first effort was the Aerocar I in 1949, which was first flown in 1950. It had a small two-passenger cabin with wheels housed in external airplane-like spats. A Lycoming O-320 horizontally opposed four-cylinder aircraft engine, mounted in the rear of the cabin, produced 143 horsepower and drove the front wheels through a three-speed manual transmission. The Aerocar had a top road speed of 67 mph (107 km/h), while in the air it had a top speed of 110 mph (177 km/h), a 12,000-foot service ceiling, and a range of 300 miles (460 km). What set the Aerocar apart from the Airphibian was that its wings and tail did not have to be left behind at the airport — they folded into a self-contained package that could be towed behind the car like a trailer.

Taylor was able to secure funding from investors, leading to CAA certification for the Aerocar II in 1956, but while Taylor sold prototypes for \$15,000, he was unable to secure a deal for volume production. Only five were constructed, plus a sixth that was built as a flying-only model.

In 1968 Taylor built one more Aerocar, the Aerocar III based on a damaged Aerocar I. It had a more streamlined fiberglass body with enclosed fenders. The wheels were retractable and would be fully extended for take-off and landing, partially retracted for road use and completely retracted in flight. Airspeed was increased to 135 mph (217 km/h). This vehicle is now exhibited at the Museum of Flight in Seattle, Washington.





Luigi Pellarini Aerauto

Luigi Pellarini (1913 –2001) was an innovative Italian aircraft designer. By his own account, he built his first flying car right after World War II. He “had made the world’s first flying car in 1945 and for each of the next five years he made a new model,” according to a portrait of him in 1952. He claimed he had sold all the models but made very little profit. His last model used its pusher propeller for propulsion not only in the air but also on the road. The Aerauto PL-5C drove and flew across Italy from late 1949 to early 1950, 1800km in the air and 2200 km on the ground. At the promotional tour’ send, Pellarini allowed the Arch bishop of Milan, Cardinal Schuster, to get a look at this sensational flying car.

Simcopter

China-born David Dobbins, whose family moved to San Francisco shortly after his birth, was employed by various aeronautical companies. In the 1950s the family moved to Mexico, where David taught mathematics at the American school. In his free time he built his Simcopter, which was based on a 1948 Simca 5 combined with a 300-hp Lycoming aircraft engine and a welded superstructure to operate a rotor. On August 15, 1957, Dobbins flew his creation for the first and last time. Possibly the Simcopter didn’t work as he had expected.

Halsmer Aero Car

Joseph L. Halsmer of Lafayette, Indiana, a captain with Seaboard World Airlines and the father of 11 children, designed his own unique roadable two-seat aircraft, known as Aero Cars. His last effort, the Aero Car 3, was completed in August 1963. It was powered by a 85-hp Continental flat-four engine, driving a four-blade pusher propeller for propulsion both in the air and on the ground. Wings were able to be folded by one person in just a few minutes. When folded, they lay vertically against the tail-booms, enclosing the propeller to enhance safety while it is driven on the ground.

AVEMizar

In 1971 Henry Smolenski and Harold Blake founded Advanced Vehicle Engineers with the aim of

producing the AVE Mirza, a modular roadable flying machine. It was a Ford Pinto mated to the rear engine, wings, and tail unit of a Cessna Skymaster. By mid-1973, two prototypes had been built and three more were under construction. For take-off, the Mizar was intended to use both engines to shorten take off roll. On the ground, telescoping wing supports would be extended and the airframe would be tied down like any other aircraft. The Pinto could be quickly unbolted from the airframe and driven away. On September 11, 1973, the vehicle disintegrated during testing, killing both of its creators. Development work was immediately stopped.

Despite dozens of failures, the idea of the flying car never died. Paul Moller spent over 30 years trying to bring his life’s work to fruition. In 2017 he even had to sell his original prototype, but there was little interest. Lately Terrafugia in the U.S. and Aeromobil in Slovakia got close to a working model. Terrafugia had to shut down its operations in 2021. But the Aeromobil was certified by the Slovakian authorities recently and it is hoped that by 2024 it will be available commercially.

You can find many more flying cars, 8-wheeler cars and other interesting innovations in the Summer, 2022 issue of Rare & Unique Vehicles! Order your copy today here.

*Post War Classic .com Words by Pal Negyesi.
Pictures courtesy of San Diego Air & Space Museum.
Submitted by Robert Smith.*



“Life is an Adventure”

It is with much sadness that we record the passing of a great supporter of the Concours. Peter Briggs (1 February 1939 – 31 May 2022), entrepreneur, car collector and family man will be sorely missed. Herewith an obituary from his friend and associate Graeme Cocks on behalf of the family acknowledging just some of Peter’s great achievements:-

Prominent West Australian businessman and car collector, Peter Briggs, was born in the United Kingdom in February 1939, just months before war was declared. He and his family endured the London Blitz and after the war, migrated first to Canada and then to Australia, seeking a new life away from war-ravaged Europe.

The Briggs family arrived in Perth when Peter was eight years of age. School was not for him, and he left at age 15. He obtained an apprenticeship as a carpenter. He met Robin Villiers when he was 16 years of age. They married in 1962 and they were inseparable for 67 years.

Peter studied to become a builder and qualified as a quantity surveyor, working for the Public Works Department. From an early age he had an entrepreneurial streak and it wasn’t long before he left the confines of government and went out on his own as a property developer.

Since his early years in London, he had a passion for motor cars. As soon as he could afford his own wheels, he bought a 1948 Morris Minor lowlight convertible for £250. After he married, he bought his first MG sports car — an MG TF. He couldn’t stop at one, and his interest in the MG marque soon included an MGA 1600. He and a couple of friends formed the MG Car Club in Perth.

With what he described as “the exuberance of youth” he began racing at the old Caversham circuit in the Swan Valley. When he purchased motoring legend Norm Beechey’s 500 horsepower Monaro he was regularly at the front of the field. In 1971, he won the WA Touring Car Championship at Wanneroo Raceway.

After recovering from bankruptcy in 1972, he changed professions from property developer to mining entrepreneur. Peter moved his business interests from the low margins and intense competition in property development, to the resource industry which was booming. He transformed publicly listed companies into new entities. During his business career, he controlled more than 30 listed companies with interests

ranging from oil and gas production in the USA, exploration and oil and gas drilling in the Middle East and Australia, and perhaps most successfully in the WA gold mining industry. He was instrumental in bringing into production the Marvel Loch, Pine Creek, Nevoria, Paringa and the Sons of Gwalia gold mines. At one time, he boasted that he was Australia’s second largest gold producer.

His success in the mining industry enabled him to indulge his passion for classic cars. He owned more than 200 cars in his lifetime. He drove his cars in rallies all over the world and with Robin navigating they won the Historic Monte Carlo Rally twice.

The town of York in the Avon Valley owes a great deal to Peter Briggs. The York Motor Museum was the brainchild of Peter Briggs and James Harwood. At the Concours d’Elegance of the Rolls-Royce Club in Kings Park, Perth in 1979, sports car dealer James Harwood suggested to Peter Briggs that York would be a great location for a car museum. They opened the museum with 15 cars in December 1979.

Peter was soon buying cars at international classic car auctions and shipping them to York. It was the finest collection of classic cars Australia had ever seen and motoring enthusiasts from all over the world came to York to view the collection.

Peter Briggs described York as a “shanty town” of decrepit buildings when he first visited — but he thought that the buildings had enormous potential if they could be restored. He quickly realised that the promotion of York as the quintessential Australian town was essential to making the museum a success. For the town to be successful it had to offer attractions, quality accommodation and fine meals. He then set about purchasing other buildings with the aim of making York the most significant inland tourism town in Western Australia. His first major purchase was Settlers House. Country towns were in decline and hotels were closing all over the State. Settlers House became the first new inland hotel in Western Australia for decades and awakened the Avon Valley to the possibilities in tourism.

It didn’t take long for Peter Briggs and James Harwood to think about a motorsport event for York. Inspired by the “round-the-houses” race events which had been popular in Western Australia from the 1930s to the 1960s, they created the concept of the York Flying 50. At its peak, the event attracted 18,000 visitors to York. A club was created by the business partners to help run the event. The Vintage Sports Car Club is now one of the largest old car clubs in Western Australia and conducts events at Northam and Albany.

Northam was the next town to get the Briggs tourist treatment. He purchased the Shamrock Hotel and spent millions renovating it to a level unseen in the Avon Valley. The hotel won many awards and along with his other hotels, Settlers House and the York Hotel, it formed the basis of a new emphasis on quality accommodation across the Avon Valley.

Peter Briggs’ efforts with the York Motor Museum and stimulating tourism through the Avon Valley were rewarded in 1984 when the Museum won the Sir David Brand Award for Tourism when there was only one award category. In 2005, he was awarded the Sir David Brand Medal for his individual contribution to tourism in the State.





individuals, he formed the Bentley Drivers' Club of WA in 1998. He was the current president of the club when he passed away.

He enjoyed showing his cars as much as driving them. He was encouraged to open a new motor museum in Fremantle in December 2002 but his entrepreneurial enthusiasm was not a good fit with the conservative management of Victoria Quay and the museum closed five years later.

He always said that he was born to be an entrepreneur and it was not something that could be taught. In later years, Peter Briggs continued to pursue new business plans, eager to do new deals and make an impact on the business world. He regarded life as a great adventure and once called himself an "adventure capitalist". He was an eternal optimist who refused to be constrained by negativity or people who would say that

things couldn't be done. For him, everything was possible. If a business deal failed, he would not give it a second thought and he would move on quickly to the next big idea.

He showed his cars at Concours events all over the world, winning awards at Pebble Beach in California, Villa d'Este in Italy, and New Delhi in India.

In 2017, the York Motor Museum was purchased by a consortium of York motoring enthusiasts, the Avon Valley Motor Museum Association. With the core display comprising cars from the Peter Briggs collection, the new ownership ensured that the museum would be a vital part of the local community for years to come. "I hope that my collection of fine cars gives as much pleasure to you as it does to me," said Peter Briggs at the time.

The constant in his life was the love for his family. Peter Briggs is survived by his wife Robin, his two daughters Heidi and Jodie, and four grandchildren.

Peter Briggs will be remembered as a proud West Australian, fearless businessman, one of Australia's greatest car collectors and a pioneer of the tourism industry.

May he Rest In Peace.

Graeme Cocks

Submitted by John Bastian

Peter also had a lifelong interest in yachting and his yacht named Hitchhiker with its distinctive red thumb on the spinnaker brought him international fame and was a feature on the local yachting scene for decades. Sailing for the Royal Perth Yacht Club, he represented Australia in the 1981 and 1983 Admirals Cup teams and won the World Two Ton Championships in Sardinia, Italy.

Australia's America's Cup win provided Peter with the opportunity to start a number of tourism businesses. He was a pioneer of boutique brewing in Australia. He funded the first boutique brewery in Australia at the Sail and Anchor Hotel in Fremantle, and the Matilda Bay Brewing Company and its acclaimed Redback beer. He was a major investor in the Dome chain of cafes which revolutionised fine coffee roasting and community cafes in Australia. He established his first Fremantle Motor Museum at the Rolly Tasker Building in North Fremantle during the America's Cup defence year.

During the 1980s, Peter Briggs was a corporate high flyer, lunching at the Mediterranean Restaurant in Subiaco with Perth's business elite and doing many deals. A tax scheme attracted the attention of the Taxation Department and although he mounted a stout defence, he was found guilty of tax avoidance. After serving time, he bounced back and continued to invest in new business enterprises.

While Peter enjoyed years of pleasure driving and rallying motor cars, his powerful Maybach III very nearly ended his life at Phillip Island in 1994. He crashed while racing at more than 160 km/h. The doctors debated whether to remove his leg, but after 10 hours of surgery and 14 screws and bolts they managed to piece him back together. Irrepressible, he drove at the Goodwood Festival of Speed in the UK only four months after leaving hospital.

The crash spelt the end of his motor racing adventures but not his interest in classic cars. While his first love was MG sports cars, he also developed a passion for the Bentley marque. The sight of his supercharged Bentley thundering around the streets of York during the Flying 50 thrilled the crowds. Along with several like-minded





Santa paid us a visit and dispensed Christmas presents to all in attendance. Just remember as we get older, they could be of great use.

The Lodge both inside and out was decorated with all the Christmas decorations possible which took our Christmas in July team three days to put up."

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

A Report on "Christmas In July 2022"

Unfortunately, Wendy and I both managed to contact COVID just before the weekend on which this popular event was held at the beautiful Mt Keira Scout Camp.

Consequently although we had registered to go, we were actually at home when the event occurred, so I asked Ron Critcher- the MKSC event coordinator and The Jaguar Drivers Club of Australia Illawarra register secretary if he could write this month's report and provide some photos, and he did!

So- Thanks Ron

ILLAWARRA REGISTER CHRISTMAS IN JULY REPORT 24th of JULY 2022

Thirty-nine members of the JDCA and the MG Car Club Illawarra Register came together at Mt. Keira Scout Camp on Sunday the 24th of July with some Probus Club members and some of the Camp Staff to celebrate Christmas in July, one of our fundraisers for the Camp.

Unfortunately, this year we were not able to display our cars on the Camp Flat as the recent rain has made the ground extremely wet, boggy & slippery. All enjoyed a hearty meal including pork & crackling, roast vegetables and desert, tea & coffee.

Ron has also provided some photographs of the event. Enjoy

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.


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*











M.G. Centenary in Australia
1923 - 2023

To celebrate the Centenary of Classic M.G. Cars in Australia, a National 11uk 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


The Gold Coast MG Car Club has had made metal grill badges to commemorate the 60th Anniversary of the MGB.

The club is selling the badges for \$50 each plus postage of \$10.50 (up to 2 badges) It would be appreciated if you could circulate this email to you members, or place a notice on your website or in your club magazine.

Badges can be ordered through the Club's online store at <https://www.goldcoastmgcarclub.com.au/club-clothing-regalia/>

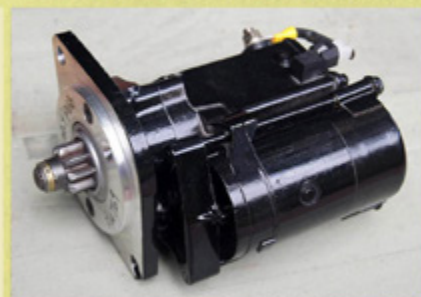


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Celebrating 100 years of MG

13th - 21st January 2024

Auckland - Taupo - Napier
NEW ZEALAND



The MG event of your lifetime! MG Car Club Auckland is proudly hosting the 2024 biannual New Zealand National Rally combined with celebrating 100 years of MG motoring. This will be an event not to be missed, run over an **Octagonal Week** (8 nights), starting in Auckland and touring part of the North Island with nights in Taupo and Napier.

Some MG100 highlights to look forward to:

- | | |
|-------------------|--|
| Gala Opening Day | Static and dynamic public displays of MGs at Queen's Wharf in the heart of Auckland, concluding with a cocktail function in the Cloud. |
| Vineyard Tours | Visit some of the most prestigious vineyards in NZ |
| Track Time | Low-key timed track sprints at Bruce McLaren Motorsport Park in Taupo, with speed groups for all experience levels. |
| Fantastic Roads | Drive some great roads with fantastic scenery |
| Long Beach Trophy | Compete for the Long Beach Trophy at the grass motorkhana being a classic MG event. |
| Amazing Company! | Enjoy a variety of events with MG owners from all over NZ and abroad.
<i>and much, much more!</i> |

Accommodation and event details will be released shortly, in the meantime [please register your interest](#) for the event by simply emailing registrations@mgrally.nz.

See our website for updates at www.mgrally.nz.



Ashfield Cycles

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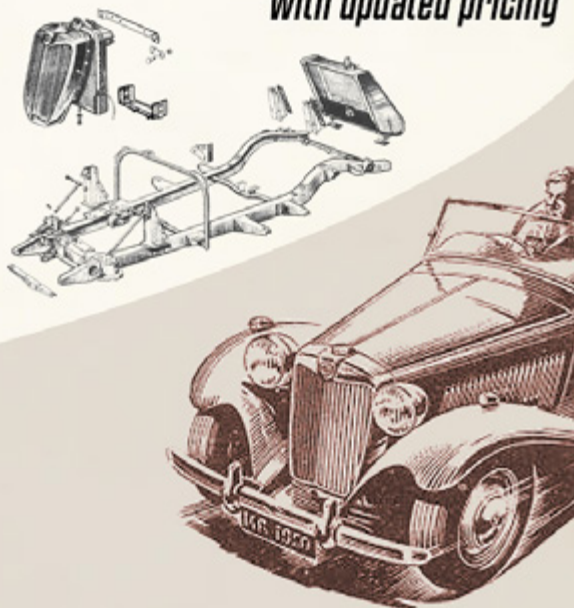


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54 years after the running of the legendary 1968 London to Sydney Marathon an event has been organised that retraces much of the original route across Australia – the 2022 Perth-Sydney Marathon.

What a great opportunity to organise one of your clubs runs to finish at the venue, look at the Marathon cars, mingle with the crews & join in the celebrations.

Approximately 75 cars are in the Marathon & will have driven nearly 6,000km across some of Australia's best & most challenging gravel & bitumen rally roads not to mention travelling through outback cattle stations, the Flinders Ranges & Victorian & NSW Alpine Mountain roads & tracks.

Some of the original historic cars entered in the Marathon include:

Hillman Hunter - the sister car of the winning Hunter driven by Andrew Cowan

Ford Falcon XT GT – driven by Harry Firth to 8th place

Austin 1800 – driven by Tony Fall to 24th place
Volvo 144S – driven by Gerry Lister to 13th place

Holden Monaro HK GTS – driven by Barry Ferguson to 12th place

Meet several of the original crew members, including Gerry Lister, Max Winkless, Barry Ferguson, Dave Johnson, Bob Holden & John Vipond.

DATE: Sunday 6TH November

VENUE: William Inglis Hotel

155 Governor Macquarie Drive, Warwick Farm

TIME: Marathon cars scheduled to arrive from 2pm

FOOD: from 2.00 – 5.30pm a food bar will be on site for you to purchase food & beverages

Please let us know if your Club will be attending & approximately how many cars / members we could expect to attend.

Website: www.perthtosydneyamarathon.com.au

Facebook: <https://facebook.com/LondonSydneyMarathon/>

Robert Smith



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

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



Club Shield Jacket- a dual colour hex pongee and vortex shower proof jacket, mesh lining and fold away concealed hood. Also available in dark blue/light blue. \$100.



Bomber jacket- a retro style black poly cotton twill jacket with red highlighted trim and taffeta lining. Press stud front. Embroidered silver club badge on front and large embroidered MG Octagon and Safety Fast motto on back. \$150

With thanks to our models, Ashley Clarke & James C Lombardo.



Also available are a selection of club essentials.
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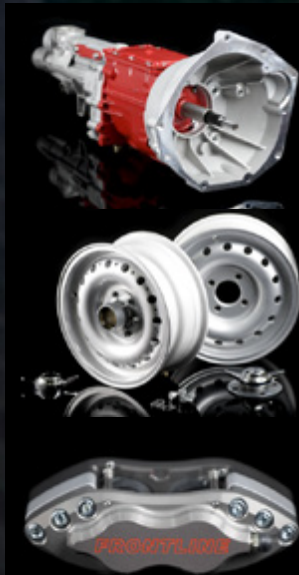


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Gathering of the Faithful-Wagga Wagga 9-11th Sept 2022

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





VEHICLE ASSESSMENTS AUSTRALIA PTY LTD.

VEHICLE INSPECTORS – PART TIME

Vehicle Assessments Australia is a national vehicle inspection operation that undertakes condition reports on vehicles coming up for end of term disposal.

We work on behalf of auction houses, car rental companies, major insurance groups and financiers. Due to increasing growth in the Sydney, Wollongong and western lower Blue Mountains, we are seeking vehicle inspectors to assist us maintain our high standard of client delivery.

Ideally, we are looking part time inspectors who have working flexibility, are possibly retired or semi-retired; an interest in motor vehicles; with an eye for accuracy; have good communication skills; have basic computer literacy and you like to be out and about, as you will need to drive to the where the vehicle is located.

The inspections are limited to taking exterior and interior photos of the car, and listing any damage with photos on our report -there is no mechanical, safety or test drive required. All you will need is a late model iPhone or android to ensure we get good quality photos and to connect to our inspection system.

You will find it an interesting position if you enjoy being around motor vehicles, as we certainly cover a big variety of makes and models.

Most inspections take around 45 minutes and we pay a fee /inspection plus a kilometre allowance over a certain distance.

Being a member of a car club, I know how we like our cars, and the motor industry, so if this of interest, I look forward to hearing from you.

Craig Hunt -Director

Contact: 0432397917

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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 tank
- Chrome wire wheels with good tread on tyres

Price: \$25,000

Contact: Sharmer57@hotmail.com

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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 1972

Comprehensively refurbished body and engine around 2013-2015; rust removed and full respray. I bought the car in 2019, and developed it further to make it more suitable for road events, particularly navigation-oriented rallies. The car now has Frontline Developments (UK) front and rear (5-link) suspension, power steering, dual-circuit brakes, VTO (Minilite copy) wheels and extensive sound-proofing.

Engine has been enhanced with 45DCOE Weber and cold-air supply, and 123-ignition programmable distributor. Gearbox is overdrive, with switch on gear knob.

Most gauges have been replaced with VDO, and critical gauges relocated into line-of-sight. The electrical system has been redesigned with extensive use of relays, fuses and proper connectors. MX5 seats have been fitted.

Full specifications (including original improvements) are available on request.

Price: \$36,500

Location: Canberra

Contact: Bob Moore, 0417 254 578
bobmoore@bigpond.com



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 9years!).

Price: \$59,500

Contact : Graham Leese 0418160735

jillandgrahamleese@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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www.peninsulasportscars.com

Classifieds - Parts



MG TF Parts

NEW

Selling left and right bonnets, right bonnet side panel, gear box cover and some timber frame pieces.

Price: \$340 ono

Contact: Neville

0409 783 006

cooksoncocos@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



Wolseley 4/44 Engine.

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

Phase 4 Competition Cylinder Head

To suit MG XPAG TD/TF Engines and XPEG TF ENGINES **\$1,500.00**

Includes: Rocker Gear; Ported; Polished; and Hardened Exhaust Valve Seats, suitable for unleaded fuel.

Original TD/TF Complete Gearbox \$250.00

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

bsmcalister@bigpond.com



An MGBGT Surry (or Targa) Top. This car was seen in Ontario, Canada a few years ago.

Source: forum.britishV8.org
Submitted by John Clarke

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

First color is the wire - second is the stripe



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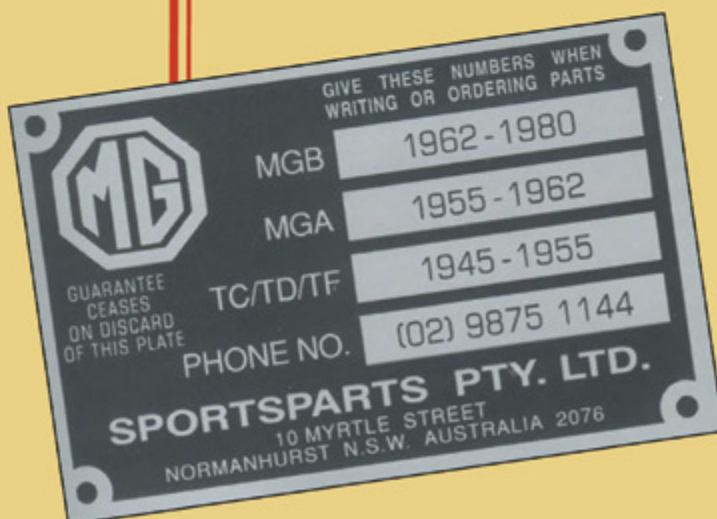
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