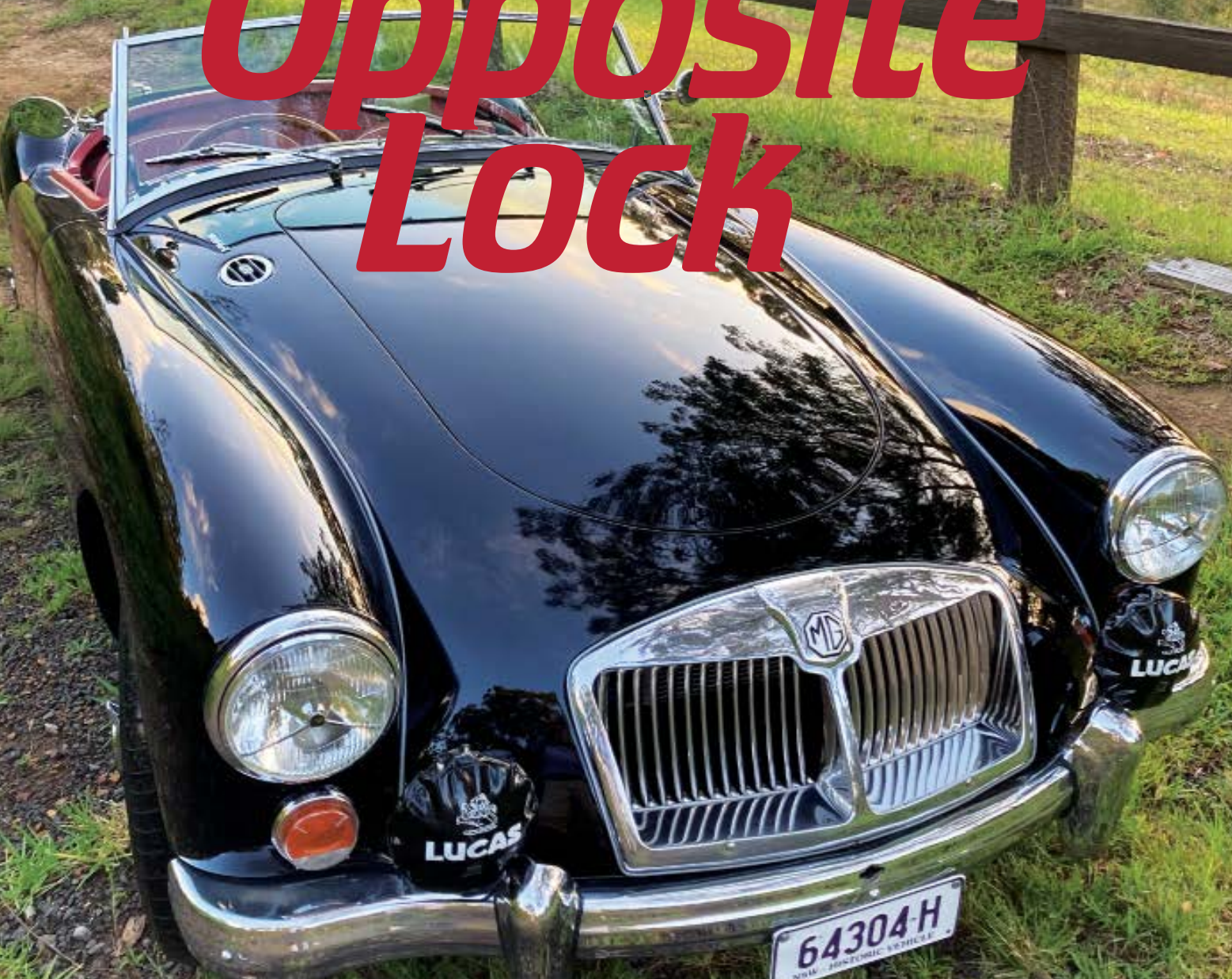




Official Journal of the MG Car Club – Sydney

Opposite Lock



April 2023

In this issue

Barlow Museum Run

The Marque of Friendship

Perth to Sydney Marathon

Breakfast Run to Avoca
Beach

MGCC Sydney Club Calendar 2023

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
- 30 Breakfast Run Julie Porter - Stephens

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
- 12 Members Gathering, Strathfield Golf Club
- 17 All British Day, King's School TBC, David Noble
- 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,
- 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



April President's Report

Always an exciting month with the MG National Meeting happening.

I would also like to welcome our new members to the MG Sydney Car Club.



This year we commence the month with the MG National Meeting being held in Adelaide.

Numbers this year are considerably down compared to previous years. This is somewhat disappointing as the team from SA always put on a good event.

The Easter event this year promises to be no different. Don't forget, the theme for the Saturday night dinner is Disney, and Mickey & Mini Mouse are our team characters.

However be yourself and do your own thing, be outrageous and if being a mouse is not your thing, be Walt or one of his great characters. There are many more wonderful charterers you could be.

A number of us will be travelling to SA via Hay Wednesday through Thursday next week, if you are looking to join up with us please give me a call.

For those of you who are irritated by the sporting license saga that is plaguing our planned observation events, please be aware this is an Australia wide issue, and most clubs are preparing responses to the sporting body.

This item will be on the agenda for the delegates meeting at the conclusion of the National Meeting in Adelaide.

Whilst on National Meetings, I have been greatly encouraged by the increase in volunteers for next year with us hosting in Tamworth for the Centenary Event. Thank you.

We will require a solid team so, if you have the time and would like to help, please get in touch with one of the Board members.

To assist in allocating you a job, it would be helpful if you would nominate your skill set or area of interest.

As the majority of the Board will be away in Adelaide when the April members meeting is being held, Greg Fereday has kindly agreed to chair the meeting, where Greg Keenan will give a workshop up date .

Once again thank you to the growing team for next year as we advance to Tamworth.

For those of us traveling to Adelaide, have a safe trip.

Charlie Frew

New Members

Welcome all to the MG Car Club Sydney

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

Arnold de Castro	MGB
David Saul	Y-Type
Michael Versace	MGA
John Brodie	TF, Y-Type
Stephen Walker	Non Marque



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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Page 18-20 Perth to Sydney Marathon



Page 10-11 The Marque of Friendship



Page 24-25 Illawarra Register



Page 17 Origin of Safety Fast



Page 26-27 Breakfast Run to Avoca



April 2023 Cover:

Photo taken by Tom Aczel of his MGA.

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April 2023

Opposite Lock

Contributing photographers:

Thanks To:

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Alan Heritage

Michael Hough,

Scott Bailey, Frank Perry,

Tom Aczel

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

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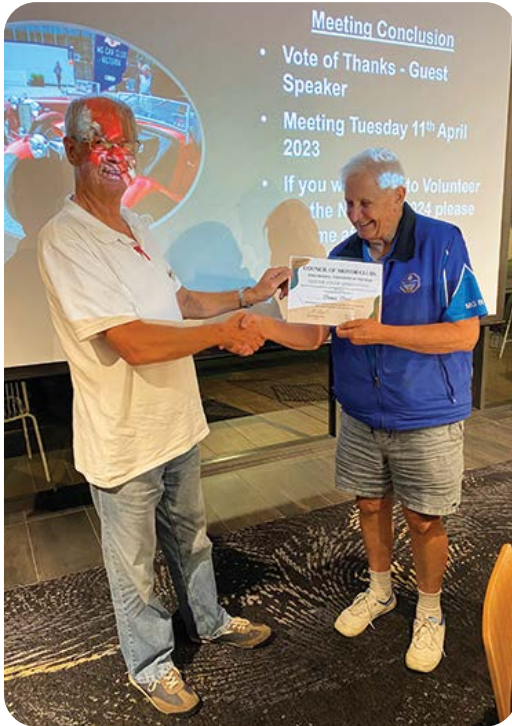
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C and V8	Glen Protheroe		0408 466 140	stradanut@gmail.com
Midget and FWD	Vacant			
Touring	Don Young		0412 600 415	don.young9636@gmail.com

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Website	Seth Reinhardt			web@mgcarclubsydney.com.au

March 14th 2023 Members Gathering-
Strathfield Golf Club.



Greg Fereday presenting Dom Davids with his "Certificate of Appreciation Award" from the Australian Council of Motor Cars. Dom received this award in appreciation for the dedication he has given our club over the years in spearheading our Club efforts in attending MG National Meeting around the country.

April 11th 2023 Members Gathering-
Strathfield Golf Club.

Greg Keenan will give a technical talk on MGA. Greg Fereday will show a short video on the making of an oil pressure gauge, as well as discussing MGB chassis and engine numbers.

May 9th 2023 Members Gathering-
Strathfield Golf Club.

It is planned to have a zoom meeting link from the Strathfield Club rooms to the UK with Mike Brewer from Wheeler Dealers as a guest speaker. Mike owns a number of classic cars including an MGA.

(This will be subject to Mike's availability at the time, and will be confirmed nearer the date)



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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

The Barlow Museum Run.

Matt Crawford



morning tea prepared by Anne: tea, coffee & a combination of savory & sweet delights.

The collection in the museum houses about 100 stationary engines with another 15 – 20 to arrive from England in the near future. It has taken Alan about 35 years to collect his current engines. His interest stemmed from his grandfather E.R. Barlow, who ran an engineering factory and foundry, that manufactured about 2000 small stationary engines from 1910 to 1930, initially in Ballina and subsequently Leichardt.

Adam, Hector and Andy soon started firing up the working exhibits including a replica Otto Atmospheric Engine, initially manufactured in 1867. This was the world's first internal combustion engine. The

Twenty nine members of the MG Car Club Sydney in fifteen cars met at the Richmond McDonald's Restaurant at 08:45 for a 09:00 departure to The Barlow Stationary Engine Museum in Orchard Hills. The collection of cars included 1 MG TD, 1 MG TF, 1 MGA Coupe, 2 MGBs, 4 MGBGTs, 1 MG RV8, ne MGF, 1 MGTF, 1 MGZS + 2 Moderns.

The run would take us on a journey of a bit over 30km, through Richmond, onto Springwood Rd and Hawkesbury Road, up the old hill climb circuit, a quick stop at the Hawkesbury Lookout with it great views of the Valley. Then it was onto Winmalee and Springwood to join the decent of the Great Western Highway to the Penrith plateau. A short run on the Western Motorway to Old Northern Road and turn into Frogmore Rd to the Museum at Orchard Hills.

We arrived at around 10:15 hrs, and were met by Dr. Alan Barlow and his wife Anne, as well as the Museum attendants Adam and Hector Benson and Dr. Andy Moran, a stationary engine enthusiast. Prior to viewing the Museum, we were treated to a magnificent

engine ran on hydrogen, which at the time was commonly piped into homes and factories for lighting and heating.

Next was the Drake Paraffin fueled engine where the liquid paraffin was injected into the cylinder and subsequently ignited by the opening of a valve allowing a constant flame hot tube to detonate the paraffin within the combustion chamber.

One of the more interesting engines was the Hardy & Padmore's, Lowne Patent Atmospheric Vacuum

Engine. This is a two-stroke engine with a cylinder cooled by a water jacket. On descent of the piston, the water jacket cools the gas within the cylinder, creating a vacuum, which subsequently pulls the piston back up again.

Other fascinating exhibits included a replica Karl Benz tricycle, the worlds first automobile manufactured in 1883. The tricycle was not driven until 1886 when Karl Benz's wife took it on a 120 km journey. There was also a replica of Henry Ford's Quad Cycle.

Whilst the "boys" and Hilary were enjoying the a display of the Karl Benz tricycle being driven around the forecourt of the Museum, the ladies went upstairs to view Anne's vintage collection of household items.

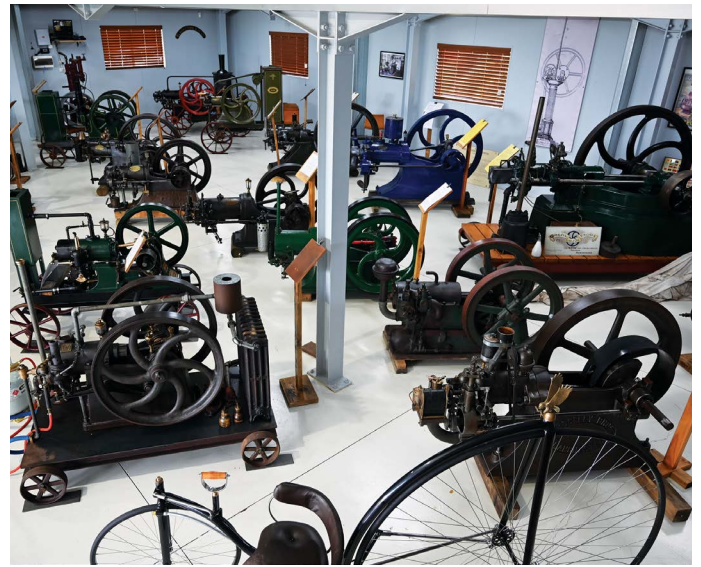
It is unfortunate that due to major housing development in this semi-rural region, the homestead will be demolished and the Museum relocated.

The event was totally fascinating and informative, and ended around 13:00 hrs.

With thanks to John Clarke for organising the event.



Matt Crawford



A replica Karl Benz tricycle, the worlds first automobile manufactured in 1883. The tricycle was not driven until 1886 when Karl Benz's wife took it on a 120 km journey. There were only 10 replicas made, this is the only one in Australia and is still in good working order. The highlight of the visit at the end of the day was a spin around the forecourt.

The Marque of Friendship



The Marque of Friendship is alive and well Down under.

My trip to Sydney and meeting some MG owners from the local owners club

It doesn't take much to entice a few MG owners to ditch any plans they may have had, and instead open the garage and wheel out their pride and joy for a run out and meet a fellow owner, especially one from the other side of the world!

In this case it was an impromptu request by me, a visiting POM, to one of the members of the Sydney MG Owners Club. I would be 'in town' visiting my daughter, son-in-law and 3 grandchildren, and I would be keen to meet with the local club. I contacted Steve Lumley on Facebook, a fellow MGC Roadster owner, who kindly responded to my request with his personal contact details, and suggested I also speak to Alan Heritage who he said would be a good person to get a few colleagues along as well. That I did, and Alan was very kind and suggested I call him on my arrival.

I arrived on Friday 6th January and keen to get something arranged I called Alan that evening. He said that a few people were keen to have a run out in two days hence, on the Sunday. The weather forecast was excellent, and jet lag notwithstanding I jumped at the opportunity.

Saturday was a day at the Sydney Cricket Ground (the SCG), something that had been arranged and aborted on two previous occasions due to torrential rain the first time and sadly a bereavement in the family of the person who was to host me and my son-in-law, in the members area, the second time. Finally, we made it, third time lucky!

Australia vs South Africa, third test, fourth day. What a great experience that was, which included a visit to the cricket ground's museum. Sunday, day five, would be the conclusion of the game, but by then my thoughts would be wholly focused on meeting up with the MG guys and gals. For the record, South Africa, who had been forced to follow-on, managed to bat

Lindsay Cox

out their second innings and therefore the game resulted in a draw! So, the next morning my daughter kindly gave me a lift to the pre-arranged McDonalds car park meeting point, and there I saw several MGBs gathered, and Alan's MGC. I was somewhat flattered that so many had turned out, but I'm sure it wasn't meeting me that was the main incentive; a spin out, with coffee and cake at the end was far more enticing, I am sure!

I was warmly greeted by Alan, who introduced me to a few people, all of whom were very warm and welcoming, and after a brief chat it was suggested that we get on the road! I jumped into Alan's MGC GT and off we went, up the old Pacific Highway; the previous main roadway north from Sydney skirting Newcastle and on to Queensland, snaking its way alongside the newer & faster, Pacific Motorway.

The old Pacific Highway, now colloquially known as 'the old road' has become a hotspot for petrol-heads, very much like 'Micky's Bends' near Dorking in Surrey, very busy on a Sunday morning with bikes and cars enjoying the twists and turns. Of course, just like Micky's Bends, there have been many accidents on the old road, so now speed restrictions apply, and drivers just have to be content with adhering to the speed limit, showing off their toys, and enjoying the views!

Alan has a lovely red MGC GT, and I thoroughly enjoyed the ride. The 'C' sounded fit and well, and no surprise, as he has triple HS6 carbs and Manifold inlet manifolds, and is awaiting Manifold exhausts, including the twin rear silencers, so it will soon run & sound even better!

I'm not sure what the collective noun for several enthusiast's cars or bikes is, but maybe I could suggest a 'fanatic of MGs'! On that drive, I saw fanatics of Lotus, Ferraris and bikes that morning, as well as a vast range of other gorgeous classics and modern vehicles. I'm sure I had a huge smile on my face!

Eventually we arrived at our destination; The Estuary Café at Brooklyn, a beautiful spot with a vista east, overlooking the Hawkesbury River, and a favourite refreshment stop for car and bike 'fanatics', as well as regular punter's cars of course.



Time to check-out one or two of the assembled cars, which included a lovely MG Magnette example, and it was suggested that I particularly look at the highly modified MGB Roadster, sporting a 2.0 litre Zetec power plant married to a Toyota 5-speed gearbox. What a lovely, neat installation that was too, very impressive! Check out that exhaust manifold! I think I'm right in recalling that it develops around 175 bhp!

Of course, being an MGC owner myself, it was natural that I spent rather longer with my fellow MGC owners, Steve and Alan, and it turns out that Steve has also made several modifications to his Roadster, particularly as regards the rear suspension, and to show the effect of those he offered to take me on a spin up the old road, which he said he could almost drive blindfolded as he knows it so well! Despite the speed restrictions mentioned earlier, Steve was able to demonstrate just how well his 'C' holds the road!

So, what of his modifications? As long as 20 years ago he fitted an uprated sway bar; anti-roll bar to us Brits. He cautioned though that the stiffer bar caused a split to appear in the chassis rail mount, so ideally this should be strengthened. Additionally, he fitted super pro bushes and fitted 5.5 Minilites with 185 tyres. Later, when the cantilever shocks gave up, they were replaced with stock adjustable telescopics. Steve also had what I now know to be a common problem for us MGC owners, which is to source new leaf

springs that function and allow the car to sit correctly. Steve tried several and gave up in favour of a pair of parabolic springs, and later added tramp rods which helped to stabilise and straighten the body over the axle and has allowed him to fit wider 195/60 Pirellis, whilst keeping the same wheel arch gap both sides. Anyway, I was certainly impressed with the



result!
I'm so pleased I decided on my retirement, to become one of those 'fanatics' when I acquired my MGC just over 2 years ago. I have met many interesting, friendly, and helpful people along the way, and am pleased to be able to add these Aussies. MG truly is the marque of friendship.

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MG National Meeting 2023 Adelaide, SA

Friday April 7th to Tuesday April 11th, 2023

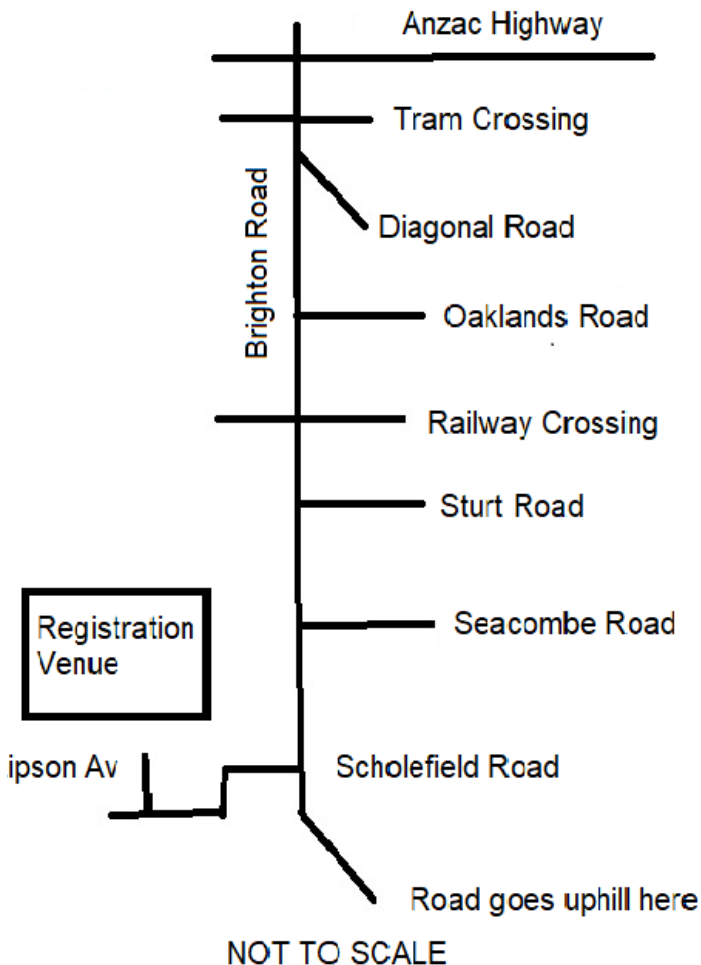
Pre-Meeting Bulletin

It is less than a month until the 2023 National Meeting. Registrations have now closed. We hope that all MG enthusiasts attending the National Meeting, whether they are local-residents or travelling from interstate or overseas, have a safe and enjoyable weekend and then return home with many happy memories.

This bulletin will give you information to help you prepare for the National Meeting.

REGISTRATION

Registration will be held at Kauri Community and Sports Centre, Rippon Avenue, Seacliff (pictured on right) on Good Friday, April 7, from 10.00 am to 3.00 pm. The sketch map drawn below shows how to get to the Kauri Community and Sports Centre from Glenelg.



The distance from the intersection of Anzac Highway and Brighton Road, Glenelg to Scholefield Road, Seacliff travelling along Brighton Road is approximately 4.3 miles (7 km). Scholefield Road is well sign posted, make sure you are in the right-hand lane as you travel through the intersection of Seacombe Road and Brighton Road. If you miss the turn and start going up a relatively steep hill, there are 3 possible places to do a U-turn in the next 2 miles (3.2 kilometres). Take care if you are doing a U-turn as the traffic coming down the hill will NOT be travelling slowly as the speed limit is greater than 60 km/hr.

The tennis courts and playground at the Community and Sports Centre will be open to the public. For this reason, there may be some non-MGs in the car park. Upon arrival, park your car as directed by the officials. Go to the registration area using the gate on the left-hand side of the building. There are stairs and a lift to take you to the registration area on the first floor. Coffee and drinks will be available, no food apart from bar snacks. Remember to bring your club membership card, driver's license, and Motorsport Australia license (if applicable).

Entries for the photographic competition must be submitted at this time and will be placed on display at the Noggin 'n' Natter. After receiving your registration pack and regalia (if applicable), you will be requested to move your car to the scrutineering area. All competition cars, including those doing Concours only, must be scrutineered. Cars doing the Social Run and/or the Kimber Run and no other event do not need to be scrutineered. Cars bought to registration on trailers will be scrutineered on the trailer.

Speed event competitors will need to bring their helmets to have them inspected. After scrutineering is complete competitors in the Observation Run will do the Observation Run tie breaker test.

PERPETUAL TROPHIES

All perpetual trophies won in Newcastle in 2022 are to be delivered to Registration ready for presentation at Monday night's dinner. (Yes, we know that some of you are confident that you will be taking it home again after the event but please prepare them for someone else)

PRE-REGISTRATION

In an attempt to reduce the length of queues at registration, South Australian participants can collect their registration packs and have their cars scrutineered on Saturday April 1 at the clubrooms, 93 Chief Street, Brompton from 1:00 pm until 4:00 pm. It is hoped that as many South Australians as possible will register on this day.

Interstate participants who have arrived in Adelaide early are also invited to register during this time.

If you are competing in the Observation Run, you will still need to attend registration at the Kauri Community and Sports Centre to do the Observation Run tie breaker test.

EMERGENCY CONTACTS EMERGENCY CONTACTS

We know some interstate visitors will complete their trip to Adelaide on Good Friday. If you experience difficulties that will delay your arrival until after the close of registration, please ring Chris or Wes Bray (0439875984 or 0407713120) so that alternate procedures can be put in place for scrutineering.

If you are unable to attend registration because you have experienced difficulties, Chris and/or Wes will meet you at the door of the Noggin 'N' Natter venue, Findon Festival Function Centre, 292 Findon Road, Findon with name tags and meal tickets.

We hope that you have a trouble-free weekend and you do not need assistance. In the event of an emergency, you may find the following phone numbers useful.

EMERGENCY

(FIRE, POLICE & AMBULANCE) 000

POLICE - Non-Urgent Police Assistance 131 444

ACCIDENT TOW TRUCK (Metropolitan area only) 8231 5555

RAA (Royal Automobile Association) - Emergency Road Service 131 111

RAA - 24hr Battery Service 131 111

CONCOURS JUDGES

We still need people who are prepared to judge cars at the Concours. It is not too late to volunteer for this important task. No experience necessary - just a willingness to work with, and learn from, more experienced judges. If you are prepared to help, get in touch with the Concours Director Anthony Pearson, acpearson@tpg.com.au.

CAR PARKING AT THE GRAND

Car parking is available for a special price of \$12 for those attending the Disney Theme Night and Farewell Breakfast at The Grand, but upon leaving you must get your parking ticket validated at the front desk to obtain the price.

MOTORKHANA COURSES

The motorkhana venue is at The Bend Motorsport Park, Tailem Bend, approximately 105 km (80 minutes) from Adelaide along the South Eastern Freeway. If you are coming to Adelaide from Melbourne, it will be on your right, just before you get to Tailem Bend.

The three courses that will be used for the motorkhana (as stated in the Supplementary Regulations) are Try Angles, Happy Birthday and Loopy Slalom.

Maps of these courses can be found at https://www.motorsport.org.au/docs/default-source/manual/auto-test/motorkhana-test-booklet.pdf?sfvrsn=8c20920a_6.

Course maps will be printed in the National Meeting program book.



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



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Sunday Breakfast Run 30th April

Join us for a pleasant drive along Bells Line of Road, followed by a casual breakfast at The Hive Cafe, Berambing.

Meet: (A) 7:45 fro 8 am leave, Wentworthville McDonalds, 441 Great Western Highway, Wentworthville NSW 2145

(B) 8:30am at Rouse Hill McDonald's, 1 Resolution Pl, Rouse Hill NSW 2155.

Navigation: The run will take approx. 90 minutes - click on the link for directions: <https://goo.gl/maps/Sdh35TNawy2AnnBC6>

Breakfast: Eggs (scrambled, fried or poached) on sourdough, plus 2 side choices from Bacon, Spinach, Tomato, Mushrooms, Avocado. (Vegetarian options available). Plus Tea or Coffee.

Cost: \$30 per person. **Bookings:** By Sunday 23 April 2023 via Wild Apricot.

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-Berambing as your reference in the transaction details.

Please note:

1. If you have booked and paid via wildapricot - you do not need to do anything more, thank you, your booking is confirmed.
2. If you have booked via wildapricot and paid via bank transfer - you must also email Julie Porter-Stephens at breakfastruns@mgcarclubsydney.com.au to be manually marked as paid.
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ASHFIELD CYCLES



A line up of MGs recently at St Ives Show Ground.

The Origin of Safety Fast.



These days, every vehicle manufacturer has a slogan to help sell their products. "Kia – Movement That Inspires" and "Toyota - Oh What a Feeling" are a couple of current examples.

But in 1929 in England the M.G. Car Company adopted a slogan that not only lasted for almost 50 years but became known and respected all over the world.

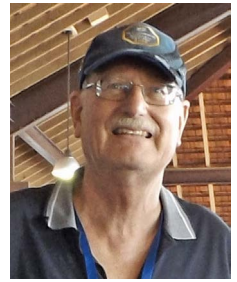
The year 1929 was an exciting time for the company. It was their first full year with a separate identity from Morris Garages. The previous year, they had shown their new boat tailed sports car the M-type Midget, on their inaugural stand at the London Motor Show. Such was the demand generated for the car that more production facilities were required. The company took out a lease of part of an old leather factory in Abingdon, Oxfordshire, which of course was to become their permanent home. MG was always thinking ahead and Ted Colegrove, their advertising manager at the time, decided to come up with a sales slogan for the company to make the MG brand more distinctive. His thinking was influenced by the race wins of private owners of M-type Midgets on race circuits around the UK. He came up with the slogan "MG. It Passes – and Surpasses". While this slogan

was used for a while, another one was introduced "MG - Faster than Most". But this second slogan proved problematic. Pranksters kept scribbling the word bicycles after the slogan, so it read "MG - Faster than Most Bicycles"! It has been reported that the founder and MD of the company Cecil Kimber was livid! A new slogan had to be found.

Now the story goes that Colegrove was driving home through Oxford in late November 1929 when he came up behind a brand-new bus. Displayed on the back of the bus was a large triangle with the word's safety fast written on it. The sign referred to the bus's new 4-wheel braking system which was an innovation for buses at the time and of course meant they could stop quicker from a higher speed.

Colegrove immediately considered that safety fast would be an ideal slogan to promote MG sales. He took his suggestion to Cecil Kimber who, still smarting from the previous attempts at slogans, quickly agreed. And so, between 1929 and almost to October 1980 when production of MGs ceased in the old leather factory at Abingdon, the slogan "Safety Fast!" became integrated into MG advertising. While the company adopted other slogans as time progressed such as the "Your Mother Wouldn't Like It" ad campaign in the UK in the 1970's, over the years "Safety Fast!" has become part of MG's DNA and is still referred to in classic MG circles to this day.

Frank Perry



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Developments

The Perth to Sydney Marathon 2022

Part 3 - THE EVENT

The story so far - February *Opposite Lock* described the intended route, which had been planned to follow as close as possible to the Australian leg of original 1968 London to Sydney Marathon.

March *Opposite Lock* described the preparation of the Volvo 240 for the 2022 Marathon run.

The story continues ----

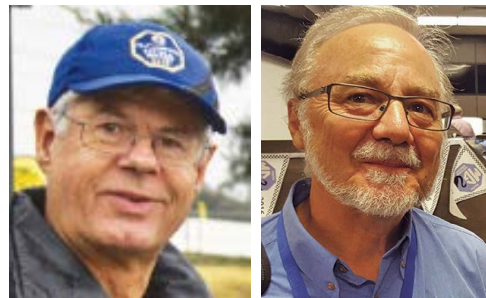
After flying into Perth late on Monday 24th October, Tuesday was time to collect the Volvo from the holding yard of the transport company located in the outer suburbs of Perth, and complete a check of the car and stocking up with essential supplies for the ten-day adventure, including food, water and extra fuel.

The adventure in fact started the following day - we had planned to join the Perth MG Car Club on a run they were holding, but on the way down a freeway to the meeting point, the left front wheel bearing decided to part company with the car leaving us stranded! Luckily the tow truck driver knew the Volvo dealer in Cannington and with the help of the service manager who found the correct spare parts overnight, the car was able to be picked up on Thursday, just in time for us to join the rest of the field for registration, held at the Perth Motor Museum. Better to have happened in town than in some remote area.

Day 1. Finally, on Friday morning at 6:30am the first car was flagged away from Wellington Square, East Perth, with the rest of the 74 cars leaving at one minute intervals. The morning drive started by driving through the suburbs of Perth, heading out to the North East on tarmac roads through former gold rush towns, until the lunch stop at Paynes Find, some 570kms from Perth. As this was the last fuel for more than 450kms, all cars had to fill up to the brim - 74 cars arriving at one pump! (Think about that next time there are a couple of cars ahead of you at the pump!)

Leaving Paynes Find the route turned East off tarmac and onto a mining company maintained dirt road - but this road was far better than the majority of NSW roads, a fast, smooth drive to the abandoned gold mining town of Youanmi. From here the route turned South and through Diemals Station, still on well-maintained roads, until turning off onto some rarely used tracks which tested the tyres and suspension, having to dodge rocks and wash-outs, before rejoining the 'main road'. This section saw several casualties, with Gerry Lister's Volvo suffering a stripped crankshaft gear, a Commodore with a seized engine, and the Citroen with a front wheel bearing failure. Two of these cars were taken back to Perth for repairs and rejoined two days later, however the Commodore was towed into Southern Cross and given away! The route continued across and along the banks of Lake Barlee, a dried up salt lake, giving more great driving roads with fast, smooth sweeping curves,

Greg Fereday
& Alan
Heritage



before coming to the overnight stop at Southern Cross.

Prior to the event there were concerns that this first day of 923kms of driving would be too long, with heat, dust and visibility being a concern. However, although the first day was hot - mid 30's - and with no rain the dust did present minor issues overtaking on the dirt roads, but the use of two way radios eased the situation. Most cars made Southern Cross in time for dinner at The Club Hotel. Our choice



of air conditioning which also kept out the dust seemed to be a good decision.

Day 2. How quickly does the weather turn the day started with overcast skies, lower temperatures and the rain which had hammered the Eastern states was now very close, in fact had already fallen further south - the direction we were heading! After a short drive south out of Southern Cross on tarmac we again were on mining company roads, this time though the roads were not in such good condition, in fact the 1968 rally called this the 'horror stretch'.

Soon we hit the areas where rain had already fallen, with large puddles forming in the road depressions, and at times the route took us off



the main road onto rarely used tracks – sometimes having to guess if we were still on track! After a lunch stop at Marvel Loch – nothing there at all but a control - we continued on dirt roads for the run to Norseman for the overnight stop. The sweep car was kept busy having to tow one broken down car 140km on dirt roads, only then having to return to track down a missing car, which they eventually found and guided into Norseman well after 11pm. Even though each car had to carry a sat phone, turns out they are not much use, as the sweep car only received 4 calls in 10 days – and each call was a wrong number!

Day 3 was from Norseman to Eucla or to Border Village, about 10 kms apart, as there was not enough accommodation available for the entire event crew in one location. This drive was on tarmac for most of the day along the Eyre Highway, which included the '90 Mile Straight'. One planned stage leaving the main road onto the old section of road at Mundrabilla had to be abandoned due to the amount of rain that by now had fallen, with only a short dirt stage leading into Eucla being able to be used.

Day 4 started at Border Village and took the original old Eyre Highway, running parallel to the new highway but not used by traffic nowadays, and this by now had turned into a mud bath, with areas of mud that if you stopped in it would require a tow out – so cars



would go as fast as possible to get through – although some did end up spinning out in the mud anyways. The lunch stop was at the Nullarbor Roadhouse, where the modern main Eyre Highway and the old road merged. By now the weather had turned for the worst, with driving rain and a howling wind across the open plain, giving an apparent temperature of only 1.8 degrees! A Volvo 122 arrived at the Roadhouse with one headlight assembly missing – it had literally been shaken out on the dirt road and was lost! It

was hard to identify the cars as they arrived as all were covered in so much mud! The afternoon drive was through Indigenous Lands of the Aboriginal community of Yalata, then back onto the main road for the drive to the overnight stop at Ceduna.

Ceduna gave a chance to put the car through the local car wash (not a good idea as it turned out) and for some running repairs – the exhaust system had come adrift from the mounting rubbers on the Volvo, and friends in a Mercedes had had the seat belt tensioner's fire off on a particular bad stretch of road – they thought someone had shot at them – they made a temporary fix of the belts and removed a spot light which had broken the mounting bracket. They had sore chests for a couple of days.

That evening at dinner we received the bad news that due to the heavy rain that had, and still was falling, the planned route through middle of the Flinders Ranges was impassable and detours to Broken Hill would be used. A shame as these were some of the most anticipated and scenic roads of the event, but could not be helped.

Day 5 The drive from Ceduna to the edges of the Flinders ranges still went ahead, this time on secondary tarmac roads through the Gawler Ranges and onto the lunch stop at Port Augusta, and from here to the edge of the Flinders Ranges for the overnight stop at Wilpena Pound, a day of spectacular scenery. However, the car had developed a bad case of wheel wobble, which we had to put up with until Broken Hill, two days of driving.

Day 6. From Wilpena Pound instead of heading north as planned we had to use the diverted route, heading south then east through Peterborough, on tarmac all the way to Broken Hill, so we arrived earlier than originally planned, but this gave a chance to visit the Mad Max Museum at Silverton, the location for shooting the Mad Max 2 film. We also discovered the cause of an increasing noise and a vibration at certain speeds being caused by having not one, but two broken engine mounts! The oil filter was basically holding the engine in place! Luckily this was detected by another entrant, Shawn Atkinson (he built Dom David's MGB with the Zetec engine) before any major catastrophe occurred, and with spare mounts carried in the car and with Shawn's help we soon had both replaced.



While under the car the cause of the wheel wobble was obvious – the car wash in Ceduna had freed only half of the inside of the wheel of mud, leaving a large amount upsetting the balance. Another visit to a car wash that night in an attempt to clean the insides of the wheels, but next morning on leaving Broken Hill the car was un-drivable the vibrations were so bad, so a stop at the side of the road to remove each wheel off the car in turn, and the remaining mud removed, which by now had set like rock and had to be chiseled from the rims.

Day 7. The drive from Broken Hill to Wangaratta was a long 856kms across generally flat country, through Menindee,, Ivanhoe and Gunbar and onto Wangaratta, however some 150kms before Wangaratta the Volvo decided to join the other three 240s in the event and 'do' the centre tail shaft bearing – 240's have a two piece tail shaft with a centre bearing, and the ingress of mud managed to seize the bearing. Expecting a three hour wait for the sweep car to help us, after only about 15 minutes, a support crew in a bus with trailer for another entrant came past and collected the car and us and took us into Wangaratta in time for dinner. Some of these roads had been under water only days before, and at times water was still up to the sides of the road, so the event was lucky to get through.

Day 8. Next morning at breakfast a replacement bearing was on the table for us, and at 9am we had the car on a hoist at a local garage and replaced the bearing, leaving by 11am to catch the field. The previous evening the hoist had been used by another entrant in a Mustang, to effect repairs to the brakes. The mud from the previous days had managed to grind away the rear brake pads until the pistons came out of the calipers - the repair being to clamp off the rear brake lines and drive only with front brakes! This happened to both Mustangs in the event.

Once again, diversions had to be used instead of the intended route to Lakes Entrance, as there had been a landslide at Falls Creek, so the route went via Bright and Hotham Pass, which although this was November had recently had heavy snow, and there were doubts the previous day if we could use the pass. Luckily the road was clear of snow so we could get through the pass. Some glorious scenery again making an enjoyable drive to Lakes Entrance.

Day 9. From Lakes Entrance the route headed North on Alpine roads through forests to Buchan, then onto Murrindal before a 75 kms run along the Snowy River Road to Ingebyra, and then through rolling farmlands and on to Cooma, to join the bi-annual Cooma Motorfest where 400 classic cars were on show, with Colin Bond a guest speaker. The evening dinner was held at the Cooma Monaro Historic Car Club meeting room and Museum – the museum has to be the envy of all car clubs, it even has a light plane suspended from the ceiling! During the evening a talk was given by Allan Chilcott, who was the passenger in the Mini that had a head-on collision with the leading Citroen in the 1968 event, he dispelled the many untruths that the press circulated at the time.



Day 10, the final drive from Cooma to Warwick Farm headed through the now regenerating forests of the Cooma –Monaro region after the 2018 brushfires, for an early lunch stop at Hindmarsh Station before heading towards Nowra and then north to Sydney. Turning off the main highway we travelled through Kangaroo Valley and Mittagong to avoid the weekend traffic, however there were the inevitable delays once back on the Hume Highway into Warwick Farm.

Driving over the finish line had mixed emotions – joy that we had managed to complete the event, one of 59 to make the finish line – but also the feeling that the event was finally over and now back to 'reality'.

A dinner that evening at the William Inglis Hotel, hosted by Will Hagon and John Smails, with an appearance by Bob Holden, an original driver from the 1968 event, and with trophies given out to the finishers –there were no place getters – we all won by finishing, saw the closing of the 2022 Marathon.

The final words must go to the team of volunteers and officials, led by Laurie Mason, for making this such an event. The amount of organizing, from planning the route with many 'just in case' pre-planned diversions, organizing the accommodation along the route, some in places with less population than the event, with the catering logistics of three meals a day, manning the controls to ensure all entrants were accounted for, to providing lists of what type of fuel was available where along the route. Congratulations for making this such a memorable and successful event.

Greg Fereday & Alan Heritage



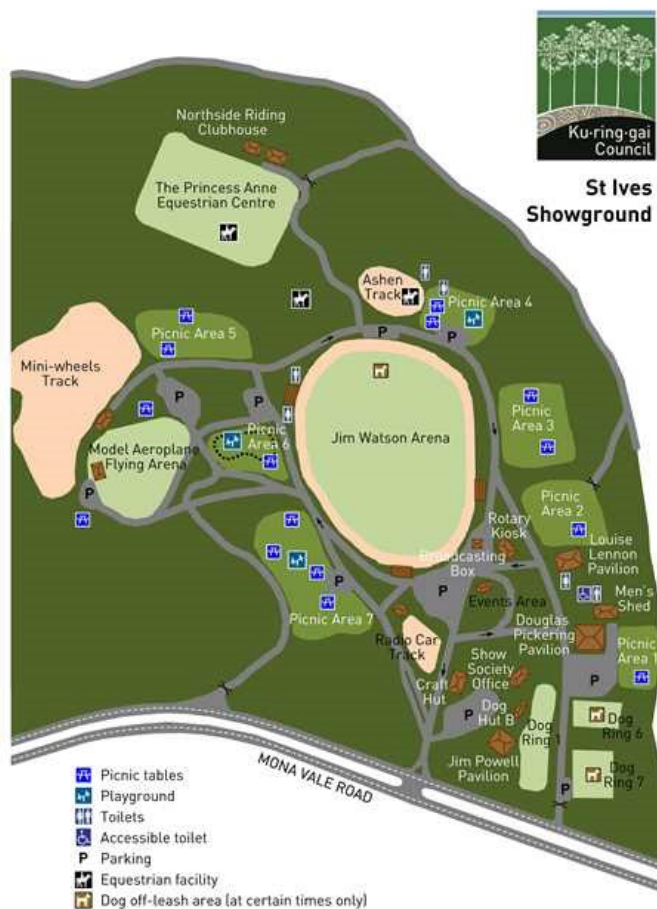
MGCC PRE-WAR KIMBER RUN 2023



SUNDAY MAY 7th

Meet at Cars & Coffee, St Ives Showground (8-10am)
for 10am departure. Enter grounds from Mona Vale Rd
Find a car park & enjoy the cars on display.
Food & beverages available for purchase.

10am - Enjoy driving some local scenic roads before ending up at
Terry Hills Tavern for lunch (own cost) & fellowship.



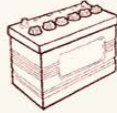
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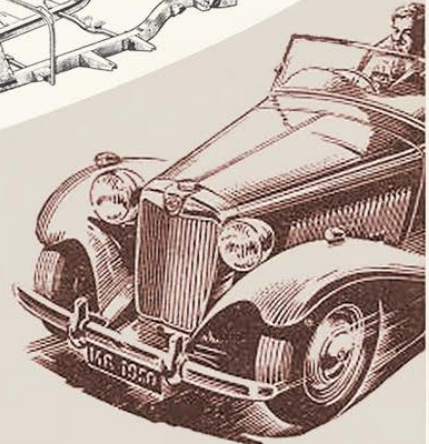
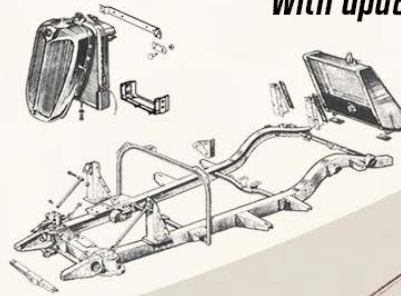
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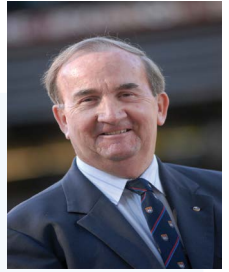
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Future of WINGS OVER ILLAWARRA

There is a combined run on Thursday 23rd March for both The Jaguar Drivers Club of Australia and the MG Car Club of Sydney Illawarra Registers, to the Audley Weir Café.

The main item for this month's report is to advise that:-

Wings Over Illawarra will not run in 2023.

The Wings organisers have agreed to transfer the running of the event to the Organisation that has run the famous Avalon Air Show.

As a result the name of Wings will be changed to "Airshows Downunder- Shellharbour Air Show"

The first airshow under this name will be a three day event to be run early in 2024 from Friday 1st March to Sunday 3rd March. 2024 Consequently there will be no Wings Over Illawarra in 2023.

As many of you may know I was the Event Co-ordinator of seven (7) annual "Wings Over Illawarra" (WOI) Air Shows at Illawarra Regional Airport from 2007 through to 2013. I am very pleased that the airshow will survive, and is able to continue with a serious and successful event organizing group presenting the Air Show.

I pay tribute to Mark and Kerry Bright- who ran Wings from 2014, and who persevered though some very difficult weather conditions and COVID 19 Lockdowns.

Air Shows are high risk events and the serious challenges they present can be summarized by the old Joke:-

"Question:- How do you make a Millionaire?
Answer:- You convince a Billionaire to start running Air Shows"

My thanks to all those who have assisted with any aspect of running Wings Over Illawarra over many years, including taking a classic car to the Air Show events, and accordingly I attach a series of photos taken at various Wings Over Illawarra across its life span.

Our thanks again to all of you who support our events and enjoy the photos.

As a reminder of some of the classic flying activities at WOI:- see:- <https://youtu.be/duSOTbanz-8>

or <https://youtu.be/pkX2XQcfR1Y>

Michael Hough





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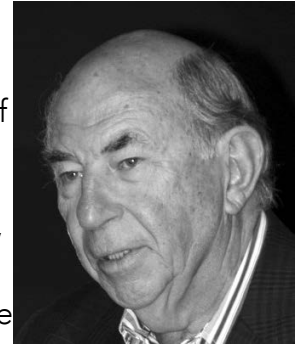


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Breakfast Run to Avoca Beach

Jim Hull



start your engines and the sound of the large group of impressive MGs filled the morning air.

It is nigh impossible to maintain convoy formation, but any "how do I get there" anxiety was put to rest by the meticulous route instructions prepared by Julie.

We had just enjoyed a few of the twisty bits of the old Pacific Highway when we reached the fork in the road, the left is the continuation of the old Highway, the right is the perfectly designed and engineered entry to the M1, which is seamless in joining the 110kph traffic. BB revels in mixing it with the moderns on equal or better terms. All too soon we are slowing to take the Gosford exit.

As we descend the hill through subtropical rain forest, we reach the flat outer light industrial area of Gosford and the local race track (for four legged horse power) to our left. Skirting the bay which the town is built on, the many boats moored there will probably see some action today.

The right-hand turn to Avoca is soon reached and the undulating road partly through dense bushland is indeed pleasant. Cresting a hill, the vista of the blue Pacific fills the view. In next to no time, we pick up the pleasant inviting smell of the sea.

This is Sunday and what is now a very clear late summers day, we expect a large crowd of locals and visitors that were here to enjoy the beach and one metre surf, so parking was a trifle tight.

The restaurant occupies most of the ground floor of the Surf Club in an extensive alfresco shaded area in which fortunately our tables are located. It must be a right little earner for the Surf Club if they control the lease. Being outside on the edge of the promenade we are afforded the most beautiful view of the immediate beach and some kilometers of golden sands extending north to a headland which is probably the Skillion of Terrigal.

Terrigal and Avoca like siblings of similar age have diverged as they have aged. Terrigal commencing a more commercial path when the Terrigal multi story hotel/resort that many thought was before it's time. However, things changed when the Labour party booked it out for a shindig (conference) and the shenanigans around the pool in which the then Prime Minister Bob Hawke featured prominently drew national headlines, promotion that no amount of money could buy and the venue has never looked back. Other developments have grown a pace. Avoca on the other hand has retained more of a village, though up market feel. It also hosts the quaint circa late 20's, Avoca Cinema which still screens the latest movies on modern projection and sound systems. It also from time-to-time screens selected "Golden Oldies".

When I went to the garage to prepare the Black Beauty ("BB") for the day ahead, a heavy dew had formed overnight. There was a cool nip in the moist air: the first sign of the coming autumn though a scorcher of a day was forecast.

Moist cool air drawn through the Moss K&N cold air intake to the Midel remanufactured SU's plus a sip of V Power is just what the Moxham modified B Series needs.

Cover off, trickle charger disconnected, kill switch off, a turn of the key and the instant deep throb of the exhaust signaled the start of another great drive.

The M2 - Pennant Hills Road - Yarosa Road meant we missed all the traffic on the Pacific Highway lights and reached Hornsby in short order, with just a few more minutes to our meeting place, Macas, with fifteen minutes to starting time. Most of the northern contingent were already assembled.

We would need a goodly number of members from the south if our anticipated numbers were to be achieved. And came they did, and in no time the car park was full of MGs with the overflow into the side street. Julie our energetic organiser was busy checking us off the list. All present and correct, the call went out, drivers



The menu for our meal was adequate and varied and our orders pleasantly taken and timely served.

We had a great group at our table anchored by the good doctor and wife Margaret ensuring the conversation was lively and interesting. Joining us were the new members, the Newman's, longtime residents of the City of Ryde and now living in that much sought after riverside suburb of Putney. They have become the custodians of a very tidy B from Tasmania. The comradely and inclusiveness extended to them will sure mean we will see them at many future events. Avoca?

Well, the first land grant on this part of the coast was 640 acres in 1830 to one John Moore an Irishman and Officer in the British Army. There is a town in County Wicklow named AVOCA . Maybe his home town! After a most pleasant and leisurely meal the broader group started to break up. Those who were going to continue a run north, some to do their own thing and a group of four decided to do a bit of real estate "tyre kicking" at an open house just the other side of the car park. It was a typical three-bedroom 1950 planked fibro ranch design cottage a top a sloping block to the street. It's 45 degree drive and path was something of a challenge. The cottage was immaculately presented with a recent top-grade kitchen and bathroom renovation. It also had a sympathetic extension which could sleep six in bunk beds and had its own ensuite. The rear large covered terrace was set up with built in BBQ, ideal for entertaining. The views from the front covered verandah from this elevated position were truly stunning. We all agreed it would go for a pretty penny. It is however likely to go the way of its neighbours and be replaced by a large two-story project. It will be a shame to lose such a gem.

As we left to go, we agreed to meet up with others at The Pie in the Sky. Driving back up the hill from Gosford to the M1, about half way up on the left there is an inconspicuous stone monument commemorating the life of Henry Kendall. Author and poet who it is said that on this spot he was inspired to pen that beautiful poem "Bell Birds" which

immortalized these little birds whose bell like call is unique. That colony whose sound inspired him still exists there today. "Bell Birds": down load it and have your Grandchildren learn it. In the future they will look back and love you for it.

The blast down the M1 gave full effect to the 4/90 air con on the still high 30-degree afternoon. Taking the left branch at the river, the Old Pacific Highway is joined for the run up to The Pie In the Sky.

It is an unpretentious building, made famous by its wide selection of delicious meat and fruit pies. Also, excellent coffee, tea & milk shakes prepared in traditional metal containers are served. These foaming ice-cold flavoured delights are of a quantity that could well serve two.

Another attraction of the Pie in The Sky are the latest top shelf models of motor cycles that gather here. They are mostly ridden by blokes on the downhill side of middle age, just like most of us. They are always good for a chat.

Our spot under the shade was catching a cool breeze coming up from the Hawkesbury, very far below and took the edge off the still hot afternoon. It was an uneventful drive home, the 4/90 not functional at suburban speed. The slight discomfort is a small price to pay for the joy of driving a classic.

Dusted off, battery connected to its life support and covers in place, I believe I noticed a broad smile on "BB's" face.

As I pulled down and locked the garage door, the theme of that great song by Loise Armstrong, "What a Wonderful World," came to mind.

Thank you, Julie, for taking the time & trouble to choose & organise the event at such a beautiful place and being the basis for a really most enjoyable day. *Jim Hull*



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

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



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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\$149

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

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



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PLUS WIN AN INDIAN SCOUT BOBBER



Shannons are giving motoring enthusiasts the chance to win a trip for two to London for the 2023 Goodwood Revival, the world's greatest historic motor race meeting. Plus, win the all-new Indian Motorcycle Scout Bobber! Including up to 12 months Shannons Comprehensive Bike Insurance and Shannons Roadside Assist1.

THE TRIP

Fly premium economy to the United Kingdom and check into the luxury Cadogan Hotel in Chelsea for three nights exploring historic London. There is plenty to see and do, and you will have \$5,000 AUD in spending money (or \$10,000 AUD spending money if you're an eligible Shannons Club Member2)!

When it's time to check out, collect your hire car, a Mercedes-Benz E-Class3 and make your way through the English countryside to the Four Seasons Hotel Hampshire. This elegant Georgian manor house will be your base for the Goodwood Revival.

Enjoy two incredible days at the Goodwood Revival. The event showcases some of the most exquisite classic cars, motorcycles and planes with an extraordinary weekend of historic racing. It is the only sporting event of its kind to be staged entirely in a period theme. Experience the romance and glamour of motor racing as it used to be at one of the world's most famous circuits.

Enjoy the ultimate experience with exclusive hospitality tickets in the heart of the action.

Enjoy the ultimate experience with exclusive hospitality tickets in the heart of the action.

On Saturday, you will have access to the exclusive Assembly Rooms enclosure. With dedicated grandstand seats on one of the fastest corners on the circuit. Includes breakfast, lunch, afternoon tea and drinks. Plus, get up close to all the cars with paddock access.

On Sunday, you have tickets to the Commanding Officer's Table. Mingle with like-minded motoring enthusiasts and enjoy excellent views along the start/finish straight. Includes breakfast, four-course lunch, afternoon tea, drinks and paddock access.

Following the Goodwood Revival, take the scenic route back to London with a stop in Windsor before returning the hire car and checking in to 11 Cadogan Gardens Hotel in Chelsea. Finish the tour with four nights exploring London at your leisure.

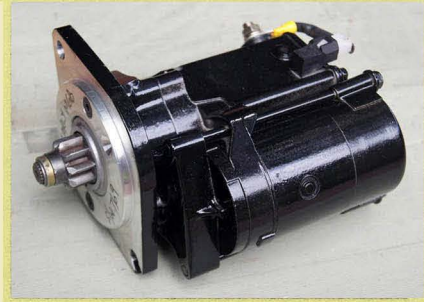


Modified Hi-Torque "Gold Spark" Starter Motors

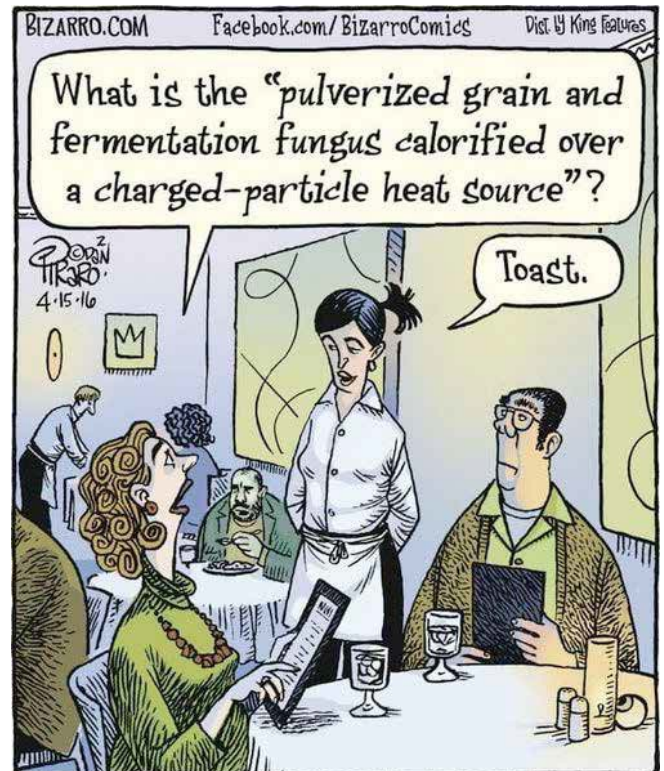
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1979 MG MGB Roadster

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



NEW

MGB 1967

Urgent sale needed.

The car is a little rough in the paintwork, carpet, tyres, but runs very well with a modern Toyota Celica 5 speed gearbox installed by a previous owner.

Comes with hard-top & soft-top.

The car runs very well, but hasn't run for about 3 years, unregistered.

Price: \$15,000 ONO

Contact: Rod Norris
0403 915 763

Classifieds - Cars



NEW

MGA Mark 1 1957 2 Door Roadster (Maggie)

4 cylinder 1500 petrol 5 speed manual gearbox

Original colour scheme, wonderful dove grey duco with red upholstery.

Comes with hard top and side curtains (no soft top)

A desirable sports car which has significant documentation dating back to the 90s. Huge portfolio of work carried out by current and previous owners including full engine rebuild & much more.

Most recently (2022) invested over \$10K on a fully reconditioned Datsun 5speed gearbox, tail shaft, new clutch & pressure plate etc

Near new tyres

Great fun car to drive, attracts instant attention

Currently on non-transferable historic club plates

Location: Orchard Hills NSW

Price: \$57,000

Contact: Allen R Barlow
0408 353 585

allenbarlow9@gmail.com



NEW

MGB 1966

I purchased this car brand new from the MG dealership Parramatta Road, Burwood on the 30th September 1966 and I am still the owner.

All original documents with supporting attachments are available.

The vehicle is a multiple Concours d'Elegance class winner at National Meetings.

A professional full body restoration was undertaken, with photos of the process, completed on in February 2004.

The car has always been garaged and used predominantly as a recreational vehicle.

The car has been regularly serviced and has only travelled 87,158 miles.

Useful additions have been purchased along the way which I am happy to discuss.

Price: Open to offers.

Contact: Colin Baxter.
0417 907 718.

cgbaxter@bigpond.net.au



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.



NEW

MG TD 1951

The ending of a relationship is sad and so it must be that The Earle's 1951 TD is for sale.

Members of MGCC Canberra for 35 years we purchased the TD 33 years ago this year and it has been part of the both families. The Earle family and Canberra MG Car club.

Many events and travels over the years attending Shepparton, Wollongong, Newcastle and various wheels day, charity days and whilst I was social secretary weekends away to Sutton Forrest, Mandurama.

If you have that loving feeling of a MG TD Midget and you have always wanted to jump in and drive with the wind in your hair then this is the car for you. There is nothing to do on this vehicle. Just GO.

The car has continued to be kept in Concours condition all these years, regularly serviced and all mechanical work completed by professional mechanics. All records available. The TD is in excellent condition both mechanically and coachwork.

Location: Canberra

Contact : Yvonne to discuss price and viewing.

earlemail@bigpond.com
0407 484 592.



Classifieds - Cars



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



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: \$22,500

Contact: Peter Sutherland

0419 314 295

Petersutherland1@bigpond.com



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 0434633997

fjscheeky@gmail.com

Classifieds - Parts



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

0457 612 152 text beforehand.

robertanddenny@gmail.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.

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

Contact: Dion Durston

0429 035 754.

dion1066@gmail.com



MGB

Boot lid & rack \$550

Wheels & tyres \$550

Nankang 165/80R14 845

Contact:

Phillip Bruce 0407 910 106

cheryl.waygood@icloud.com





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



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

Classifieds - Parts



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 Eewan 0432 096 493
bruce.ewan1@gmail.com

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Wanted

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

Contact: Barry Sutton
0410 739 862

Wanted



I am looking for a parking space for my 18yr son Benjamin's MGB.

Last year I gave him my 1968 MGB and this year he has moved to Sydney to do engineering at UTS in Ultimo.

At the moment the car stays with me in Medowie (north of Newcastle), however he would like to garage it in Sydney so he can drive it on weekends and club runs etc. He plans to join your club if able to keep his car in Sydney.

Neither of us know Sydney well enough to find where to find a garage etc. Are there any enthusiast parking garages, or members who may offer this?

We are of course willing to pay to have it parked.

He works weekends at Repco.

The car is in excellent condition, it won second in Sydney MGB Concours with the previous owner several years ago, and I have been a member of MGB Newcastle.

Contact: Don Hudson.

donvet@ozemail.com.au

0418 419 164

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

MG TF 1500 IN CONCOURS CONDITION

Contact: Peter Anderson
0428 464 738

peteranderson17@bigpond.com



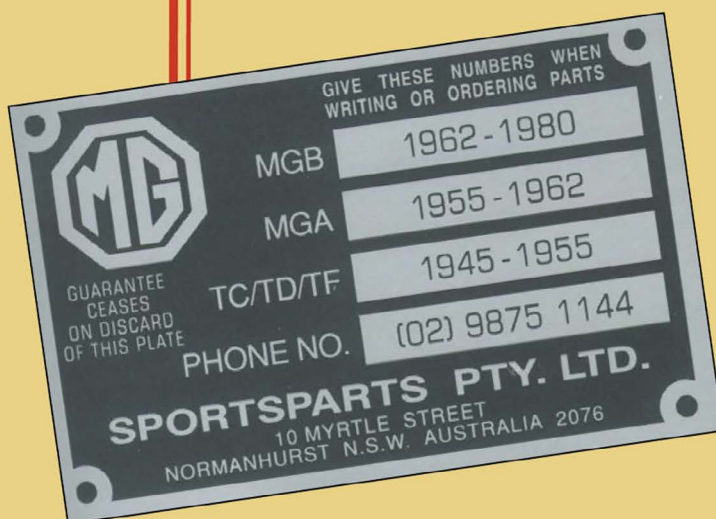
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