



Official Journal of the MG Car Club – Sydney

Opposite Lock

October 2022

MGB Manufacturing
AGM Notification

In this issue

Gathering of the Faithfull
Concours 2022

MGCC Sydney Club Calendar 2022

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
- 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
- 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

October President's Report



As we commence the rundown to the end of the year, there are a number of special announcements that I would like to make.

I'm sure if you were one of the 125 members who attended the September members meeting cocktail party, you will agree that it was a wonderful occasion. Celebrating the 60th Anniversary of the MGB, which was launched in the UK on 19 September 1962. Now I hope you can join us to further celebrate the MGB at our Concours to be held on 23rd October at Silverwater Park, Clyde St East, Silverwater.

Entry is free and I would encourage all MGB owners, as well as owners of all other MGs to get out your pride and joy, polish it up and bring it along to our Concours. It doesn't have to be immaculately restored nor an original specification car to come along. We have both Concours and Show & Shine categories, with medallions and certificates awarded.

If you don't want your car to be judged that's fine too.

It is sure to be a fun day for everyone with Michael Murphy's immaculate, very early 1963 Abingdon built MGB on display, along with the Club's MGB Sebring Replica. Café Abingdon will provide a range of BBQ food to keep hunger at bay with a coffee van to help keep you caffeinated. Our limited edition MGB 60th polo shirts along with other club regalia will also be available for sale.

So come along, bring your MG, your family, friends and enjoy the day.

We also need volunteers to help set up, assist the registrars in judging and pack up at the end of the Concours. Many hands make light work, so please come early to help, and put your hand up to assist during the day.

Gates open at 7:30 and all cars are to be in position by 9:00.

As in the previous 2 years we will be holding a special Christmas party on the evening of 13th December. Once again the cost of the evening will be subsidised by the Club, so bring the family and enjoy this special occasion with your fellow enthusiasts.

The event will be posted on Wild Apricot shortly.

The November meeting will once again be our AGM. As we are short of a Treasurer at the moment, I will be presenting the financials. Members will be pleased to hear that this year, whilst still impacted by Covid, it was a positive year for the club returning a profit of \$26,534. During this financial year membership returned a net gain of 86 members, representing \$8,600 plus joining fees of the \$26,534 profit. I will go into more detail at the AGM.

As in previous years, should you have a matter that you would like to discuss at the AGM, please forward it to me at charlie@charliefrew.com at least one week prior to the meeting.

Whilst on the subject of Treasurer, the Board would be grateful if a member with a financial background would put their hand up to fulfill this role please. If interested please give me a call on 0488 223 322.

All the best and I look forward to seeing you all at our various events throughout the month.

Charlie Frew

New Members

Welcome all to the MG Car Club Sydney

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

Kevin McBride	TF
Sestak Michal	Lada Niva
Michael Smith	TD
Ken & Helen Phillips	MGB
Gary Chapman	TF Modern
Ron Watson	MGB
Justine Oates	MGB
Craig Cox	MGA
Vicky Murray	Midget
Edouard Pontich	MGB



So, you have bought a 'new' MG, or you have unearthed one long lost in the garage or you have finally finished that 'long, long, longer than you expected restoration and decided to now join the club.

We want to hear your story!

Please send a short story about your car by email and do not forget some pictures! to: editor@mgcarclubsydney.com.au



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Page 6 MGB 60th Birthday Party



Page 6: MGB 60th Birthday Party



Page 14-18. Building the MGB & MGA in Australia



Page 19: Gathering of the Faithful.



Page 21 New MG ZS EV



Page 22-23: Illawarra Register



October 2022 Cover:

MGY Four Door Tourer with The Mary Valley Rattler in the background.

Photo: Matt & Margaret Crawford

What's Inside

- 2 2022 Calendar
- 3 President's Report
- 3 New Members
- 4 What's Inside
- 5 Club Contacts
- 6 MGB 60th Birthday
- 8-9 AGM Notice
- 10 Blue Mt Run
- 12 Breakfast run to Southern Highlands
- 13 2023 National Meeting
- 14-18 MGB Manufacturing in Australia.
- 19 Gathering of the Faithful
- 20 Fathers Day Run
- 21 New MG ZS EV Update
- 22-23 Illawarra Register
- 28 Regalia
- 32 Y is this SO
- 33-34 Classifieds



October 2022

Opposite Lock

Contributing photographers:

Thanks To:

Michael Hough, Matt Crawford

Greg Fereday,

Hilary Wren, Alan Heritage,

Adam Drummond,

Peter Baldry, John Carter,

Richard Lamrock, Ross Freeman

Club Contacts

Directors

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Model registrars

Pre-war	Robert Smith	Jill	0407 600 632	robert_smith@live.com.au
TC	John Carter	Carol	0416 292 929	johnmartincarter@gmail.com
TD	Michael & Jacqui Gerondis		0411 390 285	mgerondis@optusnet.com.au
TF	Wayne Blair		0421 675 050	waynedavidblair@gmail.com
MGA	Greg Keenan		0430 098 514 4626 3218	gregory.keenan@bigpond.com
MGB	John Clarke		0412 890 409	parclose@optusnet.com.au
Postwar Saloon	Matt Crawford	Margaret	0457 411 681 9546 6215	matcrawford@bigpond.com
Magnette	Peter Baldry	Lesly	0407 102 279	leslyandpeter@gmail.com
RV8	Alan Heritage	Shirley	0418 459 496	alanheritage@yahoo.com.au
F and TF Modern	Mark Robson		0402 435 541	RobboMC1960@outlook.com
C and V8	Vacant			
Midget and FWD	Vacant			
Post 2010	John Lindsay	Lesly	0403 330 441	john@technispec.com
Touring	Don Young		0412 600 415	don.young9636@gmail.com

Club officials

Club Secretary	John Bastian	Ros		secretary@mgcarclubsydney.com.au
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Co-Ordinators	Allen Gower	Yvonne	0439 650 401	allenandyvonne@bigpond.com
Breakfast Runs	Julie Porter Stephens			breakfastruns@mgcarclub.sydney.com.au
CAMS Representative	Max Wasson	Paula	0418 431 928	mwasson@gmail.com
Club Plates	Brian Woolmer	Julia	0407 274 655	clubrego@mgcarclubsydney.com.au
CMC	Greg Fereday		0408 611 427	gregfereday1@gmail.com
Illawarra Register Coordinator	Michael Hough	Wendy	0418 424 748	mhough5@gmail.com
Library	Vacant			
Mid Week Muster	Bob Parkinson		9728 9395 0412 968 771	rjparko@bigpond.net.au
Member Liaison	Jan McKenzie	Brian	9724 1969 0408 473 037	jbmck1@bigpond.com
Membership Secretary	Sheila Trotman		0410 504 132	membership@mgcarclubsydney.com.au
Points Scorer	Adrian Whiffen		0404 011 564	adrianw@mailboxesr-us.com.au
National Meeting Coordinator	Ros Bastian	John	0409 693 848	ros@bastians.com.au
Rally	Jim Richardson	Bev	9639 0638	jimandbev@bigpond.com
Regalia	Granville Harris		0414 880 374	granville2@bigpond.com
Regularity	Stephen Perry		0434 275 970	windywoofer@gmail.com
Website	Seth Reinhardt			web@mgcarclubsydney.com.au

Happy 60th Birthday MGB



A 60th Birthday Cocktail Party for the MGB was held on Tuesday 13th September at Strathfield Golf Club.

Over 125 members and guests enjoyed the evening with a special toast being raised to Her Majesty Queen Elizabeth II. Long may she Rest in Peace.

The evening then continued with addresses from John Lindsay & Tom Aczel on the history of the Australian production of the MGB in Sydney.

A feature article is on pages 14-18 with details of the MGB production facilities.

With thanks to John Clarke & Charlie Frew for organising this special event.



October Members Gathering- Strathfield Golf Club. 11th October

Members of the Burwood Fire Station will give a talk on general fire safety in the house and garage, and how to protect our precious classics!

Electric vehicles and solar panels on house and buildings have changed the methods used by the fire crews in the event of a fire.

Station Officer O'Conner from Burwood plus 3 others will explain these changes and how to prevent a fire from starting or spreading by storing and handling combustibles safely.

Greg Fereday



November Members Gathering- Strathfield Golf Club. 8th November

We will welcome as our guest speaker Judy Mc Cracken with a 25 year career in Science & Process Development, Judy became a First Aid Trainer 20 years ago. She has worked for 7 different private and not for profit Registered Training Organisations (RTO) teaching the public, schools and corporate entities CPR and First Aid. Judy is an advocate for the early application of an Automated External Defibrillator (AED) in the event of a Sudden Cardiac Arrest (SCA) to increase the chances of survival in the casualty. Her talk will explain the importance of the Chain of Survival and how to save vital minutes in the event of an SCA and why an AED is a vital piece of equipment in every home, workplace and club event.

Greg Fereday





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Notice Of AGM – MG Car Club Limited

Notice is hereby given that, in accordance with the Constitution, the Annual General Meeting of the MG Car Club Limited will be held at Strathfield Golf Course, 52 Weeroona Road, Strathfield 2135 on Tuesday 8th November 2022 at 7.45 pm.



Business

- To accept the minutes of the 2021 Annual General Meeting, Posted in Dec 2021 *Opposite Lock*
- To elect Directors for the year 8th November 2022 to 7th November 2023.
- To receive and consider the Balance Sheet, Statement of Profit and Loss and the Reports of the Directors and Auditors in respect of the twelve months ended 30th June 2022.
- To transact any other business which may be brought forward in accordance with the Constitution.

Please Note

- Only current financial members of the above Club shall be entitled to stand for office, vote or nominate / second candidates for election.
- A current membership list will be available at the Meeting.
- Any current financial member entitled to vote and unable to attend in person is entitled to appoint a proxy, utilising the Proxy Form below or a facsimile of the same.
- Any current financial member may nominate a qualified person (one only) for election by using the Nomination Form in this magazine or a facsimile of same.

Nomination Form

I (Name)
being a current financial member of the MG Car Club Limited, hereby nominate
.....
for the position Director at the Annual General Meeting of the Club to be held on 8th November 2022 and at any adjournment thereof.

Proposer(Name)

Signed Membership Number.....

Seconder(Name)

Signed Membership Number.....

Acceptance

I Membership Number hereby accept nomination as a Director.

NB: The completed form must be lodged with the Honorary Secretary at least 30 days before the scheduled date for the Annual General Meeting.

Email to secretary@mgcarclubsydney.com.au or hand to Secretary or President at the October Members Gathering.

MG Car Club Limited - Proxy Form

We, as financial members of the MG Car Club Limited, hereby appoint

.....(Name)

of.....(Address)

As my proxy, to vote for me, on my behalf, at the Annual General Meeting of the MG Car Club Limited to be held on 8th November 2022 and at any adjournment thereof.

Signed thisday of 2022

Members Name..... Member Number

NB. The completed form must be lodged with the Honorary Secretary at least 48 hours before the scheduled time for the Annual General Meeting.

MG Car Club Limited – Other Club Positions

In addition to the positions of Director, at the Annual General Meeting of the Club to be held on 8th November 2022 and at any adjournment thereof the following positions are to be filled.

N.B. there is no form to be completed for these roles.

We are urgently needing a Club Treasurer and Club Secretary.

Please advise the President Charlie Frew, any Director or the current club Secretary John Bastian before or at the AGM if you are interested in any club positions.

Club Officials

Club Treasurer
Club Secretary
All British Day Coordinators
Breakfast Runs
CAMS Representative
Club Plates
CMC
Illawarra Register
Coordinator Library

Mid Week Muster
Member Liaison
Membership Secretary
Points Scorer
National Meeting Coordinator
Rally
Regalia
Regularity Social Secretary

Model Registrars

Pre-war
TC
TD
TF
MGA
MGB

Postwar Saloon
Magnette
RV8
F & TF Modern
C & V8
Midget & FWD Post 2010



MG Car Club Financials 2021-2022.

The Board is pleased to present the 2021- 2022 Financial results for consideration by our members. These will be posted on the website during October.

As we are short of a Treasurer currently, I will be presenting the financials at the AGM on 8th November.

Members will be pleased to hear, whilst still impacted by Covid, it was a positive year for the club returning a profit of \$26,534.

During this financial year membership returned a net gain of 86 members, representing \$8,600 plus joining fees of the \$26,534 profit.

I will go into more detail at the AGM.

Charlie Frew President



Blue Mountains Run



Thursday 13th October

Meet: McDonald's Windsor Road, Windsor for 9am start

Travel to Mount Tomah

Mount Wilson

Mount Irvine

Mount Victoria

Into Blackheath and then down to the beautiful Megalong Valley for lunch

Bring morning tea and a good sense of humour

Contact: Don Young 0412 600 415

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**MG CAR CLUB OF NSW
ANNUAL CONCOURS
AND DISPLAY DAY**



**2022 MG Car Club Concours
d'Elegance**

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

This year is a special occasion as we will celebrate the 60th Anniversary of the MGB. The MGB was launched in the UK on 19 September 1962, although it was not until the following year on 10 May 1963 that the MGB was officially launched in Australia with the Australian assembled MGB. With over 500,000 MGBs made it was the largest selling sports car until Mazda's MX5, and arguably the most iconic sports car ever made. To this day it continues to provide enjoyment to many tens if not hundreds of thousands of enthusiasts all over the world.

We kicked off our celebrations with the MGB's 60th birthday cocktail party last month. Now I hope you can join us to further celebrate the MGB at our Concours. Entry is free and I would encourage all MGB owners, as well as owners of other MGs to get out your pride and joy and bring it along to the Concours. It doesn't have to be an immaculately restored, original specification car to come along. We have both Concours and show and shine categories, with medallions and certificates awarded, and if you don't want your car to be judged that's fine too. In particular we would like to see as many MGBs there as possible.

And it should be a fun day for everyone. Michael Murphy's immaculate, very early 1963 Abingdon built MGB will be on display, along with the Club's MGB Sebring Replica. Café Abingdon will provide range of BBQ food to keep hunger at bay, and a coffee van will also help keep you caffeinated. Our limited edition MGB 60th polo shirts along with other club regalia will be available for sale.

So come along, bring your MG, your family and friends and enjoy the day.

We also need volunteers to help set up, assist the registrars in judging and pack up at the end of the Concours.

Many hands make light work, so please come early to help and put your hand up to assist during the day. Gates open at 7:30 and all cars are to be in position by 9:00.

John Clarke



Breakfast Run to Southern Highlands 6th November

Join us for a pleasant drive to the Southern Highlands, followed by a casual breakfast at Schmokin, Berrima.



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. Street parking at the restaurant.

Breakfast: Eggs Benedict, Bacon and Eggs on toast, or Big Breakfast. Tea or Coffee. Vegetarian options also available.

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

Bookings: By Sunday 17 October 2022 via Wild Apricot. **Limit:** 25 places.

For those having too much fun and not wanting to go home after the breakfast, there is an optional drive on to The Friendly Inn Hotel, Kangaroo Valley for lunch - (not included in the cost).

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

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

PAYING FOR MEMBERSHIP OR EVENTS IN WILD APRICOT

One of the great advantages of our Wild Apricot membership and events system is that you can pay using your credit card for your membership at the time of renewal, or for an event at the time of registering to attend. This saves you, and importantly our volunteer officials a great deal of time. Wild Apricot uses the Stripe payment system so you can be confident that your credit card details and payment are secure. All you have to do is click the "Pay on-line" button and follow the instructions. If instead of paying using your credit card you choose "Invoice me" to pay to the Club's bank account by Electronic Funds Transfer (EFT), then our Assistant Treasurer, Allen Gower needs to find the payment in the Club's account and then advise Sheila Trotman our Membership Secretary or the event organiser that you have paid. They then have to go in to Wild Apricot to record your payment

for your membership renewal or the event you have registered for. This adds significantly to the administration required, whereas if you pay by credit card (or a Mastercard or Visa enabled FTPOS card) on line, no additional administration is required from our volunteer officials.

And if you are wanting to attend an event, don't ever just make a payment to the Club's bank account and expect that this alone has registered for you to attend. It has not. It shouldn't surprise you that the bank does not advise the organiser of the event that it has received your payment, and by the time Allen has noticed your deposit in our account and let the event organiser know there is every chance that registrations have closed.

So please, help our officials to help you, and wherever possible pay on-line. Thank you.

MGB 60th Birthday Cocktail Party & Members Gathering

Add to my calendar

Review and confirm

Event: MGB 60th Birthday Cocktail Party & Members Gathering
13 Sep 2022 6:30 PM - 9:30 PM
Location: Strathfield Golf Club, 52 Weeroona Rd, Strathfield

Registration: Members & Guests - \$20.00
type

Total amount: **\$20.00 (AUD)**

Payment: EFT payments details:
instructions: Bank St George
BSB: 112 879
A/c: 043811680
Please use your full name or member number as your reference.

Pay online

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2023 MG National Meeting 7-11 April



September Update

www.natmeet2023mgcc.com.au/



Octagonal Greetings!

At last count we had more than 150 expressions of interest from around Australia for next Easter's MG National Meeting in Adelaide and the organising Committee is really starting to get some meat on the bones for what promises to be a great event.

A reminder of the lineup:

- Registration and scrutineering
- Noggin'n'Natter & Rocker Cover Racing
- Concours
- Theme party
- Motorkhana
- Kimber Run
- Super Sprint
- Observation Run & Social Tour
- Presentation dinner
- Farewell breakfast & Delegates' conference.

Clearly something for everyone.

We'd also like to acknowledge our major sponsors, who are making a big contribution towards the success of the event. Major sponsors so far are:

- Newspot Motor Group
- Shannons Insurance
- Gully Winds Wines

In case you hadn't caught up with the news, all MG Car Club members across Australia can now enjoy National Fleet Pricing on any new car across the MG range. There's no time limit, just show your current membership card and proof of ID to qualify. This initiative from MG Australia grew out of Newspot Motor's sponsorship of next year's National Meeting.

These are really substantial discounts which vary from model to model but can run as high as \$3,000.

There's more info on the National Meeting 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.

A reminder that 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 in November, 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

History of the Australian Assembled MGB

Background

Successive Australian Federal Governments from the early 1900's pursued protectionist tariff policies to encourage the development of local industries and infrastructure. (In fact, favourable rates applied for Commonwealth countries, especially the UK, or at least until Britain "turned its back" on Commonwealth member nations and joined the EEC in 1973.)

Following the Second World War, the then Labor Federal Government's advice was that a further world war within 20 years was probable, and that, without a substantial increase in the country's population and its industrial base, Australia was likely to face an Asian invasion from the north. In the jingoism of the late 1940's this was commonly referred to as "The Yellow Peril".

"Populate or Perish" became the guiding political motto. Consequently a massive immigration policy was instituted, predominantly from the UK, Ireland and Europe.

Simultaneously, major encouragement was given to overseas motor vehicle manufacturers to establish production facilities in Australia.

General Motors and BMC were the earliest to proceed with local manufacturing. General Motors- Holden released their first Holden in 1948.

Victoria Park, William Morris and the Nuffield Group

The Nuffield facilities (later BMC Australia and later still, BLMC and then Leyland Australia) were located at Victoria Park, just 5.8 km from the centre of Sydney. The adjoining suburbs here were Zetland and Waterloo, (and hence the business address changed, depending which frontage the administrative offices occupied!)

The area was originally a swamp, and then from 1900 a horse racetrack. A speedway track also occupied the site from 1908 to 1920.

Interestingly the first powered flight in Australia was made from this site, in 1909.

William Morris had come across the Victoria Park site in 1945 on one of his visits to Australia. As a patriotic British subject, Morris was eager to see the Australian market remain substantially British. He recommended to the Nuffield Group Board that they purchase the Victoria Park site for an Australian factory. The Board considered and



rejected this proposal, whereupon Morris purchased the site himself.

Morris subsequently sold the property to Nuffield a matter of months later, and what's more, at a considerable profit!

However Morris only sold about half of the approximately 115 acre site to the Nuffield Group for their Australian factory.

Morris sold off parts of the rest of the site to support industries and feeder companies, such as to James N Kirby, Joseph Lucas Ltd, Champion Spark Plugs, Olympic tyres etc.

Clearly William Morris was an extraordinarily astute and successful entrepreneur.

Nuffield Australia commenced operations in 1950. The first factory was completed in 1952. By 1957 BMC in Melbourne had been shut down, and all assembly moved to Sydney.

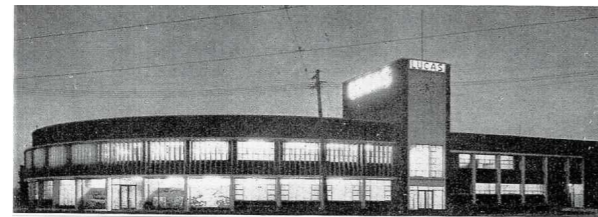
The factory site was later named BMC (Australia) after the merger in 1952 of Nuffield and Austin. From 1968, it became The British Leyland Motor Corporation of Australia and Leyland Australia in 1971.



John Lindsay



Tom Azcel



The factories for companies supplying BMC (and other Australian manufacturers), all located adjacent to the BMC plant. Note the appearance of the Lucas factory belies its (most unfair) pseudonym of "The Prince of Darkness"!

BMC (Australia)

Most people overseas were and remain quite unaware of just how large a venture BMC (Australia) was. The factory employed about 5,000 people, and by the late 1950's was producing a car every 4 minutes.

Apart from extensive and progressively expanded factory floor area for assembly, the factory, on its 57 acre site, was equipped with its own panel pressing facilities, (the largest presses in the Southern Hemisphere).

Engines, transmissions, axles and bodies were all cast, assembled and/or pressed locally. (Major castings were supplied by "Australian Forge and Engineering" and others in NSW, Victoria and South Australia).

Heat treating of components for hardening, and metallurgical control was in house.*

The "Unit Plant" was where engine, transmission, axle and suspension components were manufactured, ready for vehicle installation. The transfer machines in the unit plant machined cylinder heads, engine blocks and gearbox casings. These transfer machines could index the part automatically from station to station, allowing 30 sets of operations to be performed on three faces without any human intervention.*

The Paint Shop included a "Rotodip" where all assembled vehicle bodies were located onto a frame and rotated through a series of baths and ovens.

All trim was locally sourced and fabricated on site.

There were production engineering offices, drawing and design facilities, a service department and research laboratories, and a department termed "Experimental".

There was an active apprentice training program with related facilities.

As a result of the highly developed engineering facilities and capabilities available, in addition to the various mainstream vehicles produced by the parent company in the UK, suitably modified for Australian conditions, a number of vehicles unique to the Australian market were constructed here.

The original prototype MGC, incidentally, as conceived by Sydney Enever, employed an Australian produced 2.4 litre 6 cylinder engine based on "one and a half" 1622cc 'B' series engines, named the "Blue Streak 6". This was a much lighter and much more compact engine than the Morris C-series engine ultimately used. This engine could potentially have been manufactured as a relatively small lightweight 2.7 litre 6 cylinder engine. Even the 1622 cc version of the B-series engine for that matter was conceived and produced in Australia, long before its UK counterpart; the parent company engineers initially claimed that 1500 cc was the practical limit of the B-series engine.

MG Assembly in Australia

Despite the highly developed significant local manufacturing facilities available to Nuffield-BMC, because of the smaller production volumes of MG models, prior to 1957, MG cars were shipped to Australia completely built up, (CBU) but partly disassembled. Wheels/tyres and bumpers for example were removed and stowed in or under the cars.

The MGA in Australia

As the MGA, which had been introduced in 1955 was proving to be in significant demand, and there remained encouragement through tariffs to assemble motor vehicles in Australia, a decision was made to commence local assembly in Australia of the MGA.

Due at this stage to having insufficient spare capacity at the Zetland facility, this task was subcontracted by BMC (Australia) to Pressed Metal Corporation, which like BMC was based in Sydney, in the suburb of Enfield.

Consequently shipments of batches of Completely Knocked Down (CKD) MGA cars commenced to Australia in 1957. Until the later part of 1962 these were assembled at Pressed Metal, with ever greater local content.



Pressed Metal Corporation factory, (spacious, light and airy compared to the dark cramped confines of the Abingdon factory). Showing L to R, lines constructing medium sized commercial vehicles, MGA line and "Ute" assembly. ("Ute" is short for utility vehicle. In American parlance, pick-up trucks) Note these vehicles are on temporary chassis called "skuks", moved along a track.

Indeed, the degree of assembly of these cars here in Australia was very much greater than at the MG factory in the UK, where in contrast to Australia, MGA bodies were received at Abingdon already fully built up and already painted.

Ultimately 2,040 MGA roadsters were built in Australia. (The Coupes and the Twin Cam models remained fully imported due to their lower numbers).

Again because of the production volumes, major mechanical components such as engines, transmissions and chassis were imported (though in the case of the MGA 1500, the engines were built here from imported components).

Pressed Metal Corporation

Pressed Metal Corporation was a joint venture established in 1930 between the Larke Hoskins group, the Austin agents for NSW and Larke, Neave and Carter, the Chrysler distributor. The PMC factory after WW II occupied a 22 acre site, and had extensive capability for the complete assembly of motor vehicles. A number of the assembly buildings were redundant aircraft construction hangars, imported into Australia from the UK after WW II.



Pressed Metal Corporation offices in Enfield, Sydney in 1950's you can see the roof of one of the factory buildings, clearly showing its aircraft hanger origin

Apart from assembling a range of sedans, light commercial vehicles, utes & panel vans, trucks & buses, Pressed Metal Corporation also assembled a very significant number of sports cars on behalf of BMC. Between the years of 1957 & 1967, inclusive;

Pressed Metal Corporation assembled:

MGA roadster: (1500, 1600, 1600 Mk II) : 2040 vehicles.

Austin Healey Sprite : Mk I (Bugeye) through to the **Austin Healey Mk 3A:** (approx) 3,600 vehicles.

MGB roadster : Mk I (approx) 4625 vehicles. Based on VIN plate images, somewhere between 4600 and 4650)

TOTAL: 10, 265 sports cars, in a little over 10 years.

The MG Midget in Australia

In the latter part of 1967 Austin Healey Sprite production ceased at Pressed Metal Corporation.



The model was replaced by the MG Midget. Unlike the UK & world markets, the Australian market was not large enough to run the two similar models in parallel.

The MG Midgets were assembled at the BMC (Australia) plant, again from CKD packs.

Building the MG Midget commenced at Zetland in November 1967, with the vehicles offered for sale from early in 1968. Features and changes in the series generally reflected those in their UK assembled brethren but again with a significant inclusion of locally produced components, including electrics, paint and of course local labour, which constituted a significant proportion of the overall vehicle production costs.

Approximately 788 MG Midgets of the series YGGN4 and YGN4 were assembled in Australia. (As with all Australian BMC vehicles, "Y" indicated Australian assembly.

It has been said that the "Y" was meant to represent an upside down "A", A for Australia. Some with factory first hand knowledge dispute this as the reason for the choice of Y in the series nomenclatures).

October 1969 saw the introduction of the "Facelift" model; GAN5 for the Abingdon assembled MG Midgets, and typed YGN5 for the Australian cars. These cars reached the market about 6 months earlier than the similarly revised black recessed grille MGB models.

A total of 788 MG Midgets were assembled prior to the final Facelift model, of which 396 were built; 1184

Australian built MG Midgets in total, until production was wound up in December 1971.

The MGB in Australia

The MGB was assembled in Australia from 1963 to 1972. A total of something in excess of 9000 examples were built over this period. The Australian content was ultimately 45% of the car's value.

As with the MGA, the Mk 1 MGBs were constructed at "Pressed Metal Corporation" in Enfield, commencing in April 1963. At the time the BMC plant at Zetland were fully occupied with the production of the Mini and preparations were under way for the upcoming introduction of the other FWD models, in succession, the Morris 1100 and later the Austin 1800.

The MGB Engines and gearboxes were received already mated at the BMC Zetland works. They were hot run tested, and then transported to Pressed Metal. Suspensions were assembled and painted at Zetland, and similarly transported to Pressed Metal.

Springs, electrics, paint & gradually larger proportions of the trim were locally sourced. As a result, and as had occurred with the MGA, local body colours, though similar to their UK counterparts, were unique to Australia. Early colours included colours such as 'Sky Blue', 'Monza Red', 'Nurburg White', Katoomba Grey, and of course, British Racing Green. (The last had been also available on locally assembled MGA's, unlike their UK counterparts).

Overdrive was not available in Australia, even as an option until the last of the MGB Mk1 vehicles were assembled, between late 1967 and August 1968.

Because of the relatively small production numbers compared to more mainstream BMC models all Australian MGBs were similarly specified. Only roadsters were ever built locally. All cars had wire wheels and (until 1970), pack-away style tops only. Oil coolers, front sway bars, front overriders and ash trays were standard fittings. Like the preceding MGA, the interior trim was, for both cost reasons and because of the harsh local climate, always in vinyl. Contrasting piping disappeared after 1964, and progressively thereafter ever more of the trim became black only. The only options were (an initially rarely fitted) heater, and the dealer fitted radio. Overdrive was not available, even as an option until the last Mk 1 vehicles assembled during 1968.

As with the MGA, and in contrast to the MG cars emerging from the MG factory in Abingdon, the Australian built MGB bodies were locally built up from their most basic pressed components on locally created jigs, whereas the Abingdon factory received the MGB bodies completely painted and assembled.

Rust proofing on these earlier Enfield assembled cars was unfortunately rudimentary at best, with the bodies just "slipper dipped" in primer.



The author's own Mk1 MGB was already visibly rusting by the time it was five years old!



Finishing an MGB body shell. The leaded joint between the mudguards and the tonneau panel was problematic, with lead tending to bubble up in the paint ovens. Note the area of this joint has been sanded well back.

MG Assembly at BMC Zetland

BMC ultimately purchased Pressed Metal Corporation, and production of the MGB & MG Midget was transferred from the PMC factory to a dedicated production facility in the CAB 3 building (Car Assembly Building)at Zetland.



New jigs were commissioned from Dorman's in Victoria. Bodies were here far more elaborately rust proofed, going through a "Roto-Dip" process as described earlier.



Even though the MGB Mk II had been introduced in the UK from November 1967, between January and August 1968 it was still the MGB Mk I being assembled at Zetland. The MGB Mk II was finally built and introduced in Australia 9 months after its UK debut.

It is difficult not to draw the conclusion that left over redundant superseded stock of MGB Mk I car components was offloaded by the British parent company for sale to their less important colonial Australian customers to make way for the MGB Mk II in the UK for the home and other export markets.

A very similar situation had occurred in 1961, immediately prior to the introduction of the MGA Mk II in the UK, when suddenly a large volume of MGA 1600 cars for assembly arrived here, far in excess of the volume needed to fulfill immediate Australian market demand.



Posed photo of early completed MGBs at Zetland. (No workers, air hoses rolled up and not connected to tools. Note that these cars are Mk I cars, which were assembled at BMC, Zetland from January to August 1968.

Note also how the front side light lenses (parking lights) and indicator lenses are reversed in orientation from the Enfield/Pressed Metal built cars and their Abingdon assembled brethren.

The Zetland staff were determined to make the MGB to as fine tolerances as possible, and "show those Brits a thing or two about car building". Unfortunately as these first few MGBs came off the line and onto their own wheels, the door gaps closed up, making it impossible to open the doors!! Hurriedly new slightly smaller door skins were drafted up to make these cars usable and saleable.



History of the Australian Assembled MGB

As a result, the MGA Mk II was first assembled in Australia from February 1962, nearly a year after its arrival in the UK. The intervening period was required to build and sell the excess volume of already shipped MGA 1600 cars. The MGA Mk II consequently had a short run in Australia of just a few months prior to the arrival of the MGB, with a mere 148 MGA Mk II roadsters assembled in Australia.

From August 1968 onwards, the models and changes were again more in line with their UK counterparts, although these running changes always generally arrived three to four months later than in the Abingdon cars because of the time needed for shipping and the sourcing of components.

The "automatic" option was also offered in Australia, from 1969, and though well received by the press, it was, as in other countries, not especially popular, though sales continued right through to 1972.



Unlike their British counterparts, the Australian assembled MGB vehicles carried 'Mk II', 'Overdrive' and 'Automatic' badges whenever applicable.

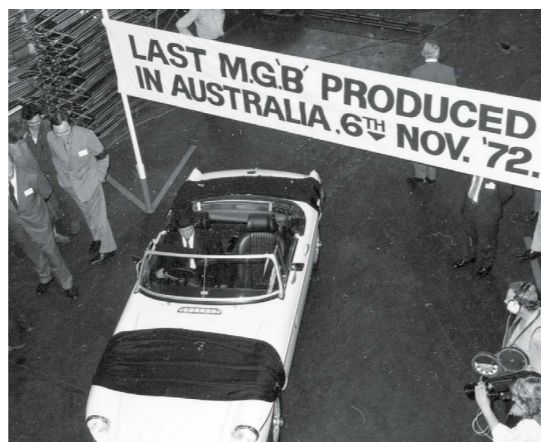
Unique to Australia badges for the MGB "Mk II", "automatic" and "overdrive".



The Australian version of the (debatedly termed) "Facelift" model was assembled from April 1970, and reaching the dealer showrooms from about June 1970.

Unique to Australia, this series of the MGB was ascribed the model description of MGB BL (for British Leyland). Unlike the Abingdon MGB, these black recessed grille models in Australia also had the area forward of the radiator diaphragm painted black to hide this area as seen through the grille in the lighter coloured cars.

Australian assembly of the MGB ceased late in 1972. The Federal Government had announced a restructuring of the tariff arrangements, whereby an 85% local content was to be required for a favourable import duty.



In the above photo, the MG logo on the headstone is a hexagon, and not as an octagon, perhaps indicative of the little interest the new Triumph/Leyland management had in the history and tradition of the MG brand.

In any case, by this time sales of the MGB had dropped to a trickle. The buying public's interest in small, responsive but relatively low-powered sports cars was waning, with a growing interest in high powered sedan derivatives (the local equivalent of the American 'Muscle cars'). Cars such as the Holden Monaro and Torana XU1, the Ford Falcon GT/HO and Chrysler Valiant Charger were extremely fast cars. (The Ford Falcon GT HO was in its time, the fastest four door sedan produced anywhere in the world). These locally built power-houses could be seen competing most weekends on the various circuits around the country (most famously at Bathurst), and it was these cars that now fired the imagination of the young (and young at heart). These two factors, along with the impending P76 large sedan's introduction requiring freeing up of production space led Leyland Australia, to take the decision to wind up local assembly of the MGB.

Tom Aczel

* "Building Cars in Australia" BMC-Leyland Australia Heritage Group Published 2007. With thanks to John Lindsay, Garry Kemm, Roger Sharpe & John Clarke for thier valuable input.

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



The last meeting at GOF was three years ago so there was a lot of catching up to do with interstate club members and enthusiasts who drive or are restoring an MG ready for next year.

The weather left a lot to be desired with torrential rain overnight and showers that fortunately eased during the day leaving fine spaces in the days for the planned activities.

Friday night was a short walk to the Noggin & Natter with a two course meal at the Mercure Hotel. Saturday morning was registration and collection of the goody bag followed by judging of the cars on display in the car park.

Saturday afternoon the showers had stopped in time for the Fun Run driving 70kms along sealed backroads dodging pot holes to arrive



at Downsidewhere we enjoyed a fantastic afternoon tea catered for by the Country Women's Association. Saturday night was the GOF Dinner once again at the Mercure Hotel and a three course meal and people were asked to wear a touch of silver to celebrate the 25th anniversary of GOF.

Sunday morning was the BBQ breakfast cooked by the Wagga Rotary Club. This was the best day with bright and warming sunshine luckily as it was set up outside in the carpark with no cover. After breakfast the winners of trophies were announced.

Sydney MG Car Club took out three places, see pictures below.

Looking forward to next year, maybe the weather will be kinder and hope it doesn't clash with All British Day. *Peter Baldry Magnette Registrar*



Sydney MG Club Winners
Magnette

2nd place Nigel & Melinda Martin

3rd place Bruce & Annabel Ginn

RV 8 1st Place winners:
Alan & Shirley Heritage



Father's Day Lunch to Sutton Forest Inn



John Carter



soup of the day & great hamburgers. Followed by another rain fall to dampen the afternoon, the weather did turn out better towards the end of the afternoon. Everybody I spoke to enjoyed the day. Look forward to seeing you all on our next TC run.

John Carter



With just under 50 people booked, for the Sunday run the weather did change to overcast and we had some rain on the journey. Some members came in their private cars but we did managed some 8 MG's ranging from MGTA, several MGB, MGBGT, RV8 modern MGTF, and MG 3.

After leaving Mc Donald's the run traveled along Remembrance Drive taking in Picton over the Razorback onto Thirlmere, Tahmoor, Bargo them a right turn onto Yanderra via Alpine travelling onto Mittagong & though the main Street of Bowral with some unwelcome drizzling rain, then onto Moss Vale travelling along the Illawarra Hwy to our destination at Sutton Forest Inn. Because it was Father's Day the Inn was a full house.

I had made arrangements with the owner to be seated in one spot on the back veranda with views overlooking the local paddocks.

The lunch menu was great, the home made chicken pie I thought was the best along with



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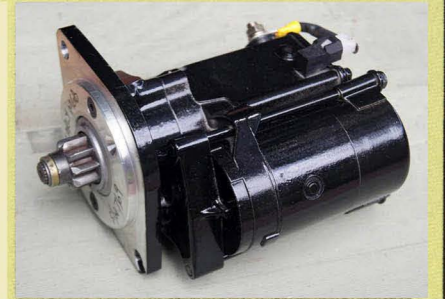
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AN INVITATION "WINGS OVER ILLAWARRA" AIR SHOW ON SATURDAY 12TH NOVEMBER 2022

I invite you to attend as a participant, for our big aviation event of the Year- Wings Over Illawarra 2021 event- which is now scheduled for Sat/Sun 12-13 November 2022.

You must prebook yourself to get your car registered to attend and get an admission pass to display your car on the Airfield.

The deadline is looking to register your car for display. Registration must be completed on line by 14th October.

Please go to:

<https://wingsoverillawarra.com.au/get-involved/classic-vehicle-registration/>

I have already registered the MG Car Club of Sydney as a Club attending WOI 2022, so please register your own car and attendance using the Club option.

You can attend on both days if you wish, but we are requesting that you commit to Saturday 12th November to attend with other MG'S.

You can only register to attend through the WOI website above, and you will need to provide a valid working email address so you can receive both confirmation of your booking and a ticket, which will be attached as a PDF to the email.

To gain entry on the day, print out the ticket or show it for scanning at the entrance gate, or by showing the same image on your smart phone.

Michael Hough



Directions for attending and joining the car display are already up on the WOI 2022 website.

Some reminders of the conditions for attending in a display car. :-

When you register you and your car are free, but you need to pay extra for any other passengers.

It is a very long day as we need to be in place quite early which means meeting at about 0815 near the Albion Park Rail airport, we used Hungry Jack's at Yallah so at least you can get breakfast.

The cars are not released till after the air show finishes and then there's usually a big traffic jam as everyone tries to leave, so I really don't plan to get home till quite late after the air show.

Please don't let me put you off attending, I just want you to understand the reality of becoming one of the WOI 2022 display cars. It's a great day with terrific aviation assets both on display and flying, with lots of good ground exhibits, food stalls and souvenirs for family & kids.

Booking Accommodation

Some locally based advice, the large attendance at WOI every year quickly uses up all the available accommodation for the whole weekend, and most of the booking options will only accept a 2 night booking e.g. Friday & Saturday- simply because they can sell every room many times over that weekend.

Accordingly, I recommend the following as excellent options that are less well known, and provide car spaces next to the accommodation:-

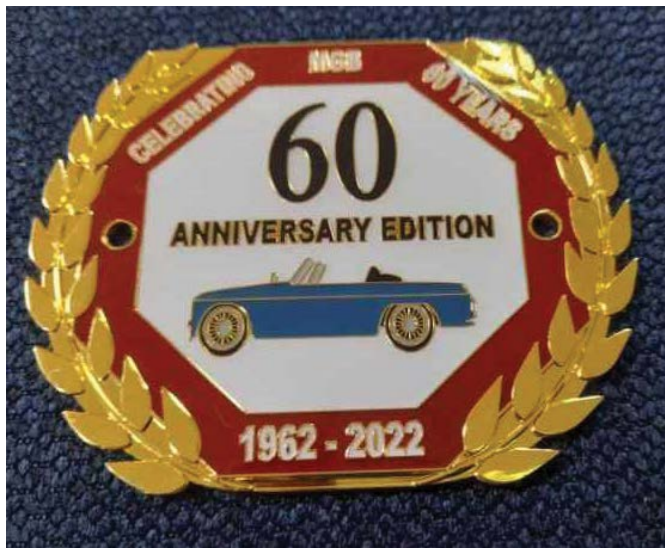
- Bulli Beach Caravan Park- the beachfront cabins here are modern and superbly located and of very good standard with two cafes nearby to get breakfast (one onsite). See:- <https://www.wollongongtouristparks.com.au/bulli/>
- Corrimal Beach Caravan park- similarly located but not quite as nice as Bulli and has its own café. www.wollongongtouristparks.com.au/corrimal/
- Wollongong Surf Leisure Resort- well-appointed cabins, and also with shop and restaurant on site. <https://www.wslr.com.au/>
- Windmill Motel Woonona – an older motel comfortable and on the old Princes Highway. <https://thewindmillmotel.com/>
- Novotel Northbeach- the 'up market' option in Wollongong with a superb beachfront location and underground guest parking. https://all.accor.com/hotel/1654/index.en.shtml?utm_campaign=seo+maps&utm_medium=seo+maps&utm_source=google+Maps

My advice is if you are not planning on a long 1 day then I recommend that you book a 2 night stay for Friday 11th & Sat 12th November by booking through the above website(s)

Please support it if you can, and book early and come on the Saturday to show off your MG!

Michael Hough





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/>

**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

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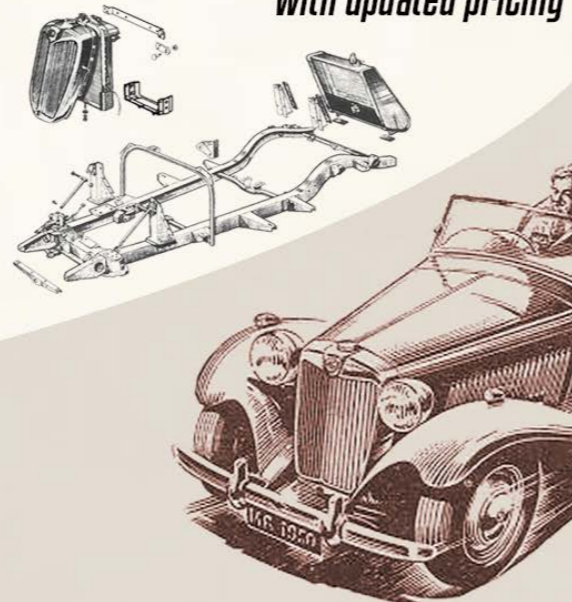


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Celebrating 100 years of MG

13th - 21st January 2024

**Auckland - Taupo - Napier
NEW ZEALAND**



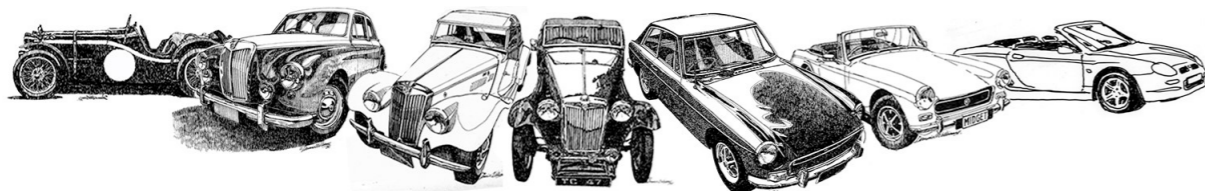
The MG event of your lifetime! MG Car Club Auckland is proudly hosting the 2024 biannual New Zealand National Rally combined with celebrating 100 years of MG motoring. This will be an event not to be missed, run over an **Octagonal Week** (8 nights), starting in Auckland and touring part of the North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

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.



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.perthtosydney marathon.com.au

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

Robert Smith



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



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

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.

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HZA628/HZA629



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As some of our members may know, I support Movember each year.

1 in 6 Men will be effected by either testicular or prostate cancer. We have lost some members in the past, but we can help save some in the future by saying ,

" Have you had a PSA test in the last year" it's that simple!

By helping me raise donations for MOVEMBER every dollar does make a difference!

If you can put this link in the magazine so members can donate directly, it would be appreciated.

<https://au.movember.com/donate/details/memberId/10924517>

Many Thanks Ross Freeman 0412 239 118



Italy Japan Friendship Rally in Tokyo September 2022.

Submitted by Claudia Lovette

Does a perfect man really exist, Mom?



Of course, Darling. They all drive MG's.

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

First color is the wire - second is the stripe



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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"Y" Is this So?

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

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

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

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

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

When asked to make one of these brass nuts, for the late Alf Luckman. I examined it as to the thread used. It measured 1/2", definitely 1/2", not 12mm and definitely not 1/4" B.S. P. OK. Must be 1/2 x 26 T.P.I. Brass Series thread. No, surprise, it was only 24 T.P.I. Now the pitch, 24 T.P.I. was a strange one. It certainly was not one of the common standard threads. It was hard to tell with limited equipment as to whether it was of Unified or Whitworth.

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

This revealed apart from the common standard Unified Threads, U.N.C, U.N.E.F., U.N.F, there are a series of constant pitch threads for special purposes. These are 4, 6, 8, 12, 16, 20, 28, 32 T.P.I.

Eric Hayes

for special application ranging from instruments to large oil and hydraulic lines.

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

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

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

Were the 'Jackall' units originally made in the U.S.A. or were they made in the U.K. under licence from an American firm & the tooling was part of the deal? It's one of many small interesting inconsistencies our cars confront us with every now and again.

It seems like the dipstick was not the only import from the USA.

Brass	A thread series-26 tpi all sizes.
B.S. P.	British Standard Pipe
T. P. I.	Threads per Inch
U.N.E.F.	Unified National Extra Fine
U. N. F.	Unified National Fine
U. N. C.	Unified National Coarse
U. N. S.	Unified National Special

Eric Hayes



Classifieds - Cars



**1962 JAGUAR MK 2 3.8L
MANUAL O/DRIVE SALOON**

NEW

Old English White & black upholstery
"THE PICK OF THE LITTER"
Always garaged with dust cover
Jaguar Heritage Certificate # 67134
Body # S012606
Chasis # 204415
Engine # LB 38108
Gera Box # GBN 48788JS
Build date 28th April 1961
Delivered to Bryson Motors Sydney
17 Mat 1961

Sold new to Wagga Wagga NSW
3rd owner purchased in Wagga and has owned for 50 years.

Moved to Woolongong 1982
Serviced for 40 yrs by Graeme Lord Motors, Fairy Meadow.

- *Motor fully rebuilt
- *New Wiring Loom
- *Electric power steering
- *HI Tech classic radio

2 full sets of original Jaguar MK2 workbooks

Drivers Handbook

Original Toolkit

Bolt on 14" wires & original disk wheel hubs

Full documentation & receipts
Heaps of spares, wood set, headlamps & fog lights, spare chrome bumper bar, dashboard instruments & 2 spare wheels

Great Classic Car- not Concours but very original and very well presented

Genuine reasons for sale

Price: \$75,000 ONO

Location: Woolongong

Contact: Michael Hough

mough5@gmail.com



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



1947 MG TC

NEW

Car is needing a full restoration but everything is there to do so, plus a lot of extra parts.

The car has been taken apart to a degree, estimate still 50% complete.

Car is currently in a dry storage unit and can be viewed by appointment if interested.

It is a deceased estate and I have instructions from his wife to sell the car.

Has documents and a great history that goes with the car
Price: \$15,000

For everything, but are happy to negotiate if you're interested, spare wheels included.

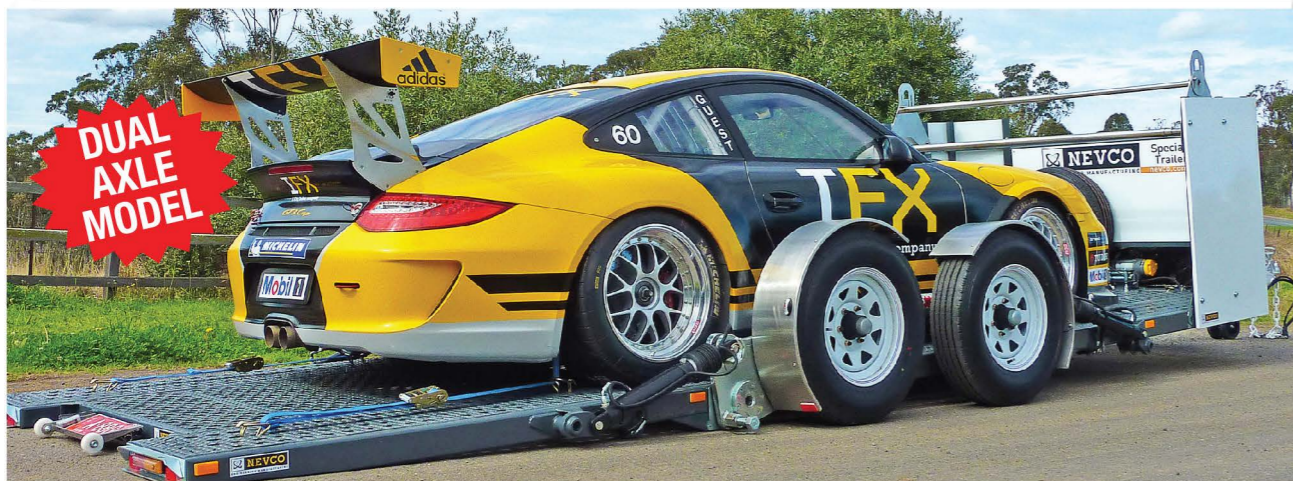
Contact: Robert Brandt

0409 338 189



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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

Peninsula Sports Car Services

www.peninsulasportscars.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



MG TF Parts

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



MGB GT 1972

Comprehensively refurbished body and engine around 2013-2015; rust removed and full respray. Purchased in 2019, and developed to make it suitable for road events, particularly navigation-oriented rallies. The car now has Frontline Developments (UK) front & rear (5-link) suspension, power steering, dual-circuit brakes, VTO (Minilite copy) wheels and sound-proofing. Engine enhanced with 45DCOE Weber & cold-air supply, 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 redesigned with extensive use of relays, fuses & connectors. MX5 seats.

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

Price: \$36,500

Location: Canberra

Contact: Bob Moore,
0417 254 578

bobmoore@bigpond.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.

Crankshaft is standard with no measurable wear, 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



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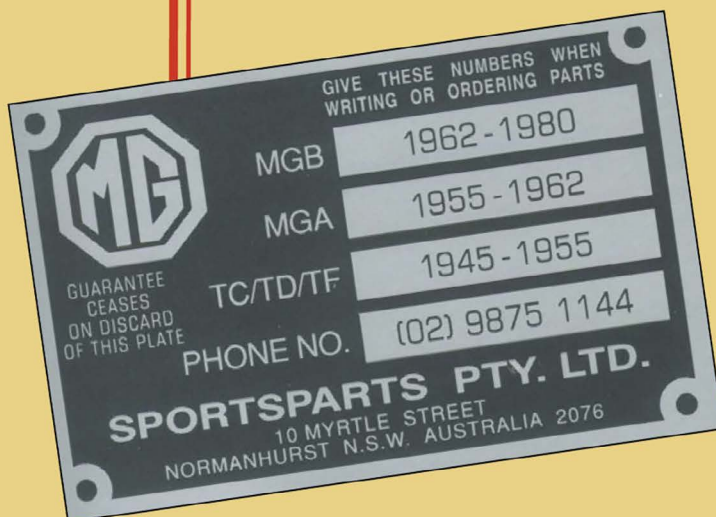
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