



Official Journal of the MG Car Club – Sydney

Opposite Lock



November 2022

In this issue

Concours

RV8 30th Birthday

Lucas King of the Road

MG Chrome Bumpers

MGCC Sydney Club Calendar 2022

NOVEMBER

- 6 Breakfast Run, Julie Porter - Stephens
- 7 Board Meeting,
- 8 MGCC Annual General Meeting,
Strathfield Golf Club
- 12-13 Wings Over Illawarra, Illawarra Registrar,
Michael Hough

DECEMBER

- 4 Club Run, TD Registrar,
Michael & Jacqui Gerondis
- 5 Board Meeting
- 13 Members Gathering, Strathfield Golf Club

Peninsula
SPORTS CAR SERVICES EST. 1994

**Where car enthusiasts
take their sports cars**



- Engine, gearbox, diff rebuilds
- Full restoration services
- General servicing, tuning
- VTO Wheels
- Performance upgrades
- Electrical & wiring repairs, upgrades
- Gearbox and engine conversions
- Huge range of spare parts
- Suspension and brake upgrades
- Race and track preparation

Visit: 37 Winbourne Road Brookvale NSW 2100

Call: +61 2 9907 2069 **eMail:** info@pscars.com.au

View: www.peninsulasportscars.com.au

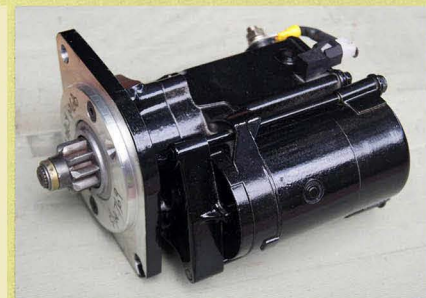
Modified Hi-Torque "Gold Spark" Starter Motors

Suits all TC,TD,TF, MGA and all MGB models

MGF & TF, and specials made to order

- * Reduction geared - gives 200% more cranking torque
- * Uses 50% less power than original starter
- * Compact, lightweight & 50% lighter than original - weighs 7lbs
- * Prices from \$ 330 plus postage

Designed to start an engine regardless of compression,
or engine temperature



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

November President's Report

Charlie Frew



Ladies & Gentlemen, a warm welcome as the end of the year approaches, hopefully it gets warm soon!

Whilst it has not been a traditional MGCC year, we have certainly come a long way from the Covid restricted years of 2020 & 2021. All we need now is some consistent weather and I'm sure our Club events will return bigger and brighter than ever. Zoom meetings satisfied a need, though nothing beats a member meeting at the Strathfield Club. Whilst numbers have not quite returned to normal levels, they are on the up. So, please support the Club and join us as often as you can.

It was a shame the All-British Day at the Kings School Parramatta was cancelled for the second year in a row, due to Covid & weather. Regrettably we are at the school's mercy re the timing of this event, understandably, as the area is a sizable sporting field, the school is cautious with heavy rain. Regrettably, the annual Concours d'Elegance was again cancelled in 2021, however, as an alternative the Club held a Show'n Shine in the Strathfield Golf Club car park prior to the Christmas Dinner. Once again this dinner was a resounding success with 114 members and their guests coming together for a fun filled night. Special thanks to Life Member Robert Smith for running the Trivia Contest.

Despite some Covid restrictions and appalling weather conditions, Club events in the second half of the financial year have been well supported. The Board is grateful to the many members who lent a hand at these events and most of all the respective Registrar's that take the time to organise them.

The two standout highlights were the National Meeting at Lake Macquarie and the Tour d'Gloucester. Again, thanks to those involved in the organisation of these two events.

During the year we have been fortunate to have an interesting and varied array of guest speaker at our monthly meetings. The Board thanks our Vice President Greg Fereday for sourcing these speakers. If you know of someone that you believe would be of interest to the membership, please call Greg.

The Club financials continue to remain robust. Returning a profit of \$26,534 for the financial year. Members should note there are many reasons for this higher than anticipated profit.

- On a very positive note, membership for the year returned a net increase of 86 new members over the previous year. Resulting in an additional \$10,000. This number speaks to a very healthy Club. Whilst the Club did experience an increase in Historic Plate registrations, it was not reflective of the overall increase.
- Website expense were reduced by \$13,400 over the previous year. The higher expense in 2020 was due mainly to the introduction of Wild Apricot. The lesser number in 2021/22, were partially due to a decrease in website development and a lack of Club events run.
- The lack of expenses over the year relating to the annual Concours and other Club supported events, potentially \$5,000.
- The Board notes the inclusion in the accounts of the additional expense of approx \$6,500 for the Club supported Christmas Party in 2021.

Late last year our Treasurer Elizabeth Sutherland

tended her resignation. Elizabeth had done a sterling job for the Club over many years and on behalf of the membership I thank her. As yet we are still to find a new treasurer, this is a Board position. If you have a commercial background & would like to support your Club, please give me a call.

John Bastian will step down as the Company Secretary at the AGM. John has fulfilled many roles in his time with the Club and his dedication to the Secretary's role is another fine example of his commitment. On behalf of the members and the Board I would like to thank John for his dedication.

They say an army marches on its stomach, well the MGCC marches to the tune of *Opposite Lock*. Once again, I would like to thank Hilary Wren for her commitment to the Editor's role. This really is a tireless job and one that Hilary has been doing for the past 4 years, always with a smile. It was once again pleasing to see our Club's magazine rewarded at the MG National Meeting at Easter this year.

Well done and thank you Hilary.

Finally, a big thank you to our chief registrar John Clarke, for his commitment to the smooth running of all events. Again, thanks to Granville Harris for his enthusiasm with regalia, Allen Gower for stepping up and assisting at a higher level with the Club accounts and Max Wasson & Alan Heritage for being there again for another frustrating year of motorsport cancellations.

Members need to be aware the AGM of the MGCC Ltd will be held on Tuesday 8th November at the Strathfield Golf Club, commencing at 7.15 pm. After the meeting, on behalf of the Board, I will chair a discussion on a number of members views regarding returning the club magazine to a printed copy for all members. The Board do not support this proposal and as President I will expand in detail the reason for the Board's position. This item was initially proposed by a member as a resolution. However, on checking the MGCC Constitution, the resolution did not satisfy the criteria required.

Please note:

- Successful resolutions are regarded as guidance by the members and the Board are not bound to act on them.
- As the Board act in the interests of all members, we will hold a special discussion after the AGM.
- Members should note, to return *Opposite Lock* to a printed copy for all members the Club would incur additional expense in excess of \$45,000 per annum. Necessitating an increase in annual fees of around \$60.00 per member.
- Or member choice at paying for a printed magazine for a fee, yet to be determined.
- Currently, *Opposite Lock* is sent to all members on line with an opening rate of over 80%.
- I will expand on all of the above at the AGM.

Once again it has been a pleasure to be a Board member and President of the MGCC Ltd. I thank the members and the Board for their support during the year and wish you all a Merry Christmas and a Happy New Year.

Charlie



Page 6 2022 Concours



Page 19: Lucus King of the Road.



Page 10-12: RV8 30th Birthday Party



Page 20-21 MG Chrome Bumpers



Page 14- 2024 National Meeting



Page 22-23: Illawarra Register



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

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

web: mgcarclubsydney.com.au

Magazine contributions:
editor@mgcarclubsydney.com.au

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

52, Weeroona Road , Strathfield.



November 2022 Cover:
RV 8 Run to Caves Beach.

Photo: Courtney Ratcliff

What's Inside

- 2 2022 Calendar
- 3 President's Report
- 4 What's Inside
- 5 Club Contacts
- 6-7 Concours
- 8-9 AGM Notice
- 9 New Members
- 10-12 RV8 30th Birthday
- 13 Breakfast run to Southern Highlands
- 14 2024 National Meeting
- 16-17 2023 National Meeting
- 19 Lucus King of the Road
- 20-21 MG Chrome Bumpers
- 22-23 Illawarra Register
- 26 Railway Lines
- 28 Regalia
- 33-35 Classifieds

November 2022

Opposite Lock

Contributing photographers:

Thanks To:

Michael Hough , Courtney Ratcliff

Alan Heritage, Claudia Lovette

Adam Drummond, Ros Bastian

Richard Lamrock, Syd Reinhardt,

John Clarke, Maurie Prior,

Allen Gower

Club Contacts

Directors

President	Charlie Frew	Pam	0488 223 322	charlie@charriefrew.com
Vice President	Greg Fereday		0408 611 427	gregfereday1@gmail.com
Registrar Representative	John Clarke		0412 890 409	parclose@optusnet.com.au
Sporting Captain	Max Wasson	Paula	0418 431 928	mwasson126@gmail.com
Sporting Liaison	Alan Heritage	Shirley	0418 459 496	alanheritage@yahoo.com.au
Treasurer	Vacant			treasurer@mgcarclubsydney.com.au
Assistant Treasurer	Allen Gower	Yvonne	0439 650 401	allenandyvonne@bigpond.com
Editor	Hilary Wren		0407 263 758	editor@mgcarclubsydney.com.au
Website Co-ordinator	Granville Harris		0414 880 374	granville2@bigpond.com

Model registrars

Pre-war	Robert Smith	Jill	0407 600 632	robert_smith@live.com.au
TC	John Carter	Carol	0416 292 929	johnmartincarter@gmail.com
TD	Michael & Jacqui Gerondis		0411 390 285	mgerondis@optusnet.com.au
TF	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	Vacant			secretary@mgcarclubsydney.com.au
All British Day & Concours	David Noble	Leta	0414 576 376	david.noble070@gmail.com
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	mough5@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@mailboxes-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

Concours & Display Day 2022



Well, the weather gods were mostly with us on Sunday 23 October for our annual Concours and display day. Anxiously watching the weather forecast through the week, with only slight showers predicted for Sunday, the decision was made to go ahead. Fortunately, Silverwater Park is well drained with a solid grass surface so the rain over the previous weeks would not be a problem for the cars in the park. And after a 2 year hiatus due to Covid we were sure that many of our members would be disappointed if our premier event was cancelled for another year.

Plenty of helpers arrived early to help set up on the day. Fortunately, Taylor also arrived early with his coffee cart to caffeinate the early arrivers, and a short time later the Granville Rotary Club had set up their BBQ for Café Abingdon and were providing bacon and egg, and sausage and egg rolls for the starving masses. Cars started to arrive at 7:30 and were directed to the areas allocated for their model. Michael Murphy brought his beautiful 1963 Abingdon built MGB which had pride of place at the front of the field in recognition of the 60th Anniversary of the MGB. In all we had 71 MGs of all models in both the Concours and Show and Shine categories, as well as 4 non-marque cars. While certainly less than we have had in many previous years, given the weather of the preceding weeks and the dark clouds on the horizon this was a pleasing turn-out. We also had a number of

members come along without their cars to enjoy the day and many passers by also dropped in to have a look.

Judging commenced at 9:30 with volunteers helping the model Registrars choose the winners and place getters in each class. The winners of the Concours category in each class then took their cars to the front of the field to contest the Grand Champion for the Best Restoration, Pre MGA, Post TF and Post 1990 categories. And while the judging went on there was brisk trade at the Regalia stand, with our limited edition MGB 60th Anniversary polo shirts proving very popular.

Congratulations to all of the winners. I think all who attended will agree that it was a successful day.

I would especially like to thank the many volunteers who helped organise the different aspects of the day behind the scenes, as well as those that assisted on the day. The Concours and Display Day is a major event that requires the help of many of our members to be a success.

We also need someone to step up and volunteer to be the overall event organiser of the Concours and Display Day next year as I will be overseas. There are good notes on what you need to do, and myself and others will be happy to help you in the planning. So please, don't just sit back and rely on others, put your hand up to assist your club with this important role for its premier event.

John Clarke

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



Winners at Concours & Display Day 2022

Overall Winner Pre MGA

Ross Mc Millan MGY

Overall Winner Post MG TF

Richard Hawley MGB

Overall Winner Post 1990

Jim Dolbell MG RV8

Best Restoration of 2022

Ian Forbes MGB Mk1



Pre War Concours

Ros Bastian MG TA

MG TC Concours

Ross Paine

John Carter

MG TD Concours

Scott Bailey

MG TF Concours

John Chadban

Graham Hayton

MG TF Show & Shine

Ian Frost

Anthony Keech

MGY Type Saloon & Tourer Concours

Ross Mcmillan

Peter Sutherland

MGY Type Saloon & Tourer Show & Shine

Peter Fogarty

MGA Roadster & Twin Cam Concours

Allen Gower

Kevin Bruce

Leonard D'Arcy

MGA Roadster & Twin Cam Show & Shine

Eric Ostler

Sandy Collins

Roland Pepin

MGA Coupe & Twin Cam

Lindsay Pryor

MGB Roadster Mk1 Concours

Mike Murphy

Ian Forbes

William Beckingham

MGB Roadster Mk1 Show & Shine

Frank Perry

Christophe Roose

Greg Fereday

MGB Roadster Mk2 & BL

Concourse

Richard Hawley

Roger Porter

MGB Roadster Mk2 & BL Show & Shine

Mark Watson

Bruce Skinner

Gary Bowen

MGB Rubber Bumper Roadster Concours

Jay Hunter

MGB GT MK1,2 & BL Concours

Arthur Pugh

David Noble

Tony Burrows

MGB GT Rubber Bumper Concours

Michael Hough

Jim & Jamie Hull

MGB GT V8 Concours

Granville Harris

Bruce Smith

MGB GT V8 Show & Shine

John Clarke

David Webster

MGC Roadster & MGC GT Concours

Steve Lumley

MGC Roadster & GT Show & Shine

Alan Heritage

MG Magnette ZA,ZB Concours

Nigel Martin

Peter Baldry

MG Magnette ZA,ZB Show & shine

John Cunneen

MG RV8 Concours

Jim Dolbel

Peter Dempsey

Ross Freeman

MG RV8 Show & Shine

Greg Roper

Bob Parkinson

Ian Hazeldine

MG TF Modern Concours

Warren Freestone

MGF Modern Concours

Stephen Wilson

MG Modern Saloon & FWD Concours

John Bastian ZT

MG SAIC Concours

Claudia Lovett MG3

John Lindsay MG3

MG Sporting

Zig Bluzmanis

Non Marque

Geoff Starkey Porsche 912

Granville Harris Mercedes

Scott Humphries Mk1 Sprite

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 7.15pm.



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. *Opposite Lock*

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.



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



New Members

Welcome all to the MG Car Club Sydney

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



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

We want to hear your story!

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

- Barry Dawson MGB
- John Brass MGB
- Zig Bluzmanis MGB
- Darren Carke & Sandra Duff MGB
- Gregory Read & Jennifer McManus MGB
- David Hayman F & TF Modern, MGA, TC
- Bruce & Rhonda Pearce MGB, Midget, FWD
- George Appleby MGB
- Bruce Vigers MGB
- Andrew & Lynette Wyner MGB

RV8 30th Birthday Run to Caves Beach



Alan Heritage

MG CAR CLUB, RV8 REGISTER RUN: SUNDAY 25 September 2022.

We joined MG Clubs in other States of Australia and around the world in celebrating the 30th anniversary of the launch of the RV8 in 1992 at the British International Motor Show, with cars rolling off the assembly plant at Cowley using the body shells from the British Motor Heritage factory at Faringdon in Oxfordshire at that time. A sixteen person group formed the total Adder Project production team; each body taking 27 man hours to complete.

The MG Car Club RV8 Registrar chose to return to Caves Beach near Swansea, north of Sydney for a lunch celebration of the 30th Anniversary. This was the location chosen 5 years earlier for the 25th birthday of the RV8.

In September 2022, after a dismal week of rainy weather, members choosing to join the celebrations were greeted with a beautiful sunny day. We were joined at the Caves Beach Coastal Bar by 35 members both from the Sydney club and a few RV8 owners from the Hunter and Newcastle clubs.

Following lunch we were treated to afternoon tea and cakes at Peter Moxham's new and well-equipped workshop at North Wyong.



The MG RV8 Story

(Disclaimer: Information gained from David Knowles comprehensive book "MG V8" and the MGRV8.com website)

The MG RV8 was a hugely important step in the 1990's rebirth of MG Cars after more than a decade of only producing saloons and hatchbacks during the 80s. Since Abingdon's closure in 1980, MG had been reserved for the Metro, Maestro and Montego and, although these cars were worthy, what enthusiasts really wanted was a new MG roadster. In creating the RV8, Rover very cleverly used a combination of off-the-shelf parts, such as the Range Rover's V8 engine and British Motor Heritage MGB bodyshell.

So, in this re-incarnation of the MGB, the rubber bumper specification body was taken and modified to accept a new set of beautifully curvaceous outer panels. The 3.9-litre Range Rover EFI V8 engine developed 185bhp, and gave the RV8 enough power to crack six seconds for the 0-60mph run. Initially, the five-speed LT77 gearbox, derived from the Rover SD1, was used along with a new Salisbury axle. Very significant modifications were made to the suspension and brakes to bring the car up to date. The interior featured leather and burr elm facia and door cappings.

Japan proved to be a successful market during the recession of the 1990's and, of the 1983 MG RV8's made, 1581 were sold out there, although many have subsequently come back home to the UK and other MG-loving countries.

As part of the task of reviving the MG sports car, Rover commissioned and carried out an extensive study into the public perception concerning the MG name and image. From this investigation it was obvious the octagonal logo still had considerable public appeal.



Following this research Rover had 3 main aims in reintroducing the MG name, to keep the MG name alive, to do something as a precursor to an all new MG sports car and to remind the public the MGB had been the best-selling sports car of all time. Rover then put together a team of specialists to look at rebirthing the MG sports car and placing the MG name back before the public.

Rover's management team had been impressed by the proposal to update the MGB with a modern Rover V8 engine and with the huge success of British Motor Heritage parts body shell venture all the necessary ingredients seemed to be present. The project was aimed at potential MG customers who fell into two distinct camps, the traditionalists and the modernists and the Adder Project was squarely aimed at bridging or uniting these groups.

When the project was eventually given the green light Rover imposed very tight budget restraints of about 5 million pounds. Work started with a new BMH body shell and over this clay was carefully laid sculptured to eventually produce a full size model. This model underwent several changes and variations until the final design was chosen.

The MGRV8 was designed from the outset to take advantage of as much existing MGB hardware as possible, yet the finished product contained only 5% original components. The vast majority of parts, including engine, drive train, electrical system, body and trim are all either totally new or adapted from other Rover products.

Early RV8 bodies were of course crash-tested and it was found that the shells remained supremely strong. Therefore alterations required during development were minimal, but even so it was necessary to add a few holes in order to help with anti-corrosion treatment. The end result being a far better body shell than the original MGB's which was proven in both front and rear RV8 impact tests.

The RV8 also has a number of hand pressed panels made by Abbey Panels, whose other customers include Rolls Royce and Jaguar. These panels are produced to a very high quality being near perfect and ready for painting.

The MGRV8 was finally released for public viewing in October 1992 and went on sale several months

later. The demand in the United Kingdom was never as strong as it had been hoped, the price of Twenty Six Thousand British Pounds a major drawback. However in October 1993 "Rover Japan" displayed the RV8 at the Tokyo Motor Show and the reception was that of "Star Status" with some 1300 orders having been secured soon after the show. Of the 2000 RV8's produced over 75% found their way to Japan. A small number were also exported

to mainland Europe. The final car was produced on the 22 November 1995.

History shows the MGRV8 was the last MG produced under British Ownership and must always hold a special place in MG History as being the last totally British MG. At this time the Rover Group was still in British hands and owned by British Aerospace (Bae) 1988 to 1994, after which it was the sold to BMW.

The MGRV8 was designed and built by Rover as a precursor to the planned arrival of a new main stream sports car the MGF.

The RV8 was always going to be something special, being much more luxurious and expensive than any of its predecessors. Rover planned and researched this vehicle with 3 main aims.

1. To bring back the MG name back before the public.
2. To act as a precursor to an all new MGF sports car.
3. To remind the public that the MGB had been the best-selling sports car of all time.

Thus in designing and formulating the RV8 it was only natural the MGB would play an important part in this limited production sports car and its influence can be plainly seen throughout. Rover's management team also felt the MGB influence would be favourably received by the traditional MG owners and the MG faithful.

To cater for the modernists, the suspension and handling were updated along with the introduction of a modern fuel injected V8 engine and a 5 speed gearbox to provide exhilarating performance.

A Rover Special Projects unit, (under the code name of 'Project Adder') working on a very limited budget produced to their credit a high quality, luxurious classic sports car. The flowing curves and bulges give the RV8 a modern purpose built profile which beautifully accommodates the powerful fuel injected V8 engine and larger wheels and tyres. The new MGB British Motor Heritage body shells are still the basis of the RV8 body. However these new shells are much better produced using modern methods, which include zinc coating the body panels for better rust and corrosion protection.

How did the RV8 get its name? Before the release of the Adder Project the marketing men came up with MG RV8 explaining it fitted the Corporate Rover Cars. Some enthusiasts also believe the "R" may also have been associated with "Rover", "Roadster", "Return" or perhaps "Revival".

Whatever the reason all will agree MGRV8 instantly identifies this MG and it is easy to say and rolls off the tongue easily.

Rover was always keen to stress they only planned to build around 2000 MG RV8s and no more.

Basically their reason was two-fold, to preserve exclusivity and because of the limited production and parts availability. The idea of perhaps a re-run or even a second series RV8 was discussed however the idea never got anywhere. Some of the ideas put forward were independent rear suspension, different exhaust tailpipes, different interior colour trim and vents formed in the front wings. In any event Rover remained nervous of renegeing on their promise of no more the 2000 RV8s, and the homologation and supply problems were undoubtedly a critical factor.

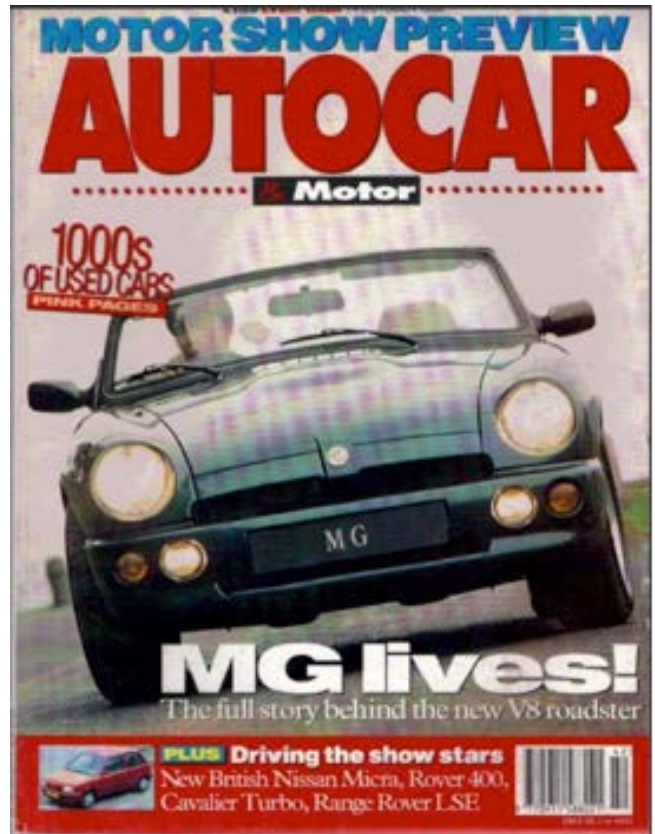
The most striking interior feature of the RV8 is the beautiful veneered Burr Elm woodwork which adorns the dash, centre console and door cappings. The handcrafted interior is further complemented by the extensive use of high quality magnolia Connolly leather which embellishes the cockpit giving a very luxurious look and feel to the whole interior. The woodwork and leather are further enhanced by the lavish thick pile carpet all of which contributes to a very traditional high quality British sports car.

Performance: from the moment the engine fires up, the throb of the V8 starts your pulse racing. The power and acceleration (0 to 100kph in 5.9 seconds) is awesome. The gearbox is a delight to use with well-chosen ratios. However despite all this power and performance the car can still be driven sedately with the V8 pulling smoothly in any gear. A few features that may have improved the vehicle are the inclusion of rear wheel disc brakes, independent rear suspension, power steering, and a larger fuel tank.. features that should have been included in a vehicle of this quality and price to make it competitive with say the BMW Z series sports cars of the day.

With only 2000 MGRV8's in the world these modern day classics are always going to be in high demand.

With a new price of 26,000 British Pounds the RV8 was very expensive in the day and certainly deterred many potential buyers. Even today good low miles / kilometre examples are still expensive at around 25,000 Pounds. However with the importing of RV8's back into the United Kingdom from Japan the UK prices have dropped a little. RV8's will never be cheap and can in many ways be compared to the limited production MGA Twin Cams which are also rare and continued to command a premium price.

Australia is currently experiencing small volume ex Japanese RV8's entering this country. Some very low kilometre cars commanding between \$40,000 & \$A50,000 with some rougher high kilometre cars fetching around \$A30,000 to \$35,000. (N.B. Prices may vary slightly due to currency fluctuations.)



The MG RV8 was announced to the UK public with the publication of Autocar & Motor, 17th June 1992.

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

This first production car, in LeMans Green, is being held in an MG museum and photographed during a visit by MGCC Sydney members: including Bob Parkinson, Tony Todd, Alan Heritage.

Alan Heritage



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:

“NO ONE KNOWS YOUR
PASSION LIKE SHANNONS.”



Shannons Home and Comprehensive Car and Bike insurance is for motoring enthusiasts just like you, with features like:

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

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

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Some benefits only apply to comprehensive vehicle cover. Shannons has not taken account of your objectives, financial situation or needs. Read the Product Disclosure Statement before buying this insurance, available at shannons.com.au. The Target Market Determination is also available. Terms, conditions, limits and exclusions apply. The type of cover must be specified on your certificate of insurance. If you do not use your vehicle in accordance with the vehicle usage shown on your policy certificate you may not be covered in the event of a claim. Discounts do not apply to the optional Shannons Roadside Assist or CTP.



SHARE THE PASSION

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

Natmeet Tamworth 2024 Update No. 2



It is now less than 18 months to our hosting of the National Meeting in Tamworth. I think of John Lennons Christmas song released in 1971 where he sang "This is Christmas, and what have we done?" The following is an update you on some of many things that are underway.

Sheila Trotman has agreed to be the Registrar for the event, and will work closely with Leone Johnson, Sally Ratcliff and the Scorers (Wes and Chris Bryant). Wes and Chris are incidentally the current registrars and scorers for the Adelaide National meeting. Sheila has already exchanged emails and telephone calls to start to work out some of the details.

All individual plans for the major events are progressing and we have at least one viable venue for each event. That is not to say, that these will be the final venues as the team will continue to consider all options. We will continue to review options until we are happy that we have chosen best meets the standard expected of a National Meeting and also is good value for the delegates. This process will go on for some months and may require a base option to be "locked-in" while better options are considered.

We also have a degree of urgency in producing a

suitable Logo to reflect the centenary and location of the event. The logo will appear in numerous places such as the Natmeet Booklet, Medallions, the Poster, Signage and other printed material.

There are many minor and yet critical roles that will need to be filled, and we would like interested parties to come forward and be added to the "Volunteers List" and will then can approach them as necessary.

In addition, to run the competitions which includes the Touring Assembly, Speed and Motorkana events, we need a significant number of Motorsport Australia licensed officials. In fact, a detailed plan for the overall Natmeet needs to be prepared and approved by Motorsport Australia. This submission needs to include the names of the key licensed officials, who will control the various events. We are currently seeking a Chief Scrutineer and Clark of the Course to oversee the National Meeting and the licensed scrutineers. If you are interested in becoming a scrutineer or other licensed official could you please contact Steve Perry for further information.

We know there are a number of our members who reside in the Tamworth or New England region and I make a special request to you to become part of this special event and contact either me or Matt Crawford our Secretary to see how you can become involved and assist the planning effort.

Finally we can say that the owner of the oldest MG in Australia (named "Muscles") has agreed to bring his car to the Centenary celebration. Please see the above photograph. More information about the car and its history will be provided in a future updates.



Allen Gower

SPORTSPARTS

I came here to Sportsparts some 33 years ago after quite a number of years in the aviation industry. Firstly as Qantas apprentice, then flying as a Qantas Flight Engineer whilst still an apprentice, then a Production Planner. After that with the Department of Civil Aviation, the forerunner to CASA, the last 10 years of which running the group that supervised Qantas airworthiness.

With this history, and a long time car racer, my hearing is shot. I have great difficulty hearing both on the phone and anywhere else where there is multiple noises or speech. Because of this I don't have a mobile phone even though I have what are supposed to be the best hearing aids available.

I don't want to stop work as I enjoy it, but I need someone to take over and run Sportsparts.

The ideal person would be someone who wants to work in an industry they are passionate about or take their hobby to the next level. The added benefit of working for yourself and making money from working in an industry you enjoy, from my time here, it has been a wonderful experience in dealing with fellow enthusiasts.

If you are interested, please get in touch with me, You could talk to Greg Fereday, for an independent opinion. Greg has been helping me for three days a week for the last few months and has a good understanding of the business.

Contact: Bruce Smith. Sportsparts Pty Ltd, 10 Myrtle Street, Normanhurst 2076. 9875 1144
sportsparts@bigpond.com

SINCE

1924



To celebrate our rich heritage and bright future, we are delighted to invite you to MG Motor Australia's annual Show and Shine event.

As a valued MG customer, your participation will not only help us to showcase the wide range of MG vehicles in Australia, but also help contribute to a worthy cause that gives back to the community. This year, we are proudly supporting Australian Red Cross, with each submission equaling a \$30 donation.*

HOW TO ENTER

From 10th October – 11st November 2022, scan the QR code to enter up to 3 images and your favourite memory of your MG.



CHANCE TO WIN OVER 40 AMAZING PRIZES!

Full submission details and T&Cs are available at <https://mgmotor.com.au/show-and-shine-entry/>
*MG Motor donation will be capped at \$20,000 in total.



MOXHAM GARAGE

REPAIRS - ELECTRICAL
MECHANICAL RESTORATION

Mechanical Service Specialist for
British Classic & Vintage Sports Cars

9484 5909

UNIT 7/5B LUCCA ROAD,
NORTH WYONG, NSW 2259

INFO@MOXHAMGARAGE.COM.AU



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

National Meeting 2023- Adelaide, Glenelg

Ros Bastian

Seeing Australia via MG National Meetings

John and I have used Nat Meets as a way of visiting or revisiting parts of Australia. The Nat meet in Tasmania provided us with a wonderful opportunity to spend two weeks travelling around this fabulous state and we thoroughly enjoyed every nook and cranny we explored during this time.

When we drove Goldie across the Nullarbor to attend the Nat Meet in Perth we were exploring entirely new territory. Having driven that far, we then took the opportunity to spend a further seven weeks in Western Australia driving as far south as Albany and as far north as Exmouth.

The Nat Meet in Glenelg provides us with the opportunity to further explore parts of South Australia and, in particular, Kangaroo island.

Kangaroo island - everything that Australia has, on a spectacular island



Kangaroo Island lies off the mainland of South Australia, southwest of Adelaide. Over a third of the island is protected as nature reserves, home to native wildlife like sea lions, koalas, diverse bird species and kangaroos, of course. In the west, Flinders Chase National Park is known for penguin colonies and striking coastal rock formations, like the sculpted Remarkable Rocks and the stalactite-covered Admirals Arch.

It is said there's an unmistakable sanctity about Kangaroo Island. With its raw and rugged coastline, impeccably clear waters, natural wonders and wildlife, Kangaroo Island is known as nature's



playground. You are encouraged to follow the road less travelled and discover this unique wildlife, mouth-watering food and wine and breathtaking scenery.

As one of the world's best nature-based destinations, discovering the natural attractions should be top of everyone's list. You don't have to go far off the beaten track to see the wildlife the way it is meant to be seen in the wild.



The British explorer Matthew Flinders gave the island its name after his crew ate kangaroo meat on the island at

the beginning of the 1800s. And the name is really fitting. There is an abundance of animals, and especially kangaroos. But also, wild, windswept nature and an intense greenery, rough boulders and inviting sandy beaches.



Kangaroo Island measures 155 km from east to west and is 90 km wide at its widest point. Just under 5,000 people live permanently on the island along with koalas, kangaroos and wallabies and a wide variety of bird species. Add to this sea lions that sunbathe on the beaches, furry seals and waddling penguins.

Kangaroo Island produces some of Australia's finest foods and beverages, and is famous for its honey, seafood, eggs, olives, wines, and spirits.

A great place to visit either before or after the South Australian Nat Meet.

Please, should you be intending to attend the Glenelg Nat meet could you let me know. An email would be great – ros@bastians.com.au.

I will, as Dom has done previously, create and distribute a list of all those attending and their travel plans to make it easier to join up and drive together if this is what you wish to do.

Don't forget to book your accommodation if you have not already done so.

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

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

And mention that you are with the MG Car Club.



Ros Bastian

MG TF Birthday Wish

I was contacted with a request for John Sedden to have a drive in a car he loved for his 85th Birthday. The car pictured was very similar to mine and I was



happy to offer my services to provide this request as a special activity for his 85th birthday.

John's daughter in law initially logged onto the website of the MG Car Club of Sydney, after initially

contacted Michael Hough in the Illawarra who no longer owns his TF model MG. Hoping to be able to connect with an MG TF owner, who can help make her father in law's biggest wish come true.

He was turning 85 and ideally would like a joy ride trip from his home in Narrabeen, on Sydney's Northern beaches, to Terrey Hills, West Head through the bends around Akuna Bay & Bayview back home. His request for the car make, model and route of the journey was pretty specific.

He said however he was open to all offers!

My father in law is a retired minister who has lived a quiet life and has actually quite surprised us with this adventurous request. He once rode in a MG TF Classic as a 17 year old and has always wanted to again. He saw the vehicle pictured in the attached photo above on the street in Batemans Bay over a decade ago and has had this wish ever since.

Thank you so much, I hope you are willing to help in some way. It has put a spring in my dear father in law's step like I haven't seen in a few years.

Sunday 25th September 2022



I picked John up from his premises in Narrabeen, and we drove from Narrabeen to West Head; a particular location John had requested to drive to.

It was a beautiful sunny day on Pittwater Water and John had big smile for the whole trip.

On arrival at West Head picnic area John

was surprised to see his Grandchildren there to meet him. After a quick walk to take in the sights we headed home through Church Point & Bayview and arrived back in Narrabeen.

I was proud to represent the MG Car Club of Sydney providing this enjoyable ride through some of Sydney's beautiful parklands and landscapes.

The car performed very well, and a great day was

enjoyed by all as described in the 2nd email I received below:

Thank you once again for such a memorable day on Sunday. We are forever grateful.

Here is John's story, in his own words:

I fell in love with it. It was a beauty. A love story. Most young fellows fall in love with a young girl.

I fell in love with an MG TF.

My story starts 69 years ago on the Seddon family annual Christmas holiday to Forster. I was a 17 year old staying at Russell Court, run by Doug and Molly Breeze. This was a location that was popular with family groups of all ages. The whole family played mini golf together after dinner each night. We had concerts and went boating and fishing.

There I met a boy of my own age who had received a brand new red MG TF as a 17th birthday gift from his parents. All the other young people were green with envy. He was, however very generous and took us around the streets of Forster cruising for chicks. However we were too shy to act on our intentions.

Like many young people, I was mad keen about cars. Across my life I have driven many cars, some makes unrecognisable to most people. This includes the Brennabor 1911. This belonged to a friend, and I had the pleasure of being his driver in a veteran car rally when I was aged 19.

Two other types of car I enjoyed in my late teenage years were American cars the Chandler and Oakland, both 1928 models. We budding young mechanics had great fun stripping down these cars and putting them back together again.

My first car was an Oakland which a friend and I bought from a farmer for 10 pounds. This was one of the ones we pulled apart.

Although I wanted to be a mechanic I ended up an Anglican minister for 45 years. During my training years as a minister I had the use of the parish car which was a 1928 Nash. This vehicle used almost as much oil as petrol. The Nash was affectionately called Mabelene.

All my vehicles since then have been very reliable, for example the Austin A40 and the standard Vanguard.

With the passing of time, and the limitations of old age, I wondered if I would ever fulfill my dream of sitting in an MG TF again. After mentioning to my family what a wonderful 85th birthday present this would be the wheels were set in motion for a surprise.

After careful research we discovered Wayne Blair, whose generosity enabled this dream to come true. As we drove along I kept saying 'I just can't believe it.' Sitting there next to Wayne I felt I had been taken back to those adventurous rides all that time ago. Thank you Wayne for a great day out and your generous time.

Wayne Blair



Lucas, The King of the Road

An illuminating tale, sort of, sometimes
This is the stone commemorating the site of the



original factory where a certain Joseph Lucas started production, in Great King Street North in Newtown, Birmingham.

Given that Joseph Lucas had a factory, what did he produce? Not what you might think, - not at first anyway. Let's start at the beginning. Before production in his factory started, Mr Lucas ventured forth with a barrow, selling paraffin, buckets, chamber pots, shovels, even.

His manufacturing, when it started, was a fisherman's



lantern! Yes indeed, production of lamps like the one that you see in the photograph above.

Joseph Lucas registered his first patent nearly 130 years ago, and it related to his ship's lantern - a product that somehow eventually (amusingly?) resulted in the creation of the slogan "Lucas, The King of the Road". It all makes sense now, or does it?

The Thomas Bowling Ship's Lantern.

40 or 50 years ago I was in a little fishing village when I found a most attractive ship's lantern. Entranced by its antiquity and its fat and happy shape and thinking that I would probably convert it to electricity and use it in my home, I bought it, took it home, and then promptly left it hanging in my workshop undisturbed for these many years.

The treasures of my workshop - the vast number of irreplaceable/impossible to get/increasingly strange and illogical imperial sized devices and fasteners - treasures to me but less entrancing for those who do not have ancient British vehicles, - these treasures might cause my heirs to ponder "Whatever was the old guy thinking?" if one day, they have to clean it all out should I make an unplanned sudden departure for the great parking place in the sky.

So, I have started getting rid of stuff. In cleaning out my workshop, I came upon the ancient lantern once more. As I prepared an advertisement to sell the lantern, and wondered who would be interested in it and what it might be worth, some research provided

a most interesting and relevant surprise. My lantern was the first of products manufactured by Joseph Lucas, whose creations have, from time to time, sporadically provided light and sparks for many of



our cars.

In 1860 Joseph Lucas had started his business with a basket skip and a cask of paraffin and set off around the streets selling his wares. Later in the same year he began selling other items, like buckets and shovels. Even chamber pots. I know that some readers might have a point of view relating to shovels and chamber pots and relate it to their Lucas lights and sparking devices. Joseph himself might've shared your opinion for according to what I've read, it seemed that for a while he took to drinking heavily.

In 1875 Joseph Lucas founded the Tom Bowling Lamp Works, named after the ship's lamp which was its main product, and Lucas's business began to prosper. From his workshop he made lanterns and lamps and it was here that the "Tom Bowling" ship's lamp was manufactured. He patented it in 1895, nearly 130 years ago. So my fat, happy little lantern is probably quite ancient.

From about 1880 the management of the company passed increasingly into the hands of Joseph's son, Harry, and in that year, Joseph Lucas received a patent for The King of the Road bicycle lamp that made the company's name and fortune. The partnership of Joseph Lucas & Son, set up in 1882, was vigorous in defending the patent against the numerous copies that appeared, and in expanding the range of goods offered in its catalogues, with the aim of supplying everything that cycle repairers and manufacturers might need.

By 1897 when Joseph Lucas & Son was incorporated as a public company, it had achieved a leading position in this area and was well placed to move into the fledgling motor industry.

Lucas's timing was impeccable. (No comments please) In its growth from a small family firm into a household name, Lucas was treading the same path as other enterprises of the day, such as Cadbury Brothers, GKN, and Austin Motor Company. Lucas benefited from being in the right place at the right time. Joseph Lucas & Son made itself indispensable to the British motor industry from its creation, and from this early stage continued to benefit from economies of scale.

So my tubby little lantern has a delightful connection to our hobby of driving ancient and uncertain, leaky, noisy, smelly, impractical and increasingly expensive motor vehicles. I wonder whether it leaks smoke?

Syd Reinhardt

MGB Chrome Bumpers

Chrome Bumper Disaster

It must be said, that to write about MGB chrome bumper bars might be seen to be struggling for content, along with the least of articles on which to write, and could also be the butt, of the front and rear end of scornful derision, however, the many enthusiasts who are always interested in absolutely anything MG, might hopefully, welcome stories relating to the process of restoring a classic MG, so any minor snippet on that topic is probably worthy of consideration and dissemination. My story started with the purchase of an abused 1973 MGB GT, almost two years back when I bought it sight unseen from Perth Western Australia.



It had been advertised on Gumtree of all places and while I never usually go looking for used MG's on that website, it came up in an internet search. Apart from the usual and clearly obvious numerous repairs required, the car was extraordinarily, very original and it was indeed, a "barn find" of sorts. It had not been molested in any way, and that alone was worth much more than the price I was happy to pay. Just one of its many items to be repaired was the rear chrome bumper bar, which had a dealer fitted tow bar attached to it. This downside of the dealer option sadly, was that there were two holes drilled through the bumper bar, which could be kept as is, a necessary repair or a new reproduction fitted. The front bar, while in fairly good condition, had a large scratch in it and I couldn't decide what to do with it, so I left it for another day.

Now, most MG enthusiasts might know that new, reproduction MGB bumper bars are not really that good and rightly or wrongly, are often frowned upon when compared to the original item. There is a difference and without going into the minutiae of it, a re-chromed original bumper bar is much more desirable than a reproduction. So re-chroming it was to be, and with several boxes of miscellaneous parts that I wanted to be electroplated, I arranged to take it to a chrome and electroplating business, some many hundreds of kilometers distant from where I live. They had done work for me many years prior, and I was confident that I would get the same good work from them, as before. I had confirmed with them, that they could repair the holes and re-chrome the bar, and with all of the other electroplated parts it was to cost me \$1,500.00.

This was in early May 2021, and with promises of prompt attention, I drove back home, and got on with other restoration activities. Some three months later, in mid-August, I checked in with them and was told that my jobs were in the queue, and would be done soon. As I was in no real rush, I accepted this and moved on with other things. In mid-October, some five months later, I contacted them again, and was informed, that they were behind on orders. After checking again ten months after the initial drop off, in mid-February, 2022, I was told that the job was almost ready to collect, and I travelled back to pay and collect my parts.

When I arrived, I was told that there was a small container of parts that had not been completed and they needed an extra \$150,000 to complete them. They said they would post them up to me when they were finished. I noticed that they had gone rusty but I just assumed they would clean them up before replating. The bumper had been securely wrapped up and could not be sighted as were the other parts, so I stupidly assumed that it was a good job. Eager to collect my much anticipated newly chromed bar and electroplated parts, I paid up in full, and arrived quite late back home after a long day of driving for many hours.



In spite of my tiredness after such a long drive, I simply had to inspect my parts, and to my absolute horror, discovered that the bumper was a disgraceful mess and the electroplated parts were a disaster.

I was totally and absolutely shattered - it was late evening and I could not telephone to express my dismay.

After a sleepless night, I called next morning and confronted them. They said they weren't responsible for the repair work on the bumper, because it had been repaired by an outside contractor, which was contrary to the earlier agreement, that they would repair it.

This was a great disappointment and I felt really cheated. They had compounded the poor job by concealing it, expecting me to simply take it home without checking it which in hindsight, I should have done.



time, I had paid out almost \$2,500.00 dollars for what? – an un-useable bumper, a quantity of worthless “electroplated” parts and a bucket of rusty bolts. Included in this cost was for the five second hand bumpers (@\$350.00) in my attempt to get at least two good ones. It was heartbreaking, and I was close to giving up, and it was only the support from a small group of friends which helped me overcome this dreadful episode, of incompetent and deceitful behaviour from a supposedly competent business.

The original plater still has my replacement bumper, which is not worth the return shipping cost frankly.



After a heated discussion, they agreed that they would re-chrome another replacement bumper at no charge, and redo the shabby electroplated parts, and so I accepted this.

I packaged up all of the disgraceful parts and sent them back immediately. So, more cost to an overly expensive job thus far.

A month or so after this, I sourced several used bumpers from a MG enthusiast friend, and in anticipation again, of getting what I had paid for, I sent another replacement rear bumper to them and waited.....and waited.

Since my faith in these people had evaporated, I did not believe that I would ever receive satisfaction, I then decided with a “just in case” scenario, to try another chrome plater, this time a well-known plater in Hamilton near Newcastle NSW. I sent a front and rear bumper to him, and with having a 60 years reputation for great work, I could only hope for the best outcome possible.

Meanwhile, I took off on a short holiday and while I was away, the fellow who did the previously poor job, sent the allegedly, “re-done electroplated” parts back, and when I got home I had another shattering experience. The bolts and nuts etc had not been done as promised and had rusted even more than before. The replacement bar

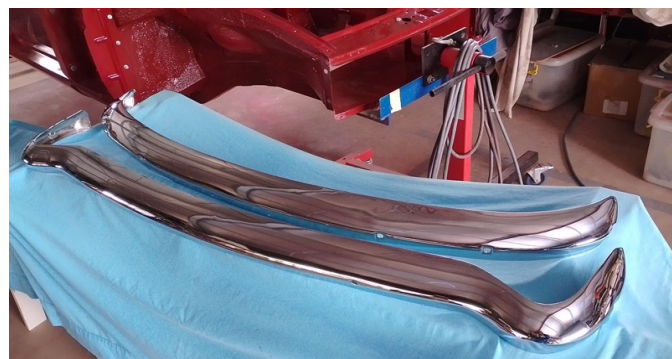
As in most fairy tales, there is usually a good ending and while I will never compare my experience to a fairy tale, there was at least one great outcome – and that was the beautiful chromed bumpers that I received back a few days ago – these were the alternative ones that I had taken down to be done by Hamilton Chrome in Newcastle NSW. It took a while and I avoided being impatient, knowing that this couldn’t possibly happen to me twice?

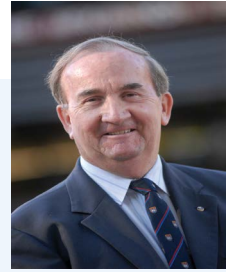
It didn’t, and I have to say I am delighted with the work done in Newcastle, and they have restored my faith in my fellow man, because I was at that point, where I could never forget the abysmal treatment I received from the initial plater. His dreadful attitude and incompetence is beyond description and belief, and it’s an absolute disgrace that I paid my hard earned money for what was expected to be, a decent job. Instead of good workmanship, all I received for my money, was a rubbish job on the bumper bar and the un-useable, plated parts. The disappointment in my fellow man, has been restored by decent people who take pride in their work and here is the result - Take a bow, Hamilton Chrome platers.



was still in his shop, not re-chromed as promised, and I could not believe this was happening and shocked, bewildered and dismayed in equal measure, I simply gave up and sought legal advice. That action in itself was also a disaster as I was then charged almost \$600.00 by a local solicitor to send a letter where he achieved absolutely nothing. He was simply ignored. Mindful of throwing good money after bad, I decided to cut my substantial losses and move on. By this

Maurie Prior – MG Car Club, Hunter Region NSW.





2022's BIGGEST & BEST AIRSHOW

wings over illawarra

12 & 13 NOVEMBER 2022

CLASSIC WARBIRDS HISTORIC FLYING & STATIC DISPLAYS CLASSIC CAR EXHIBITS

VINTAGE CAR CLUBS RAAF FIGHTER JETS ADF DRONE RACING TEAMS ARMY G

NAVY HELICOPTERS AEROBATIC & FORMATION FLYING MARKET STALLS

FAMILY ENTERTAINMENT MILITARY DISPLAYS HUGE FREE CARNIVAL

Shellharbour Regional Airport
Albion Park Rail, NSW

BUY TICKETS NOW!

www.wingsoverillawarra.com.au

In sympathy with our poor editor always seeking good content at a time when the weather is closing down so much activity, I have attached some photos from previous Wings, so I sincerely hope that this one is actually able to be run despite the best efforts of La Nina!

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

Thanks to email, Ron Critcher and I were able to reach (we hope) all those who had registered to come along to Rhododendron Park, a few days before the scheduled event to confirm that the visit itself was unfortunately cancelled due to the weather.

We were able to invite all who could to have lunch with us at the Collegians Club Balgownie.

Collegians Balgownie is a typical , pleasant suburban club with adequate close parking and with the usual range of (mainly oversize) food serves. I am pleased to report that a small but very sociable group of about 12 hardy souls attended, all braved the weather on that day, and as a result we all had a pleasant, very enjoyable non motoring social event. Our thanks to all who chose to come!.

<https://collegians.com.au/dining-bars/balgownie/>

Michael Hough

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

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

Although the deadline for registration has passed, I invite you to come along on the day and enjoy.

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



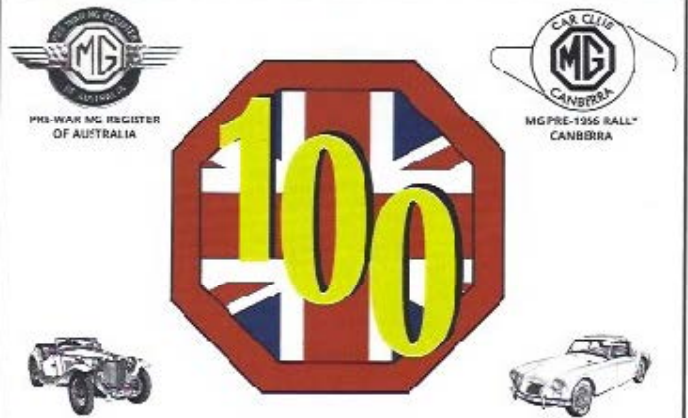




The Gold Coast MG Car Club has had made metal grill badges to commemorate the 60th Anniversary of the MGB.

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



Run by Enthusiasts for Enthusiasts
for over 60 years



Tyres



Batteries



Penrite Oil

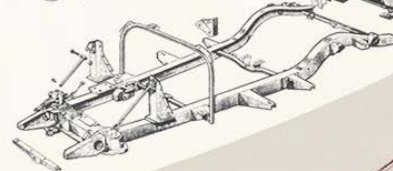


Renovo Soft Top
Care Products



Driving Apparel

T-Type Parts Catalogue Online Now
with updated pricing



SPARE PARTS • SERVICE • REPAIRS • SALES

ABINGDON MOTORS

192 Annerley Road Dutton Park QLD • 07 3844 2881 • sales@mgcity.com.au • www.mgcity.com.au

MG Car Club TD Run

Sunday 4 December 2022.

Meet: At the Watsons Bay Hotel, Watsons Bay from 8.30am.

Breakfast is available at the café or you can wander around the beach and park until we leave.

There is a car park in Cliff St opposite the Watsons Bay Hotel, street parking might be difficult especially if it is a hot day.

We will leave Watsons Bay at 9.30am.

A route map will be provided for our scenic journey.



Our route will take us along the scenic coast line to Maroubra and then onto Kurnell.

Please bring along your picnic lunch to enjoy in the park.

We look forward to seeing you on Sunday 4th December.

Michael & Jacqui Gerondis. 0411 390 285. mgerondis@optusnet.com.au

RIMMER BROS EST 1982

A BRITISH COMPANY SUPPORTING BRITISH CARS

ALL THE PARTS YOU NEED

PARTS & ACCESSORIES FOR MG MODELS 1962 ONWARDS

Trust us to deliver... **Worldwide.** Millions of parts in stock.

Parts service also available for Triumph, Land Rover, Rover, Mini & Jaguar '96 on.

ASK FOR A FREE CATALOGUE

Triumph House, Sleaford Road, Bracebridge Heath, Lincoln, LN4 2NA. England
Telephone: +44 1522 568000 | Fax: +44 1522 567600 | E-mail: sales@rimmerbros.com
www.rimmerbros.com

Railway Lines

The US standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number. Why was that gauge used?

Well, because that's the way they built them in England, and English engineers designed the first US railroads. Why did the English build them like that?

Because the first rail lines were built by the same people who built the wagon tramways, and that's the gauge they used. So, why did 'they' use that gauge then?

Because the people who built the tramways used the same jigs and tools that they had used for building wagons, which used that same wheel spacing. Why did the wagons have that particular odd wheel spacing?

Well, if they tried to use any other spacing, the wagon wheels would break more often on some of the old, long distance roads in England. You see, that's the spacing of the wheel ruts. So who built those old rutted roads?

Imperial Rome built the first long distance roads in Europe (including England) for their legions. Those roads have been used ever since.

And what about the ruts in the roads?

Roman war chariots formed the initial ruts, which everyone else had to match or run the risk of destroying their wagon wheels. Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing. Therefore the United States standard railroad gauge of 4 feet, 8.5 inches is derived from the

original specifications for an Imperial Roman war chariot. Bureaucracies live forever.

So the next time you are handed a specification/procedure/process and wonder 'What horse's ass came up with this?', you may be exactly right. Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses. (Two horses' asses.)

Now, the twist to the story:

When you see a Space Shuttle sitting on its launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory in Utah. The engineers who designed the SRBs would have preferred to make them a bit fatter, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line from the factory happens to run through a tunnel in the mountains, and the SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds.

So, a major Space Shuttle design feature, of what is arguably the world's most advanced transportation system, was determined over two thousand years ago by the width of a horse's ass.

And you thought being a horse's ass wasn't important? Ancient horse's asses control almost everything.

Submitted by Greg Fereday

Ashfield Cycles

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

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

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

Great deals if you mention this ad.

Ashfield Cycles

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

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



1978

ASHFIELD CYCLES



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



MG Car Club Regalia & Clothing

Support your club and complete your wardrobe with the MG Car Club regalia range.

Available in mens and womens cuts and sizes.

Contact: Granville Harris on 0414 880 374 granville2@bigpond.com to order.

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



Hats- with velco 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.



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.

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

 **Kango Mango**
WINE/CHAMPAGNE PICNIC TABLE



\$149

TRANSFORMING SPECIAL OCCASIONS



With this custom, quality, Mango wood Wine/Champagne picnic table, you'll have everything needed to 'style up' your picnic experience.



MG SPARE PARTS

Your Online Automotive Store

Car Club Deals – Pick up only from Silverdale, NSW

Order by email, pay by direct deposit for these prices.



\$330

One piece exhaust system MGB
4cyl rubber nose GEX162 original
equipment

MGB Steel bonnet aftermarket
HZA4014Z



\$900

Send us your
parts list &
we'll quote on
it!



\$440ea

Full length Floor Pan Sprite MKI &
MKII left or right original
equipment
MS23AR/MS23AL

Floor Pan Left or Right MGB MKI or
MKII HZA414/HZA415 or
HZA628/HZA629



\$160ea

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

MG Spare Parts



MODERN CLASSIC CARS PTY. LTD.



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

Engine conversions, Servicing, Restorations and Commissioned
car builds

2A Arab Rd Padstow NSW

Email : sales@modernclassiccars.com.au

Tel : 02 9774 2169

www.modernclassiccars.com.au

The Australian home of

FRONTLINE

Developments



MG's recently seen out and about in Cowra NSW



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

www.vehicleaa.com.au

Time flies so fast: In 2013, MG drivers from Germany asked me to organize a meeting for MG vehicles in South Tyrol. With great pleasure I fulfilled their wish. I soon had the pleasure of welcoming many participants from all over the world, even from Australia, New Zealand and the USA, and being able to show my homeland, South Tyrol, with the beautiful Dolomites.

2023 is now the 10th anniversary and for this reason I will organize a very special event with many surprises like raffle, dance show etc.

MG driving isn't just a passion, it's a lifestyle. And if you want to live this lifestyle in one of the most beautiful places in the world – the UNESCO World Natural Heritage Dolomites – then you've come to the right place!

The nice thing about our tours is the exchange with like-minded people. We all drive MGs and we love to drive them. We also organize pleasure tours: This means that you can concentrate on enjoying yourself and driving, while we organize everything for you.

We look forward to you and your car! Do not hesitate and register now. The places are limited to 10 teams!

Best MGreetings from the Dolomites
Dr. Christian Bianco (Organizer & tourist guide)

mg-dolomites.jimdofree.com

Events & Meetings

MGs in the Dolomites



Ezy Approach Trailer



Protect your investment with an Ezy Approach Trailer

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

HAYSTACK

Metering Needle Finder

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

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

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

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



MIDEL PTY LTD
SINCE 1969



Classifieds - Cars

1962 JAGUAR MK 2 3.8L MANUAL O/DRIVE SALOON



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.



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

NEW

MGY 1949

2nd Place in Class 2022 Concours, Registration MGY949

Black with red interior this car is a superb example of the A series MGY Class. Acquired by the current owner from a former Treasurer of the MG Car Club in 2005 the car was meticulously restored by the owner prior to that and comes with full service history and receipts. The car runs well and handles beautifully.

Location: Sydney

Price: \$26,000

Contact: Peter Sutherland
0419 314 295

Petersutherland1@bigpond.com



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

mhough5@gmail.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

Peninsula Sports Car Services

www.peninsulasportscars.com



1947 MG TC

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



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

Advertising in Opposite Lock

A **FREE** service for MGCC members -
Classified ads will run for two months.

Please advise the Editor

via email or phone if:

you wish to continue the ad

or

you wish to continue the ad

for another month

please email:

editor@mgcarclubsydney.com.au



Classifieds - Parts



NEW

4.1 Crown Wheel & Pinion, banjo rear axle as fitted to MGA 1600. Unused I purchased the wrong ratio from Moss Europe and it has been sitting on the garage shelf for a few years. The higher 4.1 ratio over the 4.3 gives a 5.5% reduction in revs. Moss charge \$550 for a CW&P delivered to Australia. If you are rebuilding your differential and have improved the car's engine performance from a standard 1500cc, a 4.1 would make the car a more pleasant car to drive on the open road.

Price: \$275, located North Sydney.
Contact: Tim 0435 727 869.

tim_sullivan@hotmail.com



NEW

MG1100

Grill centre bar- Brand new still in box, together with badge.

Price: \$80

Contact: Eric Hayes
02 9654 9040

edhayes1@bigpond.com



NEW

MGB boot lid – available for free. Can bring to AGM. Note dented where the strut has been forced.

Contact : John Bastian
jb@bastians.com.au



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



MGF

Car Bra, protection for the front Front of the car. Good condition. Together with booties for the ext. mirrors.

Price: \$180

Contact: Eric Hayes
02 96549040

edhayes1@bigpond.com

NEW



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

NEW



MGB Front Cross Member (chrome bumper): Difficult to find chrome bumper front cross member. Original cross member undamaged. Part number is AHH 6195 for 1962 – 1974 MGB's.

Price: \$300.00.

Located Nth Sydney,
Contact: Tim 0435 727 869.

tim_sullivan@hotmail.com



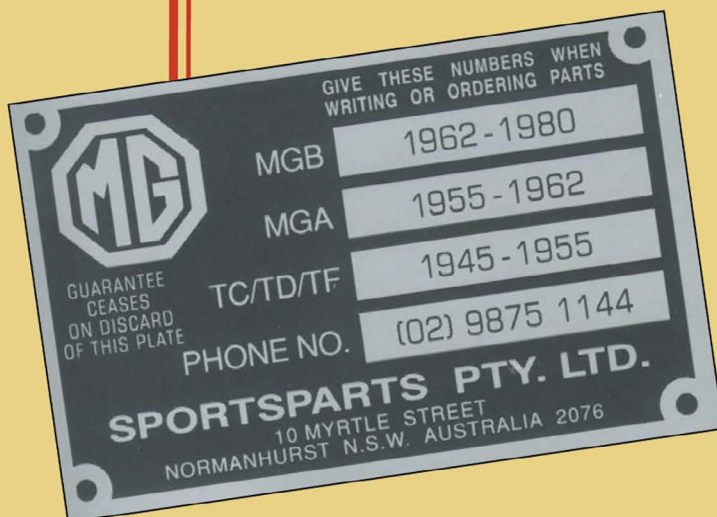
Sportsparts Pty Ltd

*Parts and Technical advice
for pre 1980 MGs*

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

PROMPT MAIL ORDER SERVICE

Detailed catalogue
available \$5.00



Sportsparts Pty Ltd
10 Myrtle Street,
Normanhurst NSW 2076

PO Box 2
Thornleigh NSW 2120

Phone 02 98751144

Fax 02 98751906

www.sportsparts.com.au