



Official Journal of the MG Car Club – Sydney

Opposite Lock

March 2023

In this issue

The Real Le Mans Sebring
Perth to Sydney Marathon

C&V8 Workshop
Gerringong Car Show

MGCC Sydney Club Calendar 2023

MARCH

- 5 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 6 Board Meeting, Greengate Hotel
- 12 Club Run to The Barlow Museum, MGB Registrar, John Clarke
- 14 Members Gathering, Strathfield Golf Club
- 18 Drive & Dinner, Julie Porter Stephens
- 26 Motorkhana Come & Try, Nirimba, Alan Heritage

APRIL

- 2 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 2 CSCA Supersprint (hosted by Sprite CCA), Sydney Motorsport Park, South Circuit, Max Wasson
- 3 Board Meeting, Greengate Hotel
- 11 Members Gathering, Strathfield Golf Club
- 7-11 MG National Meeting, Adelaide, Ros Bastian
- 30 Breakfast Run, Julie Porter - Stephens

MAY

- 1 Board Meeting, Chatswood RSL
- 7 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 7 Club Run, Pre-War Registrar, Robert Smith
- 9 Members Gathering, Strathfield Golf Club
- 21 CMC National Motor Heritage Day, Greg Fereday

JUNE

- 4 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 5 Board Meeting, Greengate Hotel
- 9-11 HSRCA Race & Regularity, Sydney Motorsport Park, Gardner Circuit, Steve Perry
- 10-12 Tour De Bathurst, Robert Smith & Matt Sexton
- 13 Members Gathering, Strathfield Golf Club
- 17 CSCA Supersprint, (hosted by MG Newcastle), Pheasants Wood, Marulan, Max Wasson
- 25 Club Run (Magnette Registrar, Peter Baldry)

JULY

- 2 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 3 Board Meeting, Greengate Hotel
- 9 CSCA Supersprint, hosted by Triumph Club TSOA, Sydney Dragway, Max Wasson
- 11 Members Gathering, Strathfield Golf Club
- 16 Club Run, MGF/TF Registrar, Mark Robson

AUGUST

- 6 Cars & Coffee, St Ives Showgrounds, Greg F
- 7 Board Meeting, Greengate Hotel
- 8 Members Gathering, Strathfield Golf Club
- 12 President's Run, 4 Pines Brewery, Charlie Frew
- 19 CSCA Supersprint (hosted by Lotus), Sydney Motorsport Park, Gardner GP circuit, Max Wasson
- 20 Shannons Sydney Classic Display, Sydney Motorsport Park, Greg Fereday

SEPTEMBER

- 3 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 4 Board Meeting, Greengate Hotel
- 9-10 Gathering of the Faithful hosted by MGCC of Wagga Wagga, Peter Baldry
- 10 All British Day, King's School TBC, David Noble
- 12 Members Gathering, Strathfield Golf Club
- 24 Club Run, RV8 Registrar, Alan Heritage
- 29 The Canberra MG Rally for Pre-War, T Type & Y Types, Canberra, Robert Smith
- 30 CSCA Supersprint, hosted by MGCC Sydney, Pheasants Wood, Marulan, Max Wasson

OCTOBER

- 1 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 3 Board Meeting, Greengate Hotel
- 6-8 Motorclassica, Royal Exhibition Building, Melbourne*
- 10 Members Gathering, Strathfield Golf Club
- 14 Drive & Dinner, Julie Porter Stephens
- 22 MGCC Concours & Display Day, Silverwater Park, (A volunteer is needed to organise this event)
- 22 CSCA Supersprint, hosted by Jaguar DCA Sydney Motorsport Park, North Druitt circuit, Max Wasson
- 29 Breakfast Run, Julie Porter - Stephens

NOVEMBER

- 5 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 6 Board Meeting,
- 11-12 Wings Over Illawarra, (TBC) Illawarra Registrar, Michael Hough
- 12 MGA/MGB Workshop Day, MGA Registrar, Greg Keenan
- 14 MGCC Annual General Meeting Strathfield Golf Club
- 24-26 HSRCA Race & Regularity, Sydney Motorsport Park, Gardner Circuit, Steve Perry
- 26 Club Run TC Registrar, John Carter

DECEMBER

- 3 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 4 Board Meeting, Greengate Hotel
- 10 Club Run, TD Registrar, Michael & Jacqui Gerondis
- 12 Members Gathering, Strathfield Golf Club
- TBA Club Run, MGTF Classic Registrar, Wayne Blair Speedway night

March President's Report

Well this month we have seen a hive of activity within the club. It's good to see that we can now be out and about again enjoying our cars.

A very successful workshop was conducted by our new MGC & BGT V8 Registrar Glen Protheroe, on the restoration of his Rubber Nose MGB GT to V8 & chrome bumper specifications. Enjoy the write up.

An enjoyable breakfast run was also organised by Julie Porter Stephens to Avoca Beach the last weekend in February. Thank you to all of our volunteers who give up their time for our club, which makes it so successful.

Planning for the Centenary National Meeting, Tamworth Easter 2024, is well under way, your centenary committee will be working hard over the year to bring this event to fruition in 2024. If you would like to volunteer to assist in the planning and implementation of the event, please contact myself or any Board member.

The sporting area is one where we are in need of assistance. So, if you have been involved in motorsport at any level or would like to train up in this field, the club would appreciate your support. Please contact Steve Perry on 0434 275 970.

Allen Gower has resigned as the Chairman of the organising committee and I would like to sincerely thank him for his leadership and project management skills over the past 9 months of planning, in laying a good foundation for us to move forward with.

Alan Heritage & Max Wasson had organised a Motorkhana at the Nirimba Tafe Campus, Quakers Hill for Sunday 26th March. Unfortunately this event has been cancelled due to a ruling by Motorsports Australia that this event could no longer be registered as a social event, due to possible injury to participants and or spectators.

Even though it was not a competitive event, it would still require a Bronze Level Certified Official to oversee proceedings. Our club does not have such an official at this point in time and this highlights my comments above with regards to where more motorsport officials are required within our club.

The Board therefore deemed that cancellation of the event was the only safe option.

For those of you driving to Adelaide for the MG National Meeting please could you advise Ros Bastian of your travel plans, ros@bastians.com.au

Ros will compile an attendees list, so for those who wish to, can meet up and drive together.

A club drive to the fascinating Barlow Museum is planned for on Sunday 12th March. This private Museum houses one of the finest collections of stationary engines in the world and a number of which will be running on the day.

Please see page 7 for details.

Enjoy the month ahead and I look forward to seeing as many members as possible flying the MGCC flag at the National Meeting in Adelaide, it's still not too late to register, so change your mind and come along for the fun and support our club.

Charlie



New Members

Welcome all to the MG Car Club Sydney

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

Scott & Deborah Lucas	MGB
Elisak Bohuslav	Non Marque
John Younan	Non Marque
Eamon Lynch	MGB
Wayne Clarke	MGB
Joe Brady	MGB
Philip Forsyth	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 & 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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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:
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Monthly Club Gatherings are held
the second Tuesday of the month at
Strathfield Golf Club,

52, Weeroona Road, Strathfield.



March 2023 Cover:

Peter Foggarty's MG TF on the Fish & Chips Run in January.

Photo taken by Hilary Wren.

March 2023

Opposite Lock

Contributing photographers:

Thanks To:

Greg Fereday, Glen Protheroe

Ros Bastian

Hilary Wren, Alan Heritage

Michael Hough, Jay Hunter,

Frank Perry

Club Contacts

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F and TF Modern	Mark Robson		0402 435 541	RobboMC1960@outlook.com
C and V8	Glen Protheroe		0408 466 140	stradanut@gmail.com
Midget and FWD	Vacant			
Touring	Don Young		0412 600 415	don.young9636@gmail.com

Club officials

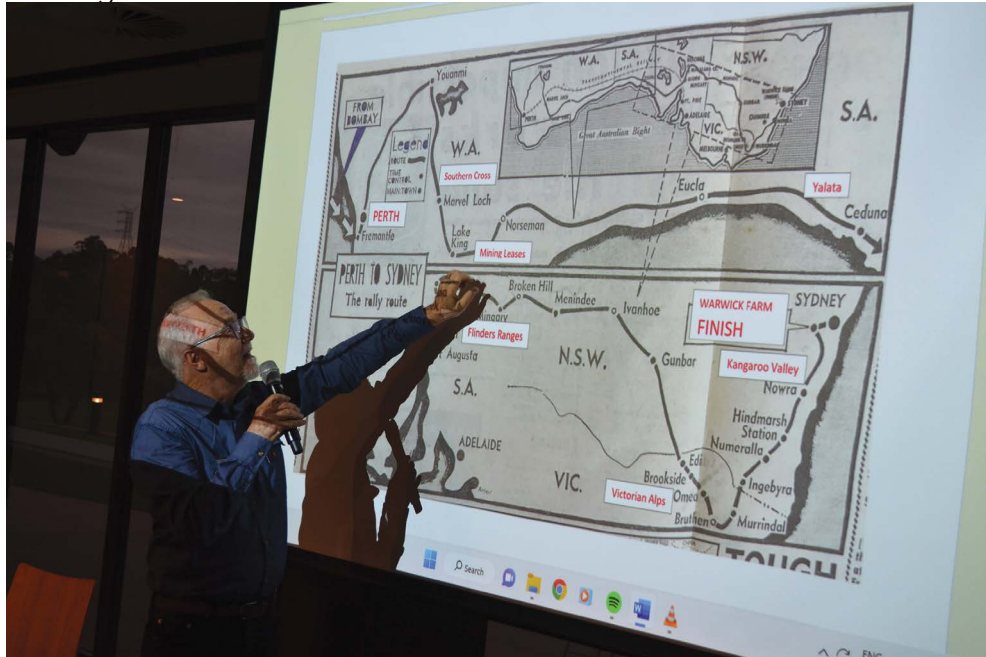
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Regalia	Granville Harris		0414 880 374	granville2@bigpond.com
Regularity	Stephen Perry		0434 275 970	windywoofer@gmail.com
Website	Seth Reinhardt			web@mgcarclubsydney.com.au

February 14th 2023 Members Gathering- Strathfield Golf Club.



The first Members Gathering for 2023 fell on Valentine's Day, which saw numbers down on usual numbers, but an interesting presentation was given about the 1968 London to Sydney Marathon Race by two participants involved in the original race, Gerry Lister and Allan Chilcott, who both had very different roles.

Alan Heritage started by showing a map of the route from Crystal Palace, London, across Europe and Asia down to Bombay, then a 9-day sea voyage on P&O SS Chusan to Fremantle (Perth). There was then a three-day dash across Australia to finish at Warwick Farm, Sydney – but not a direct line but through some of the extremes of the Australian outback. A short film followed taken of the original event showing the conditions encountered on the route.



On the last day of the event, the leading car, a Citroen, was involved in a head on collision with a spectators Mini with two 18 year olds on board, and many rumors arose including that they were paid by the British to take out the French car, or they were intoxicated off duty policemen. We heard from the passenger in the Mini, Allan Chilcott the true story behind the crash, and the events immediately after, details which had not been disclosed until 2017.

We then heard details from Gerry Lister who was an entrant in a Volvo 122, which he still owns and last year took part in the Perth to Sydney Marathon in the same car. One amazing fact emerged is that he lost two

stone in weight during the event as they did not have time to stop for food! During the Perth to Sydney section Gerry actually drove 63 hours without a break, at times at speeds that we will not repeat, on roads that should not be taken at those speeds!

Greg Fereday



Gerry Lister on the recent Perth to Sydney Marathon

Allan Chilcott and the ill fated Mini on the original London to Sydney Marathon.

John Croft, MG Club member who drove a BMW 733i in the recent Perth to Sydney Marathon, Greg Fereday, Gerry Lister, Allan Chilcott & Alan Heritage at the club meeting.



MARCH CLUB RUN - BARLOW MUSEUM

Sunday 12 March 2023

Organised by the MGB Registrar – All Welcome

Join us for a tour of the fascinating Barlow Engine Museum. This private museum houses one of the finest collections of stationary engines in the world, including a very rare copy of an 1867 Otto Atmospheric Engine (the world's first i.c. engine, a non-compression hydrogen fueled engine) and a faithful reproduction of an 1883 Benz "Patent Motor-Wagen" (the world's first car), amongst many other interesting exhibits. A number of these will be able to be run on the day.



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

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

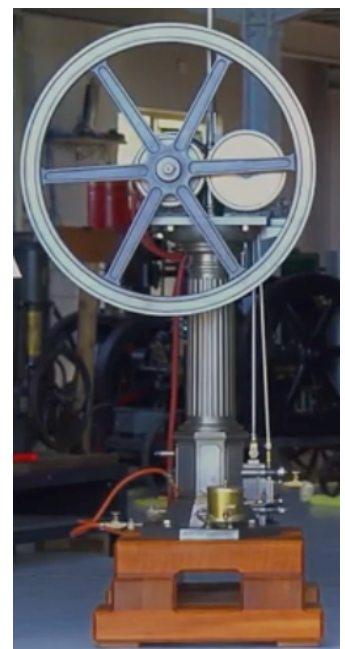
Meet: 8:45 am at McDonalds, Corner of March & East Market St, Richmond for a 9:00 am departure.

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

Bookings: **By Sunday 5 March 2023.** Bookings are to be made through our Wild Apricot membership system. Go to the MG Car Club Sydney website (mgcarclubsydney.com.au), click the calendar from the menu bar at the top, and scroll down to the event. Click the 'Register' button and follow the instructions. Alternatively, you can go straight to the Wild Apricot system (mgccwildapricot.org).

Payment: Payment of \$8 at the time of booking, through the membership system using your credit card.

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





TOUR de BATHURST 10 -12 JUNE 2023

Saturday: 9.00 am start at Café 2773, 19 Ross St Glenbrook (breakfast at own cost)
After crossing the Blue Mountains enjoy some great country roads before our lunch stop and more scenic roads etc. arriving at Bathurst for a noggin & natter.
Evening dinner at the Bathurst Golf Club

Sunday: Following breakfast some more fun driving roads before enjoying a country pub lunch & exploring the region further

Of course, there will be some questions to answer & observations for you to find (just to keep you on the right track)!!!

Sunday evening: our theme dinner dance at a special fun venue

Theme: be creative with the letter "B"

Monday: Farewell breakfast then enjoy exploring Bathurst with a great heritage sites driving tour before heading homewards or on to your next destination

Book in early as numbers are limited.

Robert Smith: 0407 600632

Matt Sexton: 0417 017007

Reservations & payments will be set up on our Club Wild Apricot system



Hi Hilary,

It was suggested I send my profile photo to you as you may be interested to put it in the magazine.

This is me (Jay) with my Tahitian Blue MGB.

My last name is Hunter hence the number plate HUNTAA (the closest I could get).

My dad had the car in Albury on the side of the road for sale, as there was no room in the garage, so I brought it to keep it in the family.

I had it transported and brought it home to Terrigal and now Sydney for some real fun in the sun ; being an MBG enthusiast on the coastal roads after working as a nurse during the week.

Jay Hunter

Welcome Jay to our club, so great to see a young lady enjoying her MGB, there needs to be more of us ladies enjoying our beautiful cars. I look forward to meeting you on a club run in the near future.

Hilary



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Officials... Needed

In last month's *Opposite Lock* both Steve Perry and Allen Gower put out a call for more club members to get involved in motor sport - the club needs both competitors and officials to retain the clubs sporting classification with ASIC. Officials will be needed at the 2024 National Meeting in Tamworth, but due to a lack of qualified officials now in the club, it has been necessary to seek help from other clubs as permits to run the event are already being obtained. Officials will be required to help run the CSCA Supersprint round on 30th September at Pheasant Wood, which is to be run by the MGCC, and for future events.

I will be assisting Steve Perry on the official's side, advising the necessary steps to become a Motorsport Australia licensed official and keeping a calendar of events where training can be obtained. Thank you to those that have already contacted Steve or myself – we still need more!!!

To become a MA General Official, you need to go online and complete a simple assessment – there is no cost involved - and then you will be sent a General Officials Log Book, which is filled out at events that you attend. There is an upgrade pathway to Bronze, Silver and Gold in particular disciplines

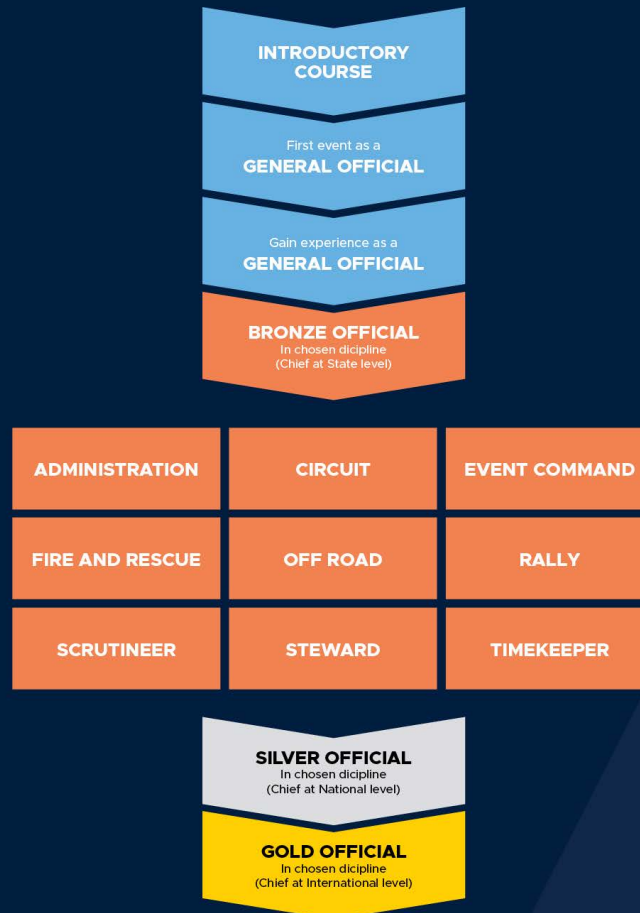
as per the diagram. Before upgrading to Bronze you need to be a General Official for at least one year and attend a number of events. Motorsport Australia do not specify how many, but I have been advised that at least 10 events in the discipline are required.

Please consider giving back to the club by help at events. Contact Steve Perry if you want to compete in events, and myself if you want to be near the action as an official.

Steve Perry 0434 275 970
Greg Fereday 0408 611 427



Officials pathway



motorsport.org.au/officials





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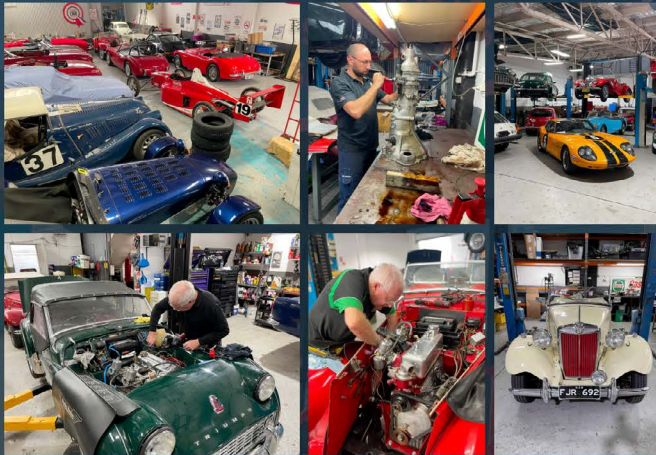


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The Royal Automobile Club of Australia
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is proud to present **An Electric Car Forum**
Friday March 31 6pm for dinner

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Car Show



12th March 2023
Blacktown City Show
9AM TO 4PM

For more information contact:
Rob Smith—0423348180
president@blacktownshow.au



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C & RV Workshop



Having recently taken over as the MGCC C&V8 Registrar I was asked by John Clarke to host an event for the club calendar. Although at very short notice, this was duly planned & held on Sun 12 Feb. I had planned the day as an introduction of myself to the members present and to also pass along what I have learned, so far, in converting a Rubber Bumper MGB GT to V8 specification. I also showcased some kits I have purchased for my project such as the electric window conversion, throttle body fuel injection & various suspension kits. The day was kept informal with the floor thrown open early with the members invited to either provide comment and or feedback as well as questions of their own which led to many discussions on why I chose certain parts or what my plans were for others. One of the surprising things on the day was the interested generated by my vehicle hoist. I have a 3 Tonne Scissor Hoist with which I can raise the vehicle off the ground by up to 1M. Quite a few of the members were interested with John Clarke asking if he could get some height measurements to see if this type of hoist could be accommodated in his workshop – without caving in the roof of his GTV8!!!

The members were shown my current project, A 1978 MGBGT. It is an ex-UK car that had many scars bearing witness to the horrors of the salted roads in Gloucestershire in the UK from whence it originated. Over a four-year period, these horrors were deleted by Greg Keenan who added to the story by going through what he did to the car during its tenure at his premises. The results of which the owner is most pleased with and approved of by those present.

The members were shown a presentation of the MOSS-Europe electric window kit which I had installed in the driver's door. I was able to power this up and demonstrate that the kit works quite well and is fairly silent as well. The only modification



required were two holes to be drilled in the door. One is required for a bolt to hold part of the bracketry and the other is for the wiring for the controls. The switch covers the winder hole in the doorcard.

Other items I showed the attendees were those that were Zinc electroplated. Many of the parts from the car were covered in corrosion and were in a frightful state when I removed them from the car. After cleaning and electroplating them, they look like new. For anyone conducting a restoration this can be a considerable cost saving as the kit is about \$500 to set up but has so far saved me from having to purchase new parts that would have set me back thousands!!! There were a few nodding heads. We had a break about 10:30 for morning tea and then a sausage on a roll lunch was served at 12pm with the after lunch period drifting into various conversations about brakes, suspension, stereo systems, interior fitout, paint colour etc.



My other aim for the day was to learn as much as I could from the 15 club members who attended my workshop. From my perspective this was a total success as I learned so much from their combined knowledge and experience. I am grateful for the ideas, opinions and thoughts provided by all.

I would like to say a big thank you to John Clarke for his assistance in introducing me into "Registrarship" and for his advice in setting up my event. Seth, our webmaster, for his last minute assistance in all things IT and last but not least to our Editor, Hilary Wren, whose effort created the ad in *Opposite Lock* for the attendees to find out about the day.

For those interested, you can follow the progress of my project build, on my Facebook webpage, [Glen's MGBGT V8 Facebook Page](#)

Thank you to all who attended, you made my day!

Now for a bit of free product placement:

Zinc Plating Kit from: Jane kits - Plating

Ceramic coating on the exhaust: Hi Octane Performance Coatings

Hoist was bought off eBay – It's not the page I bought mine from but these two are almost identical to mine – Probably made in the same Chinese factory but painted a different colour and fitted with some different parts, for a different wholesaler:

Do your homework, shipping from Adelaide or Vic will be higher than Sydney, however Sydney ones are higher priced. Shop wisely!!!

Glen Protheroe C&V8 Registrar

2023 CSCA Supersprint Series



- R1 - 2nd April - SMSP South Circuit - SCCA**
- R2 - 17th June - Pheasant Wood - MGCCN**
- R3 - 9th July - Sydney Dragway - TSOA**
- R4 - 19th August - SMSP GP - CLA**
- R5 - 30th September - Pheasant Wood - MGCC**
- R6 - 22nd October - SMSP North - JDCA**



“Discussing strategy with Dad under the umbrella” at a HSRCA Summer Festival

It is with great regret that the MG Car Club Sydney Board were required to cancel the Motorkhana practice at Nirimba Parade Grounds on the 26/3/23. This was related to a ruling by Motorsports Australia that this event could no longer be registered as a social event, due to possible injury to participants and or spectators. Even though it was not a competitive event, it would still require a Bronze Level Certified Official to over see proceedings. Our club does not have such an official, and despite looking to other clubs for support at very short notice, the Board deemed that cancellation of the event was the only safe option. Individual MGCC Sydney members already registered for the event will be reimbursed.

Matthew Crawford. Club Secretary

MG CAR CLUB SYDNEY

MOTORKHANA COME & TRY FUN DAY

WHEN: SUNDAY 26th March 2023

WHERE: NIRIMBA TAFE CAMPUS, EASTERN ROAD, QUAKERS HILL

Cost - \$35 PER PARTICIPANT. Time: Start 9:00am and Finish around 3pm

If you're considering doing Motorkhana at the 2023 NatMeet.. mark this date in your diary **NOW** ... this information may be useful in deciding what events to enter when filling in your NatMeet registration

But, even if you're not planning to go to the NatMeet 2023.. this MGCC social event is for everyone in the club to Come & Try.

And if you find you're having fun, you are invited to give Motorkhana a go at the next NatMeet

It's actually simple and fun to drive your car especially after having the chance to practice

So come along on a fun day to practice driving smoothly around some wickets. A timing will be set up, we're simply practicing going in the direction around three set patterns.

Event supported under CAMS Social Permit for MGCC Sydney..... Civil Licence only on the day. L platers OK with licenced 'navigator'.

Bring a picnic lunch, water, chair, hat, UV cream and sensible shoes. Participate – bring your MG .., Daily drive, or just come and watch.

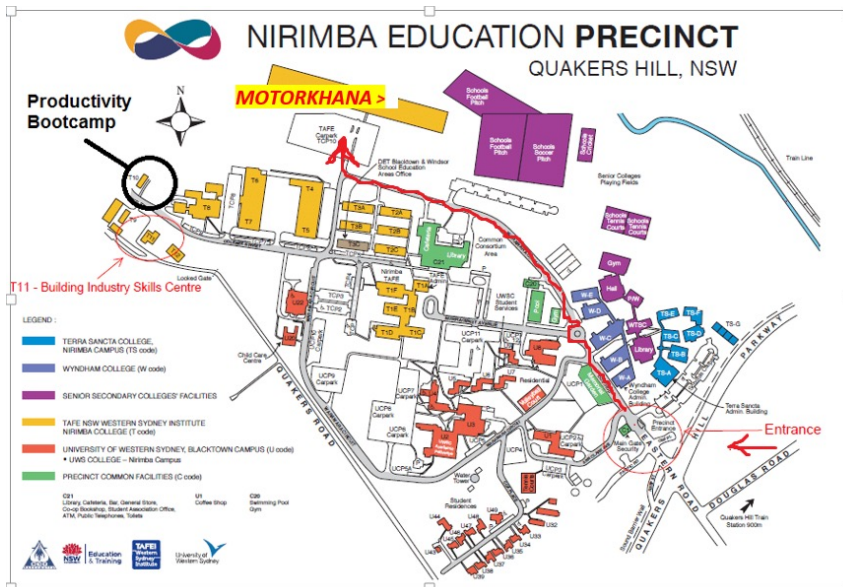
REGISTRATION:

Alan Heritage, MGCC Sydney, Sporting Liason.
Tel: 0418459496 Email: alanheritage@yahoo.com.au

or... Dominic David, MGCC Sydney, Tel: 0414407400

PAYMENT: On Wild Apricot – Noting: "Motorkhana + YourName"

And please phone/email to advise Expression of Interest



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ASHFIELD CYCLES

MG Social Dinner

Balsa Dining Room at Harbord Hotel

Saturday 18 March 2023

Meet: 6:00pm at the venue for a 6:15pm booking.

Dress Code: smart casual

Dinner: Taste of Balsa

Chef's selection of dishes designed to share

Cured ocean trout,

Crispy wood-fired pork belly,

Lemon & paprika rotisserie chicken,

Wood-fired Goldband snapper,

Great sweets:



Cost: \$59 per person ,set menu, drinks excluded.

A \$10 fee will be charged for any refunds/ cancellations after Sun 12 March.

Bookings: By Sunday 4 March 2023 via Wild Apricot. **Limit:** 20 places.

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:

Bank: St George Bank Limited, BSB:112-879 Account No. 043811680

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

If you pay via EFT, you must also email Julie Porter-Stephens at

breakfastruns@mgcarclubsydney.com.au to be added to the event registration.

Touring Run to Lithgow Small Arms Factory



Don Young organised a great day run to Lithgow Small Arms Factory Museum, where we meet up with the ASC Club, with members from Bathurst, Mudgee & Orange, followed by lunch at the Lithgow Golf Club. The museum has a fascinating collection of armament. Thanks for an interesting day out Don.



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The Perth to Sydney Marathon 2022



Following our initial story about the planning for the retracing of the famous 1968 London to Sydney Race, Greg and I had a few requests for details on preparing a car for the proposed 2022 Marathon event covering the challenging 5700 km Perth to Sydney stretch, including 3200 km of dirt roads and seldom used tracks .. and so,

Bearing in mind that after enjoying the experience of a few local tarmac rallies organised through the Classic Rally Club and Historic Rally Club in our daily drive or classic MG, we had watched films of the earlier re-runs of the Marathon and recognised that some serious preparation would be needed to make it across our huge Continent on original "roads"!

1. Sourcing the car

The plan for the running of the Perth to Sydney Marathon was to somewhat align with the arrival date of the 1968 London to Sydney cars in Fremantle for the early December start of their final leg from Perth to Sydney.

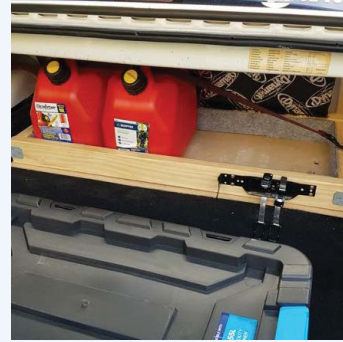
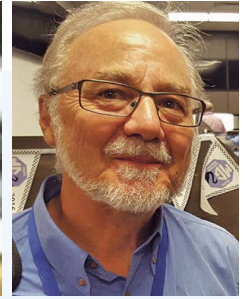
Vehicle eligibility for the Event in order of preference was a.) Vehicles and replicas of those originally participated in the 1968 event, b.) Vehicles and replicas of those originally participated in the re-run of the 1968 event, c.) Vehicles and replicas of other significant Australian rally vehicles such as those participating in Repco Trials, Peking to Paris East African Safaris, etc. and) other vehicles at the discretion of the Organisers.

My first thought was to recreate the Mercedes Benz 280E of the Andrew Cowan entry which won the 1977 re-run of the event. However, after checking out the 280E it was decided to go for a car with fewer (likely to fail) features.. and, after discussions with our local star competitor, Gerry Lister, in one of the three Volvos completing the 1968 event, a Volvo 240 was chosen.. a solid, period car but fitted with air-conditioning to cope with the searing summer heat of the outback!

2. Deciding on the best cabin configuration

Volvo 240 series come in at least three configurations – the 242 two door sedan, the 244 four door sedan and the 245 four door station wagon. Our team of driver (Alan) and navigator/co-driver (Greg) meant that a 2 door version could work. However, the easier access to the two spare rally wheels bolted to the floor where the rear seats were and the tool/ spares and car fridge mounted on a platform above them suggested the four door

sedan would be more practical. A metal barrier was installed between the boot and the cabin due to the storage of 4x 10 litre spare fuel containers the boot immediately behind the rear firewall of the cabin.



Lighter items, like the tent, sleeping bags, spare clothing, survival food and water were also kept in the boot.

These latter items were mandated should we get lost off track and not readily accessible by rescue vehicles!

3.Engine, Transmission & Exhaust

The four cylinder 2.3 litre fuel injected engine of the Volvo does not rank as one of the most powerful internal combustion engines! It does produce a reasonable torque which is thought to be handy on tortuous roads. However, to try and gain a bit more power we explored the option of a turbo addition which was an option on the Volvo 240 GT versions. Alternatively, we were recommended the installation of the sportier camshaft used in the later Volvo 940 and which was chosen as less likely to fail on the marathon. While in the engine bay it was time to replace the spark plugs, ignition leads, water pump, radiator and harmonic balancer. A less restrictive exhaust system was fitted to match the new camshaft.. though the catalyst converters were retained. The automatic transmission with overdrive and the differential were considered durable and so were just serviced with new filters and fresh lubricants. Volvos of this era were fitted with ceramic fuses which are notorious for bad contacts. Each of the 20 or so fuses was removed and the contacts cleaned with fine emery paper.

4. Brakes, Suspension, Wheels & Tyres

Having been told of horrendous road conditions.. of potholes and bulldust along the original roads used for the 1968 event, many of which hadn't been used for several decades, it was decided to raise the suspension with heavier springs and new KYB shock absorbers (the better Bilstein ones being outside our budget!). New brake rotors, brake hoses and brake pads were fitted front and rear and the complete brake fluid system flushed with fresh fluid. Brake lines, fuel lines and electrical wiring were shrouded with corrugated plastic tubing to protect them from sticks and stones.

The Volvo 240 was originally delivered with 14 inch wheels. However, we had been advised that the range of All Terrain tyres available for that size wheel is very limited, while those for the 15 inch wheel used on the next, 740 model were more easily obtained steel wheels through the

Facebook marketplace; these being considered better than the alloy equivalent for rally application. Then it was a question of tyre selection, and this was answered by a long time rally competitor both in the London to Sydney events and Peking to Paris. His recommendation was the Kumho Rally tyre, and the budget was stretched to buy the six required and fitted by a specialist tyre fitter.. they are as "tough as nails" but very noisy on the road!

5. **Fuel Range Anxiety**

Day 1 of our marathon covered 940km with a single halfway fuel stop at Payne's Find (a former gold rush town, but now better known for its fields of gold, wild flowers!). Now, not being completely familiar with the fuel consumption of the loaded Volvo when travelling along dirt tracks in the outback, we did have some concerns about how much additional fuel to have on board to supplement the 60L fuel tank. As it turned out, the additional 40L held in a purpose-built frame in the boot certainly covered us along the whole journey. The other issue was the likely quality of the fuel made available to us. My previous experience of a journey through the Northern Territory and Arnhem Land was that in some situations, low octane Opal fuel (RON 91) was the only fuel available which can cause some modern engines to "ping" dangerously. To deal with this issue, we carried supplies of Octane booster liquid and, in addition, a Volvo mechanic crafted a clever switch on the dash to allow us to tell the engine management computer to adjust the engine timing to switch between high and low octane fuels.

As it turned out the rally organisers provided a list of all the possible fuel stops along the outback route as well as the types of fuel they carried. This proved very useful in planning fuel load each day.

6. **Protection from the Environment**

We were unsure what conditions we were going to face on the Event. We had seen film footage of the hot and dry conditions experienced by the competitors of the 1968 race, driving over rocky outback tracks and through Aboriginal Land and Mining leases. On the other hand much of Australia had been drenched with heavy rains for months before the start of the 2022 Event and we had heard of many road closures. The other issue we faced was the possible encounters with kangaroos, camels, goats, wombats, brumbies... salt bush, tyre-puncturing thorns..

A Volvo 240 bullbar was located in Hobart, shipped to Sydney and fitted to the car in place of the front bumper bar. The bar was kitted out with driving lights, headlight mesh and tow points. Large mudflaps were fitted behind all road wheels, in front of the front wheels (to reduce forward splash to the windscreen) and across the car between the front and rear wheels (as seen on the SAAB cars) to reduce stone damage to rear suspension, brake and fuel lines.

One of the requirements in the choice carried. This proved very useful in planning of a vehicle for the event was to have a functioning air-conditioner. The Volvo had air-conditioner fitted but was scarcely cooling the air, and on the first longer run after buying the car, clouds of grey smoke coming from the engine bay told of a seized A/C compressor and a burnt out compressor belt. A new compressor was fitted and gassed up. Ironically we were calling on the heater for most of the journey!

7. **Tools, Spare parts and Survival supplies**

Two plastic tubs were secured to the platform built above the two spare rally tyres which had been bolted to the floor in place of the rear seats. These tubs contained a range of tools, liquids and spare parts. Lupica Motors, Moorebank had been support to Ross Dunkerton Volvo 244 in the 1969 REPCO Reliability Trial and not only had useful recommendations of parts to carry but also agreed to supply parts on the understanding that any unused parts would be received back. Luckily although most of the parts were unused, some were required to keep us moving.. which we discuss in next month's *Opposite Lock!* In addition to car spare parts, the supplementary regulations for the event required each car to carry food rations, at least four litres of drinking water per crew member, in at least two separate containers, matches, battery torch and sleeping bags/ tent. Other mandated accessories included, first aid kits, two-way radios, satellite phones, fire extinguishers, hi-viz clothing, safety triangles, recovery tow points.

8. **Instrumentation**

A good UHF radio was the prime requirement for the journey.. and it got well used. Luckily during a similar rally in a Citroen 2CV in 2016 I learnt a lot about the best installation of the radio.. particularly the antenna. I was told it is best mounted in the middle of roof which places it as high as possible and in the centre of a large metal panel. The other advice was not to leave the antenna cable coiled .. but rather to shorten it with a straight run to the UHF radio or at least to spread the cable out around the interior of the car. It worked well for us. A custom dash instrument cluster was built into the existing dash fitted with switches for the UHF radio, spot lights, small compressor fridge plus plenty of USB outlets for charging phones, etc. A Uniden in-car dashcam was purchased in Perth to replace the malfunctioning old unit. A TyreDog Bluetooth tyre pressure and temperature monitor was transferred from my Prado tow car and a low battery situation was overcome by the generous donation of replacement batteries by John and Marian Crighton of the retiring MGB GT. Another aid fitted to the car was an EngineGuard monitor which gives a readout of the engine temperature with an audible alarm should the temperature run high due to a split radiator hose, broken fan belt, etc. A great unit built and sold by a Queensland guy.





was COVID postponed to 2022. However, the requirement for the cars to be completely empty of tools and personal possessions wasn't going to work for us. Another option of sea transportation was considered but the vagaries of shipping cancellations and dock strikes ruled out that idea. Rail transport to Perth is now only available from Adelaide. In the end there arose two small car transport companies with car enthusiast owners who agreed to transport the cars kitted out for the event. Unfortunately, a few of the cars were slightly damaged in transit but not bad enough to prevent proceeding on the event. Also, one of these operators actually followed us back to pick up any cars which "failed to proceed" ... and they were kept busy!

9. **Getting the Volvo to Perth for the start**

Most the 73 entrants to the event decided to transport the cars to Perth, be they from Brisbane, Sydney, Melbourne, Adelaide or somewhere in between. We in Sydney were initially locked in to a car transporter in 2021 before the event

10. **Conclusions**

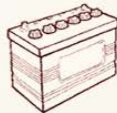
While most of the entrants were complete amateurs, more used to weekend outings with our local rally clubs, there were a handful of entrants who had either participated in the original 1968 London to Sydney event, the later follow up trials or even Peking to Paris marathons. We stood in awe of their achievements. As it turned out the conditions we faced in the 2022 event was considered challenging even by those seasoned drivers.. but we will leave you to read about that in the next issue of *Opposite Lock*.

Alan Heritage & Greg Fereday

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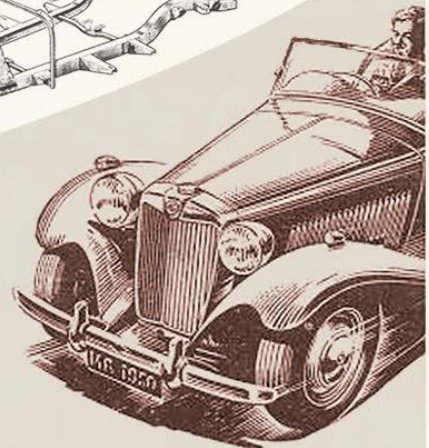
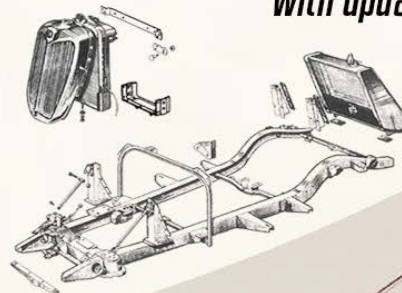


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2023 MG National Meeting 7-11 April



January Update

www.natmeet2023mgcc.com.au/



Registrations have now been open for over a month. The registrar has been kept busy processing over 100 registrations. The standard registration fee applies for another month. After this a late fee will be charged.

There have been several questions about Motorsport Australia licence requirements. As per section 4 of the National Meeting Supplementary Regulations, competitors must: possess a current Motorsport Australia licence, minimum of a Motorsport Australia Speed Licence for the Super Sprint, Motorkhana and Observation Run events, and a Motorsport Australia Speed Junior Licence for junior competitors in the Super Sprint and Motorkhana events. You do not need a motorsport licence for Concours, Kimber Run or the Social Tour.

The link to the Motorsport Australia (formerly CAMS) website to obtain a licence is <https://motorsport.org.au/licence>. Since a Motorsport Australia review on licencing, single event and non-speed licences no longer exist. The minimum licence is a speed licence. This is very annoying to many people who compete in a small number of events; however, this is how Motorsport Australia now issues licences.

In this update we are providing information about the social events.

The first social event is the **Noggin 'N' Natter** which will be held at the Festival Function Centre, Findon on **Friday April 7**. This event gives you the opportunity to catch up with fellow MG enthusiasts, some of whom you may not have seen for several years. Food will be provided at tables.

Once you have been fed you can take part in or spectate at the Rocker Cover racing. The rules for constructing a Rocker Cover Racer are in the Supplementary Regulations.

Saturday is the **Concours**, being held at Wigley Reserve, Glenelg. This is, of course, always a highlight and attracts attention from the public and owners alike.

Saturday night is the **Theme Night** at The Stamford Grand in Glenelg. The theme for this year is "A night at the movies, Disney style". Fancy dress is not mandatory but you may feel left out if you do not try to match your clothing with the theme. The name Disney suggests lots of Mickey Mouse ears, perhaps some ducks in sailor suits or muddled Goofy look alikes. Google Disney Movies and you will be surprised at the range of possibilities. If your club representation is eight people, what about Snow White and the 7 Dwarfs? Did you realise that Cool Runnings is a Disney movie? Word of warning, the dining room is on the first floor and a 4-man bob sleigh may not fit in the lift. The Disney studios have also produced pirate movies so you can dig into the wardrobe and resurrect your costumes from the Pirates of Abbingdon night at the 2010 National Meeting. During the night the class trophies from the Concours will be presented and there will be spot prizes for group and individual costumes.

Sunday, the Motorkhana will be staged at The Bend Motorsport Park at Tailem Bend, and for those looking for a gentler pace, the Kimber Run will end with lunch at the Hahndorf Oval. If you haven't been before, this Adelaide Hills town is a prime tourist spot and well worth a lengthy wander during the afternoon.

Sunday night is a free night. You can have a quiet night after a hectic day at the motorkhana or the Kimber run or you can join with others at an Adelaide restaurant.

Monday. Back to The Bend for the Supersprint, coinciding with the Observation Run and Social Tour which will end with lunch at the Lobethal Bierhaus, who are also a sponsor and have arranged a special National Meeting bottling of a fine brew as a souvenir of the event.

Monday night is the Presentation Dinner which will be held at the Festival Function Centre, Findon, the same venue as the Noggin 'N' Natter. Traditionally National Meeting participants gather in their finest clothing to have a meal and collect trophies from the Motorkhana, the Super sprint and the Observation run. After this has been completed, the winners of the perpetual trophies will be announced, culminating with the presentation of the John Wratten Memorial Trophy to the best performing club at the meeting.

Tuesday morning is the Farewell Breakfast which will be held at The Stamford Grand. The last time the Farewell Breakfast was held at The Grand in 2002 and the food was excellent.

Enquiries about registration can be sent to our Registrar, Chris Bray,

Registrar2023natmeet@adam.com.au

The National Meeting website is a primary source of information and contacts for the event and is updated as more details become available, so check it out at

www.natmeet2023mgcc.com.au

If you haven't booked your accommodation I urge you to get onto it ASAP! Adelaide is hosting the AFL Magic Weekend featuring all teams from April 13-16, the weekend after Easter and this also falls within School Holidays from most Eastern states so there is likely to be very strong demand for hotel/motel rooms. The Stamford Grand at Glenelg, for example, is filling up fast. Straight after the footy is the LIV Golf Tournament at Grange which will put further pressure on accommodation.

There has been a request from visitors for Trailer parking over Easter, and Peter Micklem in Hahndorf has some space available. His contact details are pbmicklem@gmail.com or 0411238514. The Bend Motorsport Park has also confirmed trailers can be left there but at owners' risk.

Further enquiries can be sent to:

Tim Edmonds, President, Chairman2023natmeet@adam.com.au

Chris Bray, Registration, Registrar2023natmeet@adam.com.au

Sandra Cardnell, Secretary2023natmeet@adam.com.au

See you in Adelaide this Easter!!

Tim Edmonds. President, MG Car Club of SA.

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National Meeting Adelaide 2023

Ros Bastian

This will be the last update before the 2023 National Meeting in Adelaide .

Travel Plans

Please, if you know what your travel plans are so I can put together a list for people attending the Nat Meet to provide an opportunity for people to get together and travel in convoy.

John and I are doing a little sightseeing on the way including driving the Great Ocean Road, visiting the Coonawarra wine region and spending a few days exploring Kangaroo Island. As I have mentioned before, a National Meeting in another part of the country gives you an opportunity to explore that part of our fantastically varied and beautiful continent.

Leaving Melbourne you can explore the wonderful scenery along the Great Ocean Road. Travel via the Princes Highway over the West Gate Bridge to the bayside city of Geelong.



From here you can take the Surf Coast Highway to the famous surf town of Torquay. For over 400 kilometres, from Torquay to Nelson on the South Australian border, the Great Ocean Road provides some of the most impressive coastal scenery in Australia.

You can find all the information you need at the following site: <https://www.visitvictoria.com/regions/great-ocean-road>

The National Meeting

The South Australian Club obviously has the preparations for this year's Nat Meet well in hand and are in full swing, with registrations now open. The following link will take you directly to the registrations page.

<https://natmeet2023mgcc.com.au/registration.html>

[Bulletin 8 is posted above.](#)

Themed Dinner – Saturday

Please, make the Sydney Club look well prepared and coordinated by coming dressed as either Mickey or Minnie Mouse or any other Disney icon of your choice . If you don't usually 'dress up' try to make an exception this year. All you really need is a red skirt or shorts and white t-shirt and some ears. Ears are sometimes available at Kmart. I will have a few extra sets of ears available on the night, just in case you forget yours!



Any other Disney character of your choice would obviously be welcomed. Let's dress up & have fun.

Accommodation

Our club is booked into Morphetville Motor Inn, so if you are attending the Nat Meet then move quickly to secure this.

Morphettville Motor Inn

444 Anzac Highway, Camden Park, Adelaide

08 8294 8166

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

If you are still hesitating about attending the Nat Meet then hesitate no longer. Sign up and be part of the fun and friendship of a Nat Meet and help represent the Sydney club.

Looking forward to seeing everyone in Adelaide.

Ros Bastian

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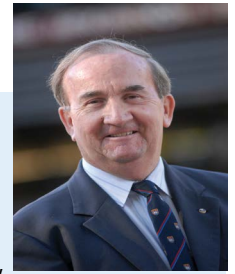
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February 23 was a month of genuine activity for our classic cars (at last!) and the Illawarra register members from both The Jaguar Drivers Club of Australia and the MG Car Club of Sydney, as usual combined events to attend the Lions Club sponsored Gerringong Car Show held at the Mick Cronin Oval at Gerringong. A truly delightful and classic country sports ground.

Register members from both Clubs participated, with 11 cars attended with a mix of Jaguars and MG's on display.

The event was well organized and conducted, and many of us wandered across to the Main Street of Gerringong, where the Saturday markets were in full swing.

The cars RV'd at an approved rest area between Shellharbour and Kiama, departed there in convoy at 8.30am, and were parked on location in the Car Show by 9 am.

The weather was hot and sunny, and there was a wide range of cars and trucks on display. All in all a very good day.

We are pleased to report the email received within a few days of the weekend from the organisers reproduced in full :-

Report from the Event Organisers:-
"Ron Critcher OAM Illawarra Register Secretary JDCA

Good morning all,

Well now the dust has settled the Lions Club of Gerringong would like to pass on our thanks and appreciation for your participation on Saturday at our Car event. Almost all that advised they would come did just that with approximately 300 vehicles in attendance.



Didn't we have a fantastic variety of vehicles on display. The four category winners were most deserved voted on by you and the general public. I could have chosen those or another 20 vehicles I thought were show stoppers. Having said that it is not the trophy cars that make the day it's all the balance of cars that seem to have come out of the woodwork for this event. So thanks for sharing your toys with us.

On the day we announced we had financial support from Gerringong Automotive, Shannon's, local farmers the Baileys, raffle ticket prizes from Prized Pieces and Bowden's Own Car Care Products plus a very generous donation from one of your fellow car clubs VW Owners Club NSW (well done and many thanks to them). I don't yet have the final figures for the money raised but we know its above \$8,000 and maybe \$9,000 all of which will go directly to Lions Childhood Cancer Research.

Thank you all very much, we hope you enjoyed the day.

Keith Watson (on behalf of)
Lions Club of Gerringong "

My thanks to Ron Critcher- who basically organizes the program of events for both of the Illawarra registers, and my personal thanks to all of you who support our events, enjoy the photos

Michael Hough
Illawarra Register Secretary



Photos from the Gerringong Car Show



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Why do I need a log book?

A log book allows you to use vehicles registered under the Historic and Classic Vehicle Schemes for up to 60 days per year for maintenance and personal use (general use), outside of club-organised events.

Each day of general use must be recorded in the log book.

Who must fill in the log book?

A person responsible for the vehicle can fill in the log book. Only one log book entry is required per day, even if there are multiple drivers.

The daily entry expires at midnight on the day of the log book entry.

The person making the entry in the log book must write their full name and signature each time.

What if I get a log book part way through the existing registration year?

Days of general use are calculated pro rata based on remaining registration as per below:

Remaining registration	Number of days
Up to 3 months	15
Over 3 and up to 6 months	30
Over 6 and up to 9 months	45
Over 9 months	60

- This same calculation is applicable if a replacement log book has to be issued.
- You can use the number of days you are eligible for at your discretion throughout the registration period.
- This table is not relevant when you have a full year of registration and have opted in to the log book scheme.

When do I need to carry the log book?

The log book must be carried in the vehicle at all times when the vehicle is being used. If you are towing trailers or caravans that are registered under the Historic Scheme, separate log books are required and also must be completed and carried.

When do I need to carry the Certificate of Approved Operations?

The certificate is issued to all vehicles registered under the Historic and Classic Vehicle Schemes. It must be carried in the vehicle whenever it is in use, including when using the log book and during club organised events. As with the log book, the certificate of approved operations for trailers or caravans that are registered under the Historic Vehicle Scheme must also be carried.

Do I need to fill in the log book when driving interstate?

Yes, the rules applying to log books and club event use still apply when driving interstate. When interstate, the NSW rules must be followed.

Can I go on a long trip (multi day)?

Yes, provided that each driving day is recorded in the log book. For days when the vehicle is parked up (not driven) a log book entry is not required.

What happens if I use up all of my log book days?

If you use all of your log book days within any given year of registration, you will be limited to club runs only. When you renew your historic or classic registration, another log book will be issued and you will have another 60 days of personal use for the new 12 month period.

Historic and classic vehicle log book and club run scenario

A club run is an event that is publicised in advance, and then recorded by the club's secretary in the club's official diary or meeting minutes. It can include travel from the member's home to the event starting location and return.

Scenario: A club run is planned to go from the members' homes to a park in Merrylands, a central meeting place for all club members. From there, the club members will drive to Wollongong lighthouse and back again. No log book or log book entry is required for this club run provided it is declared to be an official club event. However, if a member decides to leave the club run and travel to Kiama before returning home, a log book entry would be required. For non-log book clubs and members, this deviation would not be permitted.

How do I opt in for a historic and classic vehicle log book?

For historic registration you must be a member of a club listed on the Transport for NSW list of recognised historic clubs, and for classic registration you must belong to a club affiliated with one of the four approved organisations.

To opt in you need to attend a Service NSW service centre and provide:

- proof of identity such as a NSW driver licence
- current Certificate of Conditional Registration (if available)
- current Certificate of Approved Operations (if available)
- and complete a change of record form.

You can opt in at any time and there is no additional cost.

What if a club has not opted in for the historic vehicle log book?

Clubs and their members that have not opted in for the log book can only use their vehicles for club runs and maintenance trips. If a club opts out of the log book, the club members are then also limited to club and maintenance runs only.

Alternatively, historic vehicle owners can join another club that is participating in the log book scheme. Participating clubs may also have club rules or bylaws relating to the use of vehicles within their club.

For more information visit the historic and classic vehicle web page <https://bit.ly/3q272qg>.

Members please note : The MG Car Club Sydney has opted into this scheme for the benefit of members to enjoy our cars as much as possible. Please abide by the rules as there are penalties if they are abused .



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granville2@bigpond.com to order.

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



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

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



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

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

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 : Only \$45.



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Pre-War MG Register, MG Ts & Ys

MG Car Club Canberra Inc (MGCC Canberra) and the Pre-War MG Register of Australia extend a warm invitation to the owners and custodians of Pre-War, T Type, and Y Type MG cars to a socially oriented event to be held in Canberra

Friday 29 September 2023 to Monday 2 October 2023.



The event aims to bring together the biennial Pre-War MG Register Rally & the MGCC Canberra MG TYme celebration of these MG cars.

Eligibility for Registration

The event is for the owners and custodians of Pre-War, T Type, and Y Type MG cars to enjoy social and motoring activities focussed on these cars. Registration will therefore only be open to the owners and custodians, (and their partners of course) of Pre-War, T Type, and Y Type MG cars.



While there will be 'public events' for other MG enthusiasts to enjoy, and the cars will travel on public roads, MGCC Canberra regrets that registration will not be available to enthusiasts or other interested persons who do not own, or who are not custodians of an eligible car.

<https://mgcccanberra.org.au/events/the-canberra-mg-rally-2023/>



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The story of the real Sebring/Le Mans Works Car



Many club members have driven the club's red MGB Sebring/ Le Mans replica race car number 39 enjoying its racing appearance, power and matching noisy exhaust. But it must be remembered that the club's car is a replica of an actual racing car. The real car, a 1965 MGB still exists, still carries the race number 39 and still has its original UK numberplate DRX 255C. This is the story of the real car's brief but successful racing career in the hands of works drivers, its limited exposure to Sebring and its racing activities.

The real MGB race car that our club's car is based on started life as a works car. Works car means that it was built, maintained, sponsored, and entered in races by the then British Motor Corporation (BMC). The concept of work cars began in the 1920s and 30s when MG realised that publicity and sales of their cars could be enhanced by winning races. They began to support some of their customers whose cars were successful on the track by supplying go faster equipment, tuning and technical support etc. The publicity gained was so successful that BMC developed a Competition Department that built and raced cars entered under the BMC name. However, following the Le Mans tragedy in 1955, BMC management banned works racing participation and it was only in 1963 that a semiprivate MGB had work's support. Full BMC work cars returned to racetracks for the first time in the 1965 racing year. And so it was, that in 1964, BMC's Competition Department pulled an MGB bodyshell off the production line and began to build the race car that became number 39, UK registration DRX 255C for the 1965 race season of which our club car is a replica.

The build sheet for car No 39, a righthand drive car, is held by MG historian Wilson McComb. It states that the engine was modified to a capacity of 1800 cc and fitted with a strengthened crankshaft and flywheel. To this a gas flow cylinder head, a special manifold, a weber carburettor and other modifications were added. Most of this equipment was off the shelf items held by BMC at the time. It gave the car a top speed of around 126 mph and a comfortable cruising speed of around 100 mph. A 20-gallon fuel tank was fitted along with special fuel pumps which gave the car approximately 14 mpg and a range of around 250 miles. The car was painted red, but a good number of the regular body panels were replaced by aluminium ones. A

fiberglass hardtop was fitted with a roof vent that reportedly came from an Austin A35 van!

Of special note was the fitment of a "drooped-snout nose cone" to the front of the car designed by BMC engineer Sid Enever. When racing under the British Motor Corporation name, the nose cone was affixed. The lightweight cone gave the car improved aerodynamic qualities. It was removed from the car when BMC sold it and has run with standard bodywork ever since.

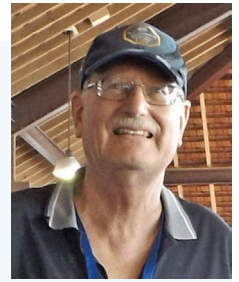
The car's build was finished in 1965 and it was one of 3 MGBs shipped to the USA for the March 1965 Sebring 12-hour race. However, it should be noted that the car never raced at Sebring when owned by BMC. It is recorded in the race records as "Pre-Race Practice Only". It seems, with hindsight, that BMC were only testing, developing, and saving the car for Le Mans? Of

the other two works cars shipped to America at that time to race at Sebring, number 49, reg BMO 541B came 25th overall and second in class, while No 48 DRX 256C (the sister car to No 39, DRX 255C) came 32nd overall and 6th in the GT class.

Both cars were driven by American drivers.

MGB Number 39 was then shipped to Sicily for that year's Targa Florio. Once again it was not raced but only used for practice. Instead, BMC entered an MG Midget number 44, reg 771 BJB, which came 11th overall and 2nd in Class. No doubt No 39, was extensively tested over the 45-mile Targa Florio circuit while BMC were racing there.

The car was then shipped to Le Mans, at Sarthe in France for the annual 24-hour race on the traditional de le Sarthe racetrack. Surprisingly, the car was BMC's only entrant in the race. Two BMC works drivers were sent over to drive it. They were Paddy Hopkirk (who had joined BMC after driving careers with both Rootes and Triumph) and Andrew Hedges (an Olympic bobsledder who turned to car racing initially with Comstock Racing, i.e. the unofficial Ford racing team, and later with Healey Motors before joining BMC). Both drivers qualified the car for the race and devised a simple race day plan. They would divide the 24 hours into 10 sessions of 2 hours and roughly 20 minutes each which would enable them to share the driving, refuel and maintain an average speed of around 100 mph. At the race, the car ran almost faultlessly throughout the day and night. It did however, after around seven hours of racing, sustain a tyre blowout and some body damage, the car making it back to the pits on the wheel's rim. The blown tyre resulted in two further unscheduled stops, one for the replacement of a broken stoplight and another to wire up the exhaust pipe which started to drag on the road when cornering. Never-the-less the car completed 283 laps of the Le Mans circuit, a total distance of 3,726 Kms.



Out of the 51 cars competing, the MGB came 11th overall and 2nd in the GT class. This was just behind a Rover-BRM turbine car driven by Graham Hill and Jackie Stewart.

Now it must be asked - how can a 125 mph MGB sports car come in winning 11th overall against the new generation of cars like the Ferrari 250 LM, the Porsche 904/4, Ford GT 40s, and AC Cobras that were being introduced to race circuits at that time. Remember, 1965 was the days of Ford versus Ferrari with Ford GT 40s regularly clocking 212 mph down the main Mulsanne straight of Le Mans. The answer is reliability. Out of the 51 starters, only 14 finished.

Years later, when reunited with No 39 at a race meeting at Silverstone, Paddy Hopkirk, said:

“Up against full racing sports cars the MG could only hope to do well on reliability and Le Mans has always been an endurance test where reliability comes foremost. To win anything at all we had to finish, and it was the reliability factor which helped to move us up the leader board. I suppose after the start we must have been virtually last, but after the first few hours we moved our way up the field as others blew up.”

The performance differential between the cars was also making the race dangerous as the slower cars had to keep out of the way of the faster ones. As a result, No 39's appearance in 1965 was BMC's last race at Le Mans.

It is not clear what happened to No 39, in the days following its success at Le Mans. There is some evidence BMC shipped the car to Mugello which, in 1965, was a Targa Florio like road race through townships in Florence, Tuscany, Italy. The race counted towards the 1965 world sports car championship in which BMC came 3rd in division 2, (2000cc class). However, No 39, was not a race entrant at Mugello that year. The car does not appear to have been entered by BMC in any more international races or rallies. Indeed, in 1969, following two works MGCs and one works MGB competing at the Sebring 12-hour race, BMC - by then called British Leyland - announced the closure of the Competition Department. The three Sebring MG cars of 1969 never returned to England and presumably any remaining works cars were sold off.

Trying to trace the history, whereabouts, and provenance of a works MG once it left the British Motor Corporation is fraught with rumour and misinformation. For example, people all over the world might tell you either “it is in my garage” or “it used to be in my garage, but I sold it to someone who's name I cannot remember” or “that car was wrecked years ago”. All these statements may have some relevance to MGB No 39. It is also possible there are many more replicas of the car than the one held by the club, to confuse people's memories. What follows is the best traceable scenario of the car's history post BMC (or British Leyland) ownership:

In the later part of the 1960s, the Competition Department sold the car to Mr Alex Poole, a former BMC works driver and owner of a large BMC dealership in Dublin. The car was shipped to Ireland and Mr Poole first had to repair some body damage sustained during its (rumoured) time with BMC at Mugello. It is assumed that Mr Poole raced the car at various club events in Ireland. It next came to prominence in 1970 when

a Mr Andrew Nielson won the Irish Modsports championship in the car for that year. It is not clear if he owned the vehicle or simply drove it for Mr Poole. Unfortunately, Mr Nielson had a serious accident in MGB No 39 while participating in a hill climb. The car ended up reportedly on its roof and was apparently very badly damaged. The car was subsequently rebuilt and next turned up in the ownership of a Mr Bob Shellard a British racing club driver who had been racing MGBs for some years. Mr Shellard put the car up for sale in England in 1972. It was purchased by Barry Sidery-Smith, a well-known UK racing car driver and well-liked member of the UK MG Car Club and car racing fraternity throughout Europe. He already owned another works MGB and recognised and loved the provenance of MGB No 39. He and his ex-works MGBs became well known and well-travelled, as he competed at events throughout England and Europe. MGB No 39 in particular was, and still is, a regular at the UK Goodwood revival. He also had a long association with Le Mans. He returned with MGB No 39 a number of times for parade laps and support races. He also entered the car in the annual 24-hour Classic Le Mans events when they were introduced. While competing in the Classic for 2002, he collided with a stationary E-Type Jaguar at high speed severely damaging No 39 and putting him in hospital. While he was recuperating, his friends and supporters raised some 20,000 UK pounds to have the car rebuilt. They were even able to source some aluminium body panels from Germany. As a result, Barry Sidery-Smith and MGB No 39 were back competing in the Classic Le Mans event in 2004. Sadly, Barry Sidery-Smith passed away in 2017.

Today the car is owned by his daughter Heidi and maintained and regularly raced by a group of his family friends and supporters.

And so, after 58 years, the car survives. It has been in many people's garages, sold quite a few times and basically written off twice. Its provenance, particularly its outright and class placing at Le Mans, and its subsequent racing history have made MGB No 39 UK reg DRX 255C one of the most famous MGB racers of all time. *Frank Perry*



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MG TF 1500 1955 Model.

Car has been fully restored: chassis/ running gear, suspension, brakes, trim & upholstery, mechanicals etc. Successfully displayed at Club gatherings and has been runner-up in 2022 Concourse.

Painted in original cream colour with red leather trim.

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Photographic and records of restoration available for perusal.

Insured by Shannon's for \$51,051 Club Historic Rego.

Location: Annangrove, NSW.

Price: Consider any realistic offers

Contact: Graham Hayton. 0409 397 028 grahamhayton05@bigpond.com



1979 MG MGB Roadster

Serviced regularly & in excellent condition.

Manual transmission & runs well.

Odometer: Driven 50,724 km

Exterior colour: Red

Interior colour: Black

Fuel type: Petrol

Registration: BR4 8CZ

Location: Sydney

Price: \$25,000

Contact: Tim Campbell 0408 407 933

cast2tim@gmail.com

Classifieds - Cars



1974 MGB

UNFINISHED RESTORATION PROJECT

A left-hand drive 1974 rubber nosed MG that was bought as a restoration project and not finished. The car was partially dismantled, sanded back and undercoated a few years ago, but the project did not progress from there. Some surface rust has now appeared but the car is otherwise straight and complete. It just needs someone to bring her back to life. I would like to see it go to a good home where its restoration will be finished. I am open to reasonable offers.

Location: Picton

Contact Kelly Jeston 0434 633 997
fjscheeky@gmail.com



MG TF 1954 1250cc

Great looking car in good working order.

Location: Brookvale

Price: \$45,000.

For further information.

Contact: David McGee,
0418 439 574,

dam0207@rocketmail.com.



1975 Triumph TR6 Roadster

6CYL, 2.5L Petrol, 150hp. Fuel Injection, 4 speed manual with J-Type overdrive.

Laminated windscreen, head rests, heater, radio/cassette player, lap sash belts, black tonneau cover.

A real collectors vehicle which looks outstanding & drives well. Up to Concours standard and probably unique in Australia.

Full body off re-build without compromise (every nut and bolt replaced), completed in 2004.

Current owner purchased in 2004 & garaged uncover in Southern Highlands, only travelled about 2,500km since re-build.

Rego ARA-87R till 13 July 2023.

Carmine Red with Black Interior.

Excellent Yokohama tyres and chrome spoke wheels.

New battery fitted April 2022.

British motor industry museum certificate and manufactured in the last production run of P.I model on 7 February 1975 (5th last built).

Chassis number CR6696-0.

Believe imported by Leyland Motors for Sydney Auto Show, 1975. Extras included in price

Rare, one piece (unpainted) factory steel hardtop with glass.

Spare set (4) original factory wheels with as new Michelin tyres.

Various TR6 manuals.

Location: Southern Highlands

Price: \$60,000 ono

Contact: Dennis 0419 596 979



MG YA Saloon 1945-1948

Genuine barn find.

Car/chassis No. Y-3602

Body No. 2758

Eng. No. XPAG/SC/X13454

Complete car ready for rebuild/resto.

Colour black with green interior.

Location: Springwood

Price: \$7,500 Neg.

Contact: Russell Turner

0419 980 030

rturner.architecture@gmail.com



1936 MGSA Sports Saloon

Early English import, with matching car/chassis No. SA 1852 and Eng No. QPAG 2125

This is a 98% complete car that requires a rebuild/resto, with only a few minor auxiliary bits needed to bring it back to its full magnificent self.

Some work already carried out and an excellent opportunity to obtain a rare highly sought after 6 cylinder MG.

Black with cream interior.

Location: Springwood

Price: \$21,500 neg

Contact: Russell Turner

0419 980 030

rturner.architecture@gmail.com



Classifieds - Cars



1968 MGB

On club plates.
Recent significant engine work.
Runs beautifully.
No rust.
4 new tyres in August 2022.
New fuel pump August 2022.
Roof in good condition
Seats need to be recovered.
Price: \$25,000 ono
Location: Armidale
Contact: Diane Clark
0414 775 944
theclarks2572@gmail.com



1964 MGB Roadster

The vehicle has been garaged for the past 40 plus years, it's currently unregistered but driveable. Would make an ideal restoration project. The vehicle is complete and includes information guides on the restoration process. A very driveable and fun vehicle once registered.
Motor: 1800cc, 5 bearing crankshaft, Gearbox: 4 speed manual
Colour: Championship Red
Soft top & tonneau cover
Door panels & skins (left & right)
Sill panels, variety of spare parts
Variety of literature on the marque including a workshop manual and restoration guides
2 by Dominion 4 point harnesses
Price: \$25,000 negotiable
Contact: Brian Chisholm
0422 002 925

Classifieds - Parts



MGB

Boot lid & rack \$550
Wheels & tyres \$550
Nankang 165/80R14 845
Contact:
Phillip Bruce 0407 910 106
cheryl.waygood@icloud.com



4.1 Crown Wheel & Pinion, banjo rear axle 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.
Location: North Sydney
Price: \$275
Contact: Tim 0435 727 869.
tim_sullivan@hotmail.com



MGB Hood Frame

c1970 & complete with tattered material. Selling for a third party.
Price: Offers over \$100 please
Location: Newcastle or Central Coast on request.
Contact: Rob Dunsterville
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robertanddenny@gmail.com



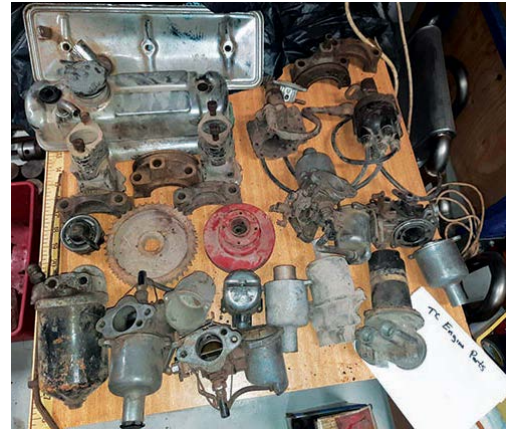
MGB Hard Top. FREE

MGB Hardtop needs good home. Needs some TLC, but should be easily restored.
Appears to be complete except for the front clips to hold it to the windscreen, but never fitted.
It's yours for a carton of beer... (surprise me).
Location: Near Bathurst. Collect.
Contact: Ross Chapman
0408 826 650
Roscosusan@bigpond.com



MGB.1968 Fuel Tank. FREE

Solid, but in need of refurbishment.
Location: Manly for collection
Contact: Tim Evans
0411 530 441
tim@oceanbeach.net.au



TC Gear Box, Morris 10 Motor

TC Gear box . Price: \$500

The motor is out of a Morris 10, but not complete and the same as a TC, the rocker cover is missing, oil filter, and oil filter clamp. But the head, rocker gear and other parts are available.

Price: \$600 for the motor and motor parts.

Many other parts available- negotiable.

Location: Collect Dora Creek. About 1 hours drive north of Hornsby.

Contact: David Phillips 4973 4202. phillips47@bigpond.com

MG F Factory Workshop Manual

The original 2 volume 848 page in good condition. The car has gone [very regretfully] so the manual should find a new home.

NEW

Price: \$300.00. Collect from Parramatta or can post.

Contact: Dion Durston 0429 035 754. dion1066@gmail.com



NSW full registration plates MGA 003. I am about to sell the car these are attached to. I will transfer plates to another car or place on hold with RTA in the next few weeks.

The plates can be transferred to your car or if for a future date placed on hold with Service NSW for up to 12 months.

Location: Surry Hills. NSW Price: \$1000

Contact: Bruce Ewan 0432 096 493 bruce.ewan1@gmail.com

Wanted

Spring based replacement suspension set up for the MGF.

I'm a longstanding MG owner in the UK and a member of the UK MG Car Club for forty years. The MG Centre in Sydney used to manufacture a spring based replacement suspension set up for the MGF. I recently contacted them only to find it's no longer available new. I emailed Stuart at the MG Centre who was helpful.

Do any of your club members have an unwanted used set up they would be prepared to sell?

Contact: David Prescott. Lancashire England. UK
idblcouk@gmail.com

NEW

MGTC Engine Components

A significant collection of MGTC engine components after selling my father's race car:

Two TC blocks

A race prepared head, ported and with larger valves

Standard TC head

Lightweight TC flywheel

1x crankshaft, Two TC differentials

Four TC axels, Two TC hubs, TC sump

High capacity TC water pump

A TC block with a minor crack that was advised as repairable.

Brake drums, Clutch plate

1.5-inch SU carburetors to suit MGA

TF pistons, Sprite/Midget differential

Lever arm shock absorbers, Tail lights

TC block leak down tester

Contact: Daniel Pauperis

0437 458 208

fvee91@yahoo.com.au

Wanted - Cars

MG TF 1500 IN CONCOURS CONDITION

Contact: Peter Anderson

0428 464 738

peteranderson17@bigpond.com

MG B 1964 Mk 1 R/H ¼ window (ventilator) with frame .

Contact: Barry Sutton

0410 739 862

b_sutton@tpg.com.au

1968 MGB Roadster.

Boot Lid

Location: Glenbrook

Contact: John Cantrell

0408 245 892

(02) 4739 8034

john@australian-4x4.com.au



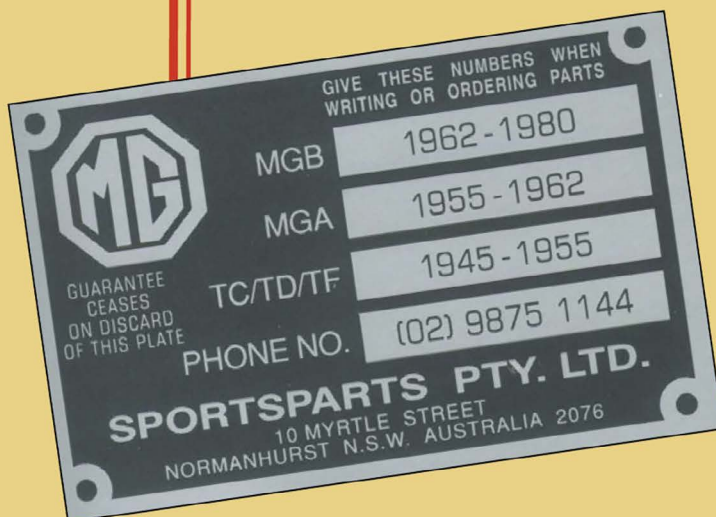
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