



Official Journal of the MG Car Club – Sydney

# Opposite Lock



July 2023

In this issue

Tour de Bathurst  
100 Years of MG

National Meet in Adelaide  
Membership Renewals

# MGCC Sydney Club Calendar 2023

## 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 Wiseman's Ferry/St Albans, MGF/TF Registrar, Mark Robson
- 30 Breakfast Run-Kiama. 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 to Wollombi, RV8 Registrar Alan Heritage
- 29-2-10 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 Druiitt 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 RunTC 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

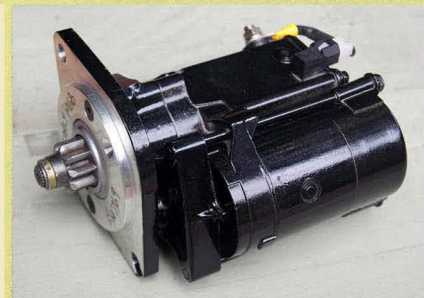
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## July President's Report

It's pleasing to see so much activity now happening in the club.

Unfortunately Pam & I could not attend the Tour de Bathurst this year, however I hear from good sources that the Tour was a great success and the Board wish to thank Robert Smith & Matt Sexton for their organisation skills in putting on another memorable event. Please see pages 12-15 to share in the fun!

Also in June we welcomed back, as our guest speaker Gillian Lewis. She presented another great naval story which kept us all spell bound on the life of Vice Admiral William Bligh. Please see page 6 for more details.

In the month ahead and beyond check out the website if you haven't been on a major run for a while. There really is something for everyone. Furthermore, I would like to thank the Registrar's for the way they have presented their runs.

The MGF/TF Registrar, Mark Robson has organised a run to St Albans via Wiseman's Ferry on Sunday 16th July and then follow that up with a Breakfast run to Kiama with Julie Porter - Stephens on 30th July.

20th August sees the return of the Shannons Sydney Classic Display Day at Motor Sport Park. Always a great day out with our cars.

Once again I would like to encourage members to get on the list of helpers for the National Meeting next year and thank you to those that have already done so. There are many rolls available, as they say something for everyone. If you would like to be part of the team please give me a call or speak with one of our Club Directors. *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!

Rhian Stanley	MGB
Raymond Bennetts	Magnette
Michael Chaumont	MGB
Dirk Eppner & Gabi Rose	MGB
Andrew Thorpe	MGB
Jonathan Wehbe	MGB
John Eddy	MGB
Matt Buttenshaw	RV8

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@mgarclubsydney.com.au](mailto:editor@mgarclubsydney.com.au)*



*Greg Fereday enjoying the Old Pacific Highway on a Sunday Drive*



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Adelaide



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Tamworth



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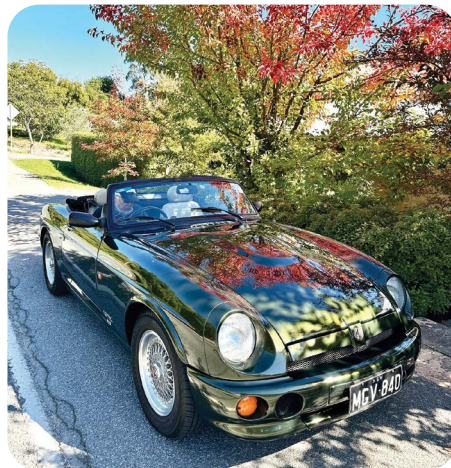
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Monthly Club Gatherings are held  
the second Tuesday of the month at  
Strathfield Golf Club,  
52, Weeroona Road, Strathfield.



July 2023 Cover:

Autum is in the air on the way back  
from the National Meeting in  
Adelaide.

Photo taken by Claudia Lovette.

July 2023

### Opposite Lock

Contributing photographers:

Thanks To:

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Claudia Lovette

Michael Hough, Scott Bailey

Matt Sexton, Granville Harris

Greg Fereday

Hilary Wren.

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At our June members gathering we welcomed back Gillian Lewis from the National Maritime Museum. Gillian shared with us the gripping life story of Vice Admiral Captain William Bligh, (1754-1817) from humble beginnings in Plymouth, UK through his many sailing adventures. He is best known for the mutiny on HMS Bounty, which occurred in 1789. After being set adrift in Bounty's launch by mutineers, Bligh and his loyal men all reached Timor alive, all be it in poor health after a journey of some 3618 nautical miles . He sailed with Captain James Cook on his last voyage and also Lord

Nelson during his career. He became the Governor of NSW from 1806-1808 given orders to clean up the corrupt rum trade. His actions directed against the rum trade resulted in the Rum- Rebellion of 1808, when he was placed under arrest by the New South Wales Corps. Later to be exonerated. He died in London in 1817. Again another fine naval history lesson from Gillian.

Thank you.

**MUTINY-28 APRIL 1789**

- BLIGH AND SENIOR SAILORS ATTACKED WHILST THEY SLEPT- CONFINED TO CABINS
- BLIGH LOUDLY REASSERTED HIS AUTHORITY-FRYER
- BAYONET AT THROAT-'I AM IN HELL'
- BLIGH & 18 MEN PLACED IN 23' (7M) BOAT-LIMITED SUPPLIES, BASIC NAVIGATION AIDS & EQUIPMENT
- 5 DAYS WATER RATION
- CHRISTIAN & 24 LEFT ABOARD BOUNTY
- 5 LEFT ABOARD BOUNTY- HELD AGAINST THEIR WILL

**WILLIAM BLIGH**

- AUG 1791-AUG 93-2<sup>ND</sup> BREADFRUIT VOYAGE AND TORRES STRAIT
- 1793-AWARDED GOLD MEDAL BY THE SOCIETY FOR THE ENCOURAGEMENT OF ARTS, MANUFACTURERS AND COMMERCE FOR UNDERTAKING SUCCESSFUL BREADFRUIT VOYAGE
- 1797-SPOKE IN SUPPORT OF MEN AFTER MUTINY IN BRITISH FLEET AT THE NORE
- 1797-AWARDED NAVAL GOLD MEDAL AFTER BATTLE OF CAMPERDOWN
- 1801-COMMENDED BY NELSON AFTER BATTLE OF COPENHAGEN
- MAY 1801-MADE FELLOW OF ROYAL SOCIETY
- FEB.1805-BLIGH COURT MARTIALLED CASE BY 2<sup>ND</sup> LT. JOHN FRAZIER
- 13 AUGUST 1806 -BLIGH TAKES OFFICE AS 4<sup>TH</sup> GOVERNOR OF COLONY IN N.S.W
- 26 JANUARY 1808-RUM REBELLION- BLIGH ARRESTED-REMOVED AS GOVERNOR
- JULY 1810-ELEVATED TO REAR ADMIRAL OF BLUE SQUADRON WHILST IN NSW
- OCTOBER 1810-REUNITED WITH FAMILY UPON HIS RETURN TO ENGLAND

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1978

July 11th 2023 Members Gathering-  
Strathfield Golf Club.

Come join us on the 11th July to hear how Matt Crawford restored a severely damaged Y Sedan to a magnificent 4 door Tourer.

As you know Matt has a passion for Y Types and this is no exception.



August 8th 2023 Members Gathering-  
Strathfield Golf Club.

At our members gathering on 8 August 2023, we will be joined by Stu Knibbs, a long-time volunteer (29 years) with the Rural Fire Service (RFS) who will be our guest speaker for the night. Stu will talk about the RFS, some of the fires he has fought, and with summer approaching, how to make sure your family and home are bush fire ready.



*John Clarke*

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# Clarendon Classic

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2023

September 16 & 17



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*Strictly no alcohol. Dogs only allowed if on leashes. Exhibitor entry and non-powered camping is free (powered \$10/night) No fires!. Absolutely no exhibitor entry before 8am Friday.*

**Themes for 2023 are:**

100yrs of Howard

Chamberlain tractors

Marine engines

Anything made by Leyland



Please see the website for more information or call Steve Muscat on 0418 453 203.

[www.SydneyAntiqueMachineryClub.com](http://www.SydneyAntiqueMachineryClub.com)



## CMC Shannons Sydney Classic

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### SHANNON'S SYDNEY CLASSIC 2023

Tickets are now available for this year's event at Sydney Motorsport Park on **Sunday, August 20th**

There are a limited number of tickets available to each club due to construction work at the site, but we have been able to secure 24 tickets this year, so get in early!

Payment will be made through Wild Apricot, and a Running Board will be issued when this is open. Tickets can then be collected at the July & August Club meetings at Strathfield Golf Club. For an extra charge your ticket will be mailed, details will be in Wild Apricot.

Keep your ticket safe, and ensure it is affixed to the windscreen before arriving at the gate, no ticket - you will not be allowed entry to the display area.

*Greg Fereday*



## The MG National Meeting - Adelaide 2023.

The adventure started from the time of registering. You see, it was going to be a race! Not against other MG's but against the clock.

Some may recall the 2022 Motorkhana and an unfortunate accident that caused a slight diminishing of "Jellybean's" complexion. Jellybean is the name of my wonderful MGB GTV8.

The diminishing complexion I speak of was caused by not stopping in a garage on the first of three Motorkhana patterns chosen for the event. Fixing the damage caused, became the start of a somewhat significant and well-deserved refurbishment of this wonderful car.

I had always planned to "tidy her up" but in speaking to Peter Moxham (Moxham Garage) he mentioned that perhaps the Ziebart underseal (sprayed on the underbody as a factory option to protect from the salt road corrosion) had probably seen better days. And so, started the adventure of... how far do we go??? Unfortunately...! Or. Hopefully...! Far enough that she will last another 40-50 years to be equally enjoyed by the next generations of true motoring enthusiasts.

Needless to say, she was not finished in time for Adelaide. In the meantime, the challenge was to secure an MG to partake in defending the National Trophy, won last year for the Observation Run. After many phone calls made to dealers in Adelaide, I was finally directed to a small Hire Car Company – Access Hire Cars. A friendly voice, answered my call and seemed genuinely interested in assisting me with one of their MG cars. Turns out Hannah's father used to have a dealership selling MG's many years ago and therefore, my guess was she had "MG" in her DNA. Hannah duly took my reservation and I prayed it wouldn't be like a Seinfeld episode of turning up on the day to find my car had been rented out to another client. If you're familiar with the Seinfeld series, you may remember the one about renting a car! "Anyone can take a reservation.

It's the holding the reservation that's important." Having this in mind, on arrival in the beautiful city of Adelaide, I rang Hannah and was assured that...Not only was she holding an MG but knowing the significance of the weekend, had given instruction to her team to pick out the best one and make sure it was presented well.



This was the start of terrific weekend of

motoring around the Adelaide Hills and wine districts in a Cherry Red ZST Trophy. The first time I'd ever driven a "SAIC produced Modern" and I have to admit that the refinements of leather seats, complimented with red stitching to match the car, touch screen technology and sporty look of red brake callipers showing from behind polished aluminum and gloss black alloys, all added up to what generally is a well packaged car. It handled the twisty roads with confidence and with the ability to use as either automatic or manual shift, was a fun car to drive. Any members needing a rental in Adelaide, I can recommend giving Hannah a call at Access Rent-A-Car 08 8340 0400.



A mention to Dominic David should be made at this point, as he chose a great motel for the Sydney contingent, being the Morphettville Motor Inn on Anzac Hwy. All our treasured cars were secure in the off-street parking and the rooms were modern, clean and comfortable.

The location Dom had chosen for us was only a short drive to all except the speed events, which, funnily enough, I had not entered!

Arriving a couple of days early into Adelaide and being only a stone's throw from some of Australia's best wine districts and exquisite restaurants, which many would be familiar with, a discovery tour was mandatory. Managing to catch up with old friends and enjoy the beauty of both the Barossa and McLaren Vale was well worth it. Although the wineries were warning us at every stop that storms were forecast for the weekend..luckily the weathermen were wrong, other than a few odd showers the sun shone for most of the weekend.

Friday rolled around and the MG Car Club S.A. held what can only be described as, a very slick registration event. Club Volunteers were out in force to assist with every question and from the outside looking in, it seemed to run as smoothly as a Swiss watch.

The evening was the traditional Noggin 'n' Natter, along with the Rocker Cover Races (always a fun event whether a participant or onlooker). In true Nat Meet Friday fashion, many of the Sydney contingent could be seen through the day making last-minute preparations for Saturday's Concours d'Elegance.







The Concours was held a Wigley Reserve, a short walk to the cafés, shops and restaurants of the famous beach suburb of Glenelg. Once again, the weather was mostly perfect and the turnout of MGs from all eras well represented.

Including an exquisite example of a very rear MG Arnolt. A smashing looking car based on the TD chassis. Its streamlined looks reminiscent of the Bristol and DB2 Atons of the day. This one thought to be the only example in Australia. It was a real treat to see it and thank you Shelly for bringing it out.

Saturday night was Disney Theme Party time, held at Glenelg's Premier Hotel Ballroom at The Stamford Grand. I think you'd be hard pressed to find more Disney characters in one place, outside the Disney Theme Park in California. Victoria turned up in two coaches



and out poured 101 Dalmatians. There were a couple of Cruella De Vils (including our very own Editor extraordinaire, Hilary) on hand to keep them under control. Toy Story was well represented with (our President as the ever-popular Woody). A good showing of many other well-known characters and a fun night was had trying to guess them all. The Sydney Club of Micky and Mini Mouses showed all other states how to party and were the last to leave, having won the best Micky and Mini costumes (Ivanna and yours truly) and keeping the band playing encores until quite late. As mentioned, not entering the Motorkhana this year, Sunday's other option was chosen, to drive in The Kimber Run and an exploration of the Adelaide Hills. Finishing at a football club oval near the historic, German founded township of Hahndorf for schnitzel and chips followed by apple strudel.

This pretty town is well worth visiting for a trip back in time.

Monday rolled around and it was time to defend the National Trophy for the Observation Run, won last year. Once again into the Adelaide Hills and winding our way through a sometimes-challenging course to end at the Historic, Lobethal Bierhaus, where a well-deserved meal and refreshments, were served and lively discussions ensued about the possible answers to questions. Many participants wondering just "How many years a particular family had resided in the trunk of a tree". Or indeed... "How much was a bag of poo truly worth!" You just had to be there. Lobethal is famous for being the first Australian Grand Prix Circuit and part of our route following a section of the track.



Monday evening was the all-important Presentation Dinner. Held at the Festival Function Centre, where many rounds of applause and yelps of joy (usually from the Victorian Club) were heard as many well-deserved medals and Perpetual Trophies were handed out. Congrats to all the winners.

Tuesday came along all-to-quickly and it was time to say farewell to the City of Churches. Having caught up with old friends and enjoyed this wonderful city and much hospitality and this marvelous event hosted by MG Car Club S.A., we were farewelled by a delightful buffet breakfast at the Stamford Grand Hotel, overlooking the wonderful Glenelg Beach. What a way to finish. If you haven't been to a National Meet before, do yourself a favour and come along next year to Australia's premiere Country Music Capital, Tamworth. You won't



regret it. There will be new friends to make, old ones to catchup with and a whole lot of fun in your MG to be had. Hey! If yours is off the road. It's no excuse. I'm sure you'll find a solution to taking part in MG's 100th Anniversary. You just have to be there. It's a must!!!

*Granville Harris*

**MGF/Modern TF RUN  
WISEMAN'S FERRY & ST ALBANS  
Sunday 16 July 2023  
All Welcome**

Join us for an entertaining drive via an interesting & easy route to Wisemans Ferry & St Albans, taking your MG on a boat trip; We will enjoy an early casual lunch ( optional ) or bring your own picnic at the historic Settlers Arms Inn.

**Meet:** 8:45 am at McDonalds, 286 Old Northern Rd, Dural, NSW (cnr New Line Rd) for 9:00 am departure.

**Cost:** No cost for the run.

**Bring:** Your MG ( or your daily drive ). All models of MG new and old are welcome.  
Pen or pencil to write on route notes.

**Bookings:** By Saturday 15 July 2023. Please log into Wild Apricot and book yourself in or e-mail to Mark at [robboMC1960@outlook.com](mailto:robboMC1960@outlook.com) so we can warn the hotel of expected numbers for lunch.

**Navigation:** Easy directions – this is not a navigation run.  
Turn right at roundabout and follow main road for 41 km.

**Parking:** Plenty of off street parking around the hotel.

**Lunch:** Usual pub food at your own cost, spend \$5 or \$55, it's up to you, OR bring your own picnic.

**After:** Return home via ferry or long detour via Calga



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## RACING

MG Racing has been around for over 30 years and has been a staple of the Victorian motorsport landscape and is now expanding into New South Wales and South Australia. MG Racing has had a long history of running Phillip Island, Sandown, Winton and in the past at Calder Park, in more recent times venturing to Mallala motorsport Park and Tailem Bend Motorsport Park in South Australia and Sydney Motorsport Park in New South Wales.

MG Racing has a unique multi class formula which also has a class weighting system to enable every competitor an equal chance of success. The series features a variety of MGs on track showcasing the heritage of the MG brand, from early cars like MG TC's, through to the staple MG B as well as modern era cars like MG F's, TF's, ZR's and ZT's and some of the most significant cars in MG's modern era are part of MG Racing. We cater for cars of varying specifications, from CAMS Group S log booked 'historic production sports cars', through to people stepping up from club competition to cars holding 2A and 2B sportscar logbooks.

## INVITED BRITISH SPORTSCARS

MG Racing also allows by invitation some classic British sportscars that are a similar vein to our MG's. Current examples of competitors are Austin Healey, Austin Healey Sprite, Triumph Stag, Triumph Spitfire, Triumph TR's, Triumph GT6, Jaguar E-Type, Lotus Elan.

MG Racing works on the motto 'Safety Fast', this means close, fun, hard racing with an emphasis on non-contact racing and gentlemanly sportsmanship. There is nothing more fun than jumping out of your car on Sunday and enjoying the series BBQ and chatting about how much fun we had!

Come and have a look or speak to one of our committee members at [committee@mgracing.com.au](mailto:committee@mgracing.com.au)

## JOIN MG RACING:

Please complete the form at this link and a state contact will be in touch with you shortly:  
[https://mgracing.com.au/?page\\_id=3091](https://mgracing.com.au/?page_id=3091)

## LINKS:

Facebook: <https://www.facebook.com/groups/mgracingaus>

Website: <https://mgracing.com.au/>

# Tour de Bathurst 2023

Wow!

How times flies! 30 years of 'Tour De ...' and Wendy and I have managed 25 of them.

This year we had 45 members sharing the fun. As usual, Robert and his right-hand man, Matt, put a huge amount of work into ensuring everyone had a great time.

Motorsport Australia, our governing body, have changed the rules for social road events and most of us decided it was for the better. We are no longer allowed to have questions or observations 'on the run' which means that the 'navigators' get to enjoy the fabulous scenery. This rule change also meant that all the questions were centered around stopping points and made for more fun and games with people chasing around all over the place.

We all met up at Glenbrook in a fairly busy side street that had several busy coffee shops. This made getting away a bit tricky but once on the highway, we moved at a reasonable pace. They planned an interesting route, missing most of the really bad pot-hole sections.

Our first stop was Rydal where we had to find all the stations and a few things of historical interest. The funny thing is, we have been through Rydal many times

in our car rallies but never stopped and looked around. It really is a very quaint village.

We then took a long loop out through Sunny Corner and used some of my favourite driving roads back to the Tarana Hotel for lunch. This pub has become a famous lunch spot and I think the management might have been taken by surprise as they were telling people that they might have to wait up to an hour for their order. However, Matt had this covered and gave us a trivia sheet to answer and fill in the time.

The next stop was the Bathurst Grange Distillery at O'Connell (via another great rally road) then more scenic roads to our 'home' for the weekend the



A spin on Mount Panorama was a must, but far too slow for my liking at 60 kph! The police were out in full force on a double demerit points weekend!

Panorama Motel in Bathurst. Saturday dinner was at the local Golf Club for good food and great company (and more trivia!)



Our re-scheduled start time on Sunday didn't quite work due to the staff shortage at breakfast (where are all these people out of work?) but once the fog lifted and

the frost began to melt, we had a pleasant drive to Rockley for another Q & A tour of this lovely little town. If you were lucky enough to escape Rockley before they set up the markets, it was an enjoyable 70 kms



run to Trunkey Creek via some more great (dare I say) Jaguar Mountain Rally roads. Thanks Rob!

Here, Matt had arranged a lot of 'churchy' questions to be answered before lunch - some were very sneaky. The lunch was great, as was the weather so nobody wanted to leave.

It was straight back to the motel for a SCAN (Senior Citizens Afternoon Nap) and then prepare for the theme dinner at Bathurst Reckless Brewery. Everyone entered into the 'B' theme and enjoyed the entertainment supplied by Gavin at this 'different' venue.

Monday dawned cold and cloudy - the sun we had enjoyed previously had gone! After breakfast, everyone went their separate ways and the trip home for some of us, was very slow. Maybe we should look at a non-public holiday weekend now that most of us can snatch a Monday off.

Thanks, as always, to Robert, Matt and their supporters for another great weekend!

Gary & Wendy Maher



Hilary

## Tour de Bathurst 2023

It is hard to believe, but this year's Tour de Bathurst celebrated 30 years of the MG Car Club holding Tour de runs. Started and organised by the late Ron Taylor in the 1990s and joined shortly after by co-organiser Robert Smith and now by Matt Sexton. The tour's combination of a weekend away with good company, pleasant country drives, good food and accommodation, questions to tease the mind and a dress up function has made it a popular and permanent fixture on the Club's calendar. Its ongoing success is also due to Ron and especially Robert and now also Matt's leadership. They have worked tirelessly, year after year, organising places to travel, routes to follow, sorting trophies and booking accommodation and function venues etc. And despite Robert's oratory with witty and sometimes biting comments and occasional devious route instructions, members have kept on turning up year after year enjoying the function.

This year however, changes were made to the format of previous years. Sighting safety reasons, Motorsport Australia has stopped approving observation runs and no questions can now be asked while the cars are travelling. There were still questions this year, but they were confined to stops along the way and lunch time and evening gatherings. The dreaded "Horse's Arse Trophy" for the first breakdown on the run was also discontinued by the organisers.

And so it was that on Saturday 10th June 2023, forty-seven club members in twenty-five cars turned up at 9:00am at a chilly Café 2773 in Glenbrook for the start of the Tour de Bathurst. At the cafe, old acquaintances were renewed, new friendships made, and good companionship was enjoyed by all, setting the tone for the rest of the weekend, and demonstrating again one of the reasons why the Tour de is so popular. After a coffee spillage was cleaned up, the group set out along the Great Western Highway to cross the Blue Mountains. There was heavy congestion at points along the way as MGs mingled with SUVs, 4WDs, LHVs and even the occasional HSV all leaving Sydney for the long weekend. Despite this, one participant, Scott Bailey, was still able to stop off and buy a pair of shoes at Blackheath!

Once the turn off to Magpie Hollow Road was made, the traffic evaporated and with the sun out and a blue sky the run settle into what the Tour de is famous for - winding clear roads within beautiful countryside. Along the way we passed Lake Lyell,



and on to the historic railway town of Rydal where participants stopped and grappled with questions regarding the town's founders and how many stations there were etc, etc.

Then off driving to the next town of Tarana, viewing camels on Diamond Swamp Road and passing what must be the

largest collection of Christmas trees ever seen. For part of the way, a kangaroo was even seen bounding alongside one of the MGs. The Tarana hotel was our lunch stop. This turned out for many to be a long wait for food with some even eating at the shop across the road! It did however give plenty of time to study and complete Matt's lunch time quiz which was of a very different nature than previously. For the first-time questions were asked on rebuses, numbers, collective nouns, and nursery rhymes to name a few topics! (Where was good old google when you needed it?) The quiz was won by Gary and Wendy Maher, with Bob and Jan Grace second and new participants Bruce and Sue Smith third.

After the lengthy lunch it was off to the Bathurst Grange Distillery for a chance to sample, their products. It was at the distillery that Col Haines was able to show off his 5-day old MG, one of two MG



moderns on the tour. It was also an opportunity to view Paul and Irene Harrison's Snowberry White MGB GT. A rare English colour. Then it was off to the Panorama Motel, our base for the weekend, by a circular route. The motel was built on several levels with parking on each level which, despite all the great driving and navigating on the day, still had a couple of nameless participants searching for the motel driveway entrances to their units.

The evening dinner and related festivities was held at the Bathurst Golf Club, located some way from the Motel. Once again Matt and Robert had devised a challenging after dinner quiz. Teams were created with names like "Gary Maher and his Mates", "Cream Crackers" and "Fred".

Questions like "Why does Elton John not like Lettice" were asked. Now it has not been made clear which teams actually won the quiz. It is also not clear how Margaret Crawford came to be re-named Fred, complete with a subsequently name tag?

Everyone left in good spirits.

Uncharacteristically there were no MG breakdowns or incidents on the first day. A credit to the owners and people who maintain them. Stuart Ratcliff must have been happy, and the dreaded "Horses Arse Trophy" was not required. After a comfortable night's sleep, participants woke the following day to start their cars in a temperature of -3.4C!

Frank Perry

## Tour de Bathurst 2023- Day 2

A very chilly day dawned with a heavy frost and foggy light.

We are in Bathurst and it's Winter...cold- why would we all be so surprised?



The morning was rather lovely and the fog did lift unveiling a beautiful day. Having shared a chat over breakfast (after all it was Sunday, so kneeling was expected!) and briefed by Robert of our travels for the day everyone prepared themselves and their cars for the adventures ahead. The cars had many different styles of covers overnight, from

newspaper on screens, soft covers from bonnet to boot and car rugs over the entire car all to aid limited ice to be cleared but that didn't stop the need for scrappers on windscreens, it sure was thick and white. A couple of cranky cars were kicked into action others roared and some just purred.

One just stopped in the car park..... nope to cold..... not going anywhere. Bruce & Sue Smith have done it again..... this time an easy fix and they soon on their way to Rockley with everybody.

Now that's a pretty little village made more so by seeing twenty beautiful MG's parked all around the streets and with questions in hand and answers to be found it was easy to see who the team players were.

Gary Maher was seen hanging by his scarf in the children's playground. John & Annette Croft were behind bars and Sue Bailey was escaping!



Rockley had its Winter Market this very morning and of course this took the attention of many. It was an interesting fair and there was many a purchase. Scott Bailey was scene purchasing a belt that was added to the dancing shoes from the day before! There were ladies with dried flower bunches, earrings, cards and fudges in the hands for the MG crew. There was no doubt our presence was felt in the town of Rockley!

Heading onto our lunch destination with more questions to be completed I was driving happily along..... dodging the potholes and there were many! Coming over a brow of a hill there in front of me were three MG's gathered on the side of the road! Scott & Sue Bailey, Bruce & Sue Smith. "not more problems Bruce" I thought!

Then there was Don Young. Alas, Don had hit a pothole and blow his tyre. Thankfully Scott came to the rescue and with the muscle power of the men



and the logic of the ladies.

Don was soon on his way and all this before noon. The route mapped out was a lovely drive across country though Newbride and finally arriving at the Trunkey Creek Pub for lunch. The sunshine was brilliant and we all enjoyed lunch outside.



With the last of the questions answered everyone made their way back to Bathurst in their own time.

Trunkey Creek has some charming residents with tales to tell hospitality overload and "Del White." A lady with a passion for roses. Del thinks it normal to have sheep in the garden, twenty five bird houses, all homemade by her, bike parts and treasures, then there was a water tank five meters above the back door for better water pressure into the house! A comment about the dyed Agapanthus heads all sprayed different colours overheard by Del's daughter lead to a very amusing walk around this lady's garden and an afternoon I will remember fondly.



As the day turned to night out came the party bug. We all gathered at the Reckless Brewery, which had been a flour mill in another life and everyone had taken up the challenge of dressing with the letter "B" in mind.

So there were Butchers, Bakers, Ballroom Dancers, Bee Keepers & Bees. Babies & Bunnies too. Butterflies, Bedouin's, a Beach Bum, Bunnings workers and even Bottles of Baileys.... the list goes on. So lovely to see so many embracing the theme and much laughter was heard throughout the Brewery, not forgetting the amusement given to the other patrons. We had a fabulous night and danced till the music stopped.

The Bee Keeper and his Bee left their sting as they collected their prize and the clink of the Bottles of Baileys was heard as they tucked a treasure under their arms.



"Spirit of the Event" has been introduced for the first time and bestowed to a person that quietly goes about their day always in the right place at the right time and ready to help others. This year for the first time it was awarded Scott Bailey.

Well done Scott!

Before the Tour completed we were honoured to share in a very special moment for Matthew Crawford. Margaret, Matthew's wife, told us all that Matthew had been honoured in the Kings Birthday Honors List with an Order of Australia for his work in Anesthesia and specifically in Pain Management. Margaret herself, will for evermore be known as

### Tour de event - future options

We had a brief discussion at our recent Tour de Bathurst about some future changes to the annual Tour de Event.

Over the 30 years the event has been running we have introduced several changes but retained the essence of the Tour.

Now that many our members are no longer engaged full time in the workforce, we have the opportunity to consider perhaps a bigger change & that is a move from the traditional date of the Tour i.e. the June long weekend. Historically this date was selected when most of us were engaged full time in the workforce / our businesses & also had children to consider (& drag them along with us)! So, let's consider some options:

- Keep the event on the June long weekend
- Move to the October long weekend
- Move to another time & make our own long weekend



FRED on all Tour de travels in the future!  
Now that's a tale for another day!  
Congratulations to Matthew from all of us.

This wonderful weekend could only occur because of the dedication of both Robert Smith & Matt Sexton, but not forgetting their ladies.

Thank you for the time, research & planning you all put into this event and for making it another very memorable Tour de.

Linda Clayton



- Move to a mid week event
  - Move to a warmer time of the year
- And what for 2024? As you know our club is hosting the Natmeet next year & this will involve considerable volunteer commitment from our members plus the cost of attending what we hope will be a fitting celebration of the centenary of the Marque. Holding the Tour de shortly after might be a strain on members time & finances so maybe we take a break for 2024 or move to later in the year.

We would appreciate hearing from you (you do not necessarily have to have been a past participant in the Tour) so we can consider your feedback for future events. Please send us an email or text with your comments / ideas & hopefully we'll come up with a solution to satisfy the majority. Thanks,

Robert Smith:

[robert\\_smith@live.com.au](mailto:robert_smith@live.com.au) / 0407 600632

Matt Sexton: [mattgsexton@gmail.com](mailto:mattgsexton@gmail.com) / 0417 017007



## 2024 National Meeting - Tamworth

A special anniversary informs the 2024 National Meeting as it wraps up the celebration of 100 years of MG. The MG global family has been busy celebrating 100 years of MG and these celebrations will wrap up in Australia with the 2024 MG National Meeting in Tamworth, NSW.

All the usual events will be held and, as well, we are planning some special ways of celebrating this momentous milestone.

### *Best Dressed Rocker Cover Racer*

One exciting new initiative will be the introduction of the 'Best Dressed' Rocker Cover Racer competition to the Noggin 'N' Natter evening.

Three prizes awarded for the Best Dressed Rocker Cover Racer:

- Best Dressed Old Number One
- Best Dressed any other MG model
- People's Choice Award



So, all Rocker Cover Racer enthusiasts, this is a heads up so you can get designing and 'dressing' your Racer. Let the fun begin!

### TAMWORTH

Like all National Meetings, attending one in a different part of the country allows us to explore parts of our beautiful country we may not be familiar with.

Tamworth is located 405km north-west of Sydney, 280km from Newcastle



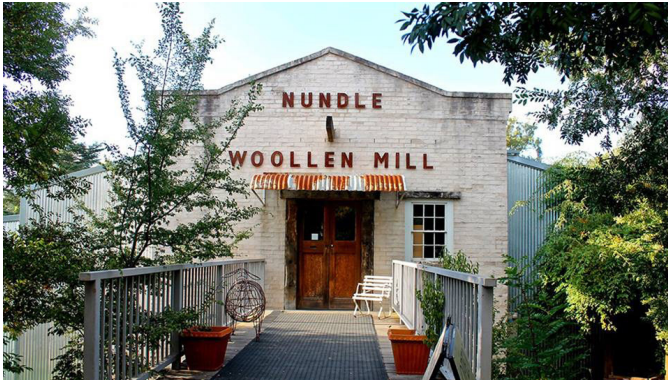




and 570km south of Brisbane and so it is easy to get there.

Home to the Kamilaroi/Gamilaroi/Gomeri people for thousands of years, Tamworth is a regional city perhaps best known as the Country Music Capital, home to the Big Golden Guitar and a place of pilgrimage for fans of the annual Tamworth Country Music Festival.

It's where the charm of villages like Barraba, Manilla and Nundle meets the bright lights of a regional city like Tamworth.



Though the locals really do love to support live music (especially Australian music!), there are other attractions in the area waiting to be explored.

Think wildlife, lakes and lookouts, walking and biking tracks, galleries, unique museums, restaurants, pubs and cafes. Tamworth is a great base from which to explore this incredibly diverse region. You can explore Uralla, Armidale, Guyra and Walcha to the north-east, or jump on the Oxley Highway to explore the north-west, Gunnedah and Narrabri.

So take this opportunity to visit and explore this beautiful region as well as celebrate 100 years of MG at the 2024 MG National Meeting. **Be there in 2024!**

Check out [www.mgcarclubsydney.com.au](http://www.mgcarclubsydney.com.au)

Just click on the top bar tab Natmeet 2024 to register your Expression of Interest.

*Charlie Frew. National Meeting Chairman*

## 100 Years of MG - Part 2



The 1925 model 14/28 Bullnose radiator MG Super Sports tourer – the nautical scuttle vents, the covers for the cast wheels and the triangular side-glasses for the opening windscreen were features of the Morris Garages bodywork.



The simple instrument panel in the 14/28 MG Super Sports.



# Taking off in the 1920s

Having explained last issue how the MG marque came about, **Malcolm Green** picks up the story in 1925 and takes us through to the end of the decade.

The reception given by the motoring press and satisfied customers to the Morris Garages Super Sports models that had been introduced in 1924 fully justified Cecil Kimber's efforts to build up this aspect of the business he was now managing. A road test in the October 1925 issue of *Motor Sport* must have pleased him, and also possibly the Morris Garages' sole owner, William Morris. The magazine had a four-seat tourer on test and praised the amount of space provided.

At £375 the car was considerably more expensive than standard catalogue Morris tourers, so it was important that the extent of some of the improvements made to enhance performance was listed in the report. The article explained that despite having a top speed of 65mph, no structural alterations had been made to the Morris Oxford chassis and that tuning, careful assembly and suspension modifications produced the desired result. Engines were removed from the rolling chassis and completely stripped, cleaned, combustion chamber and inlet/exhaust ports polished. The crankshaft, rods and pistons were balanced before the engine was reassembled and bench tested.

The efforts to improve ride and roadholding were equally thorough. The steering box was moved from below the chassis to above it and a longer drop arm used. For a more sporting feel, the steering column was given extra rake and a smarter, three-spoke steering wheel. The Morris arrangement of a central accelerator pedal was changed to one on the right, the gear lever bent to lower it and the handbrake lever moved from a central position to the right of the driver. All this effort was to improve the driving experience.

Better handling and roadholding did



This is the two-seat version of the 1925 14/28 MG Super Sports.

require some alterations to the Oxford running gear. Suspension springs were flattened, often achieved by fitting ones from the lighter Morris Cowley instead. This meant new mounting plates had to be fabricated to sit between the rear axle and springs. At the back, to improve damping the single acting Gabriel Snubbers were swapped for the Hartford shock absorbers that were usually seen on the MGs in the late 1920s and early 1930s.

By September 1925, the space available at the small yard in Alfred Lane was proving insufficient to cope with the numbers of cars being built. Morris Garages then rented a section of the newly completed Morris Radiators' factory in Bainton Road, Oxford with MG production being transferred there. As there were now 25 employees working on car production, a works manager was appointed to oversee the operation and installed in a separate, glass-sided office.

The catalogue of 1926 MG models was a much more professional affair than those previously issued by The Morris Garages had been. Inside the front cover was the proud statement that such is the popularity of the various MG models that a special factory had been erected to cope with the ever-increasing demand. The booklet also pointed out that every new Morris car was sold with one year's free comprehensive insurance, and that this cover was also available for new MGs.



A rarity even among early MGs, this is a surviving 14/28 two-door Saloonette.



A 14/28 flat radiator two-seat tourer. At £340 this model was £10 less than the four-seat version.

In the Edmund Road MG factory workers are pictured rubbing down and applying enamel paint to bonnets and wings.



The MG Super Sports models were available as two- and four-seat tourers and also as a small two-door saloon. This model was fitted with steel disc wheels in place of the wire wheels now standard for the other two models. The basic Morris chassis with solid-spoke artillery wheels was used for the four-door saloon and the Weymann Sedan, although for an additional £30 the latter body could be fitted to the Super Sports chassis with all the Morris Garage improvements. Weymann bodies were popular in the late 1920s as their flexible wooden framework construction and fabric covering was thought to give a quieter ride and freedom from rattles on poorly surfaced roads. However, a look at contemporary service records reveals that the bodies were perhaps rather too flexible and there were frequent complaints from customers about cracked windows and door pillars, and of bodies almost literally falling apart. To be fair, perhaps some of the blame for these difficulties should have fallen on the very flexible chassis.

MG had now established a place in the market for offering a product that differed distinctly from the Morris cars on which they were based. A combination of some simple chassis modifications and more attractive bodywork had transformed the

### *'A combination of simple chassis mods and more attractive bodywork had transformed the Morris Oxford'*

mundane Morris Oxford into a much better machine that could compete on equal terms with other makes of sporting cars. Despite the limited production capability, nearly 350 of the bullnose 14/28 MGs had been built before, in September 1926, a radical re-design of the parent car was announced, bringing production of this most elegant of vintage cars to a close.

The new Morris Oxford chassis was wider, shorter and much stronger than its predecessor and was now fitted with a wider, flat radiator in place of the familiar rounded bullnose design that had been a distinctive Morris trademark, and one that had blended well with the elegant MG body styles. Modifying the chassis and designing new bodies to fit caused Kimber a number of problems and he resorted to asking for assistance from a young engineering graduate, H.N. Charles, who worked at Cowley in the progress department. Kimber

persuaded Charles to join his team at Bainton Road at the weekends to sort out what was necessary to get the MG range back into production, and they spent long periods working on sketches trying to adapt the body styles to suit the flat radiator.

The new models that were eventually put into production featured a number of chassis and brake modifications in an effort to improve on the Morris chassis. The range of body styles for the MG Super Sports was essentially as previously available: two- and four-seat open tourers, the closed cars shown in the catalogue issued for the 1926 Motor Show were limited to two- and four-seat two-door Salonettes, while the heavy four-door cars were no longer listed.

The first cars on the new chassis are now known as 14/28 Flat-nose, to distinguish them from the earlier 14/28s. Development work continued, resulting in various modifications being incorporated into the car which was eventually called the 14/40, or the Mark IV. Trying to identify the differences between the 14/28 and 14/40 is something of a teaser, and this is not helped by the use of the Mark IV designation, which seems to have signified little beyond the need to make the car appear more up-to-date. One clue is that visually, the earlier flat-

### Breakfast Run.

Join us for an easy drive through the Royal National Park, followed by a cafe-style breakfast at Diggies Cafe, Blowhole Point Kiama (we will be seated inside).

**Date:** Sunday 30 July 2023

**Meet:** 7:45 am at McDonalds (Allison Cres, Menai NSW 2234) for an 8:00 am departure.

**Navigation:** The run will take approx. 110 minutes - click on the link for directions: <https://goo.gl/maps/FmLwW5doHKEv1gF76>

**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 July 2023 via Wild Apricot. **Limit:** 40 places.

**Enquiries:** Julie Porter-Stephens [breakfastruns@mgcarclubsydney.com.au](mailto: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-Kiama as your reference.

If you have booked and paid via wildapricot - you do not need to do anything more, thank you, your booking is confirmed.

If you have booked via wildapricot and paid via bank transfer or just paid via bank transfer you must email Julie Porter-Stephens at [breakfastruns@mgcarclubsydney.com.au](mailto:breakfastruns@mgcarclubsydney.com.au) to be manually marked as paid and registered.



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## Membership Renewals

It's hard to believe another year has raced by and membership renewals fall due on 1 July 2023. We encourage you to renew your membership, along with any family members, as soon as you can and of course, new family members are always welcome!

As in previous years, our membership system will automatically send you an email reminding you that your renewal is about to fall due, the email will contain a 'renew now' button. By clicking this button, you will be directed to your profile page where you can check that your personal and car details are complete and up to date and then follow the prompts for payment where you can pay online by credit card. If you overlook the email for some reason, a follow up reminder will be sent.

You can also renew at any time by logging into your profile via the MGCC website, click the renew button in your profile (just below your Membership Card) and follow the prompts to action your renewal. At the time of writing quite a few members have already processed their renewals this way and have found it quick and simple.

Whichever online option you choose, a confirmation of your renewal and a payment receipt will automatically be forwarded to you by email. Your profile will also be automatically updated to reflect your new renewal date, as will your membership card.

If you are unable to renew using these online options, please contact me on the number below and I will send you a copy of the renewal form either by email or post, for you to complete and return, You can make your payment by completing the credit card section on the form or by enclosing a cheque with the completed form. When received I will manually process your renewal and your profile details will then be automatically updated to reflect your renewal. Alternatively, I can action a credit card payment over the phone with you.

As a reminder, membership of the Club is a

Sheila Trotman



condition of the registration of your car under the Concessional Registration Scheme. If you are not a financial member of the Club, then the registration cannot legally be renewed, and the Club cannot sign the form required by Service NSW.

In a world of ever-increasing price rises we are delighted to say again this year that there will be no increase to the fees, they will remain unchanged from last year and are as follows:

Renewal Individual Member	\$100
Renewal Family of two	\$115
Renewal Family of three	\$130
Renewal Family of four	\$145

We appreciate your support and involvement with the Club and look forward to your renewed membership for the coming year.

If you have any queries or if I can help in any way with the renewal process, please do not hesitate to contact me.

Note: Important reminder for Apple Users  
Members using the Safari browser on their laptop, iPad or iPhone may encounter an issue when logging in through the club website. If so, please clear your cookies and turn 'Prevent Cross-Site Tracking' off before logging in again. This can be done through the privacy settings in Safari's 'Preferences' menu on a laptop or the Safari tab in 'Settings' on an iPhone or iPad. If you wish to leave 'Prevent Cross-Site Tracking' on, please use the <https://mgccs.wildapricot.org/> site to update your details and renew your membership.

Alternatively, you may find it easier to use a browser other than Safari.

*Sheila Trotman*      *Membership Secretary*  
0410 504 132

[membership@mgcarclubsydney.com.au](mailto:membership@mgcarclubsydney.com.au)

Please find attached an image of a limited edition of our Centenary car badge to celebrate one hundred years since the first six MG sports cars were produced.

We understand one of these cars (painted yellow) was sold to Oliver Arkell for three hundred pounds and we have represented that car in the badge.

Badges are available for \$60.00 plus \$10.00 postage.

Allan Ross (Regalia, Gold Coast MG Car Club)  
[mg54tf@gmail.com](mailto:mg54tf@gmail.com)



# ALL BRITISH DAY



INVITATION to ATTEND  
**40th Anniversary**  
**ALL BRITISH CAR**  
DISPLAY DAY



Sunday 17th September, 2023  
At the picturesque  
**THE KING'S SCHOOL**  
Pennant Hills Road  
North Parramatta



Display cars are to enter via  
Masons Drive, North Parramatta.

Gates opening at 7:00am and locked at 9:30am.

Tickets \$10 per display car purchased before the event.

Tickets previously purchased for the cancelled 2021 & 2022 events are valid for the 2023 event.

If you require any further details please contact either of the following:

Allen Gower: 0439 650 401  
David Noble: 0414 576 376  
allenandyvonne@bigpond.com  
david.noble070@gmail.com

To purchase tickets:

Please send payment of \$10 in a stamped / self-addressed envelope including phone number by 1st September to:

David Noble, 38 Russell Avenue, Wahroonga NSW 2076

## Illawarra Register

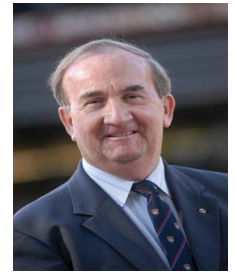
The Illawarra register is essentially a social run event register, in which we combine with the Jaguar Drivers Club of Australia (Illawarra register) to enjoy a run in our classic cars to an interesting or enjoyable place or event. In outline terms we plan to run a social run every two months of each year, and we thank those who turn up to enjoy these runs with us!

Our next run will be to the beautiful Mt Keira Scout camp to enjoy the lunchtime Christmas in July feast on Sunday 23 July.

I attach some photos of the car lineup on the Mt Keira Scout camp's camping flat during the last time this event was run, and we have always had a great meal, good entertainment and an enjoyable relaxing Sunday in the historic Lodge building of the camp.

In next month's magazine I hope to provide some

Michael Hough



up-to-date photos from the 2023 event.

- Wings Over Illawarra will not run in 2023, as the current organisers of Wings over Illawarra have agreed to transfer the running of the event to the organisation that has run the famous Avalon Air Show.
- As a result there will be a name change to "Airshows Downunder- The Sheelharbour Air Show"
- The first Airshow will be held as a 3 day event run in early 2024.
- Scheduled for :-Friday 1st March - Sunday 3rd March 2024.
- Enjoy your classic motoring! *Michael Hough*



## Cootamundra Sprint 2nd Sept 2023

Do you have a pre-1985 car that you would like to race?

If so, try Cootamundra Sprints, Saturday 2nd September at Cootamundra Airport.

The popular Cootamundra Swap Meet is Sunday, 3 September.

Registration is available now. VSCCA Cootamundra Sprints Supplementary Regulations and Entry Form [www.vintagesportscarclubaustralia.org.au](http://www.vintagesportscarclubaustralia.org.au)

There is also a dinner on Saturday evening at the Cootamundra Services Club.

\$35 per person plus drinks.

RSVP ahead of time via the VSCCA website:

[www.vintagesportscarclubaustralia.org.au](http://www.vintagesportscarclubaustralia.org.au)

The 1.5km long, 18m wide, Cootamundra Airport runway allows two cars to run side by side over the timed 400m.

Cars will be pre-1985 and will participate in either full speed timed acceleration sprints or regularity sprints. The latter allows vintage cars to accelerate over the 400m at any comfortable speed they choose and once a time has been given then the object will be to come as close to that as possible in subsequent runs.

We create good old fashioned vintage fun without risking the cars. State of the art electronic timing.

Entry fee is \$90

Roll bars are not required but helmets are.

No other licensing is required.



The event is open to:

The VSCCA, VSCC Vic, Alvis Car Club, Austin 7 Club, Cootamundra Car Club, GEAR, HSRCA, Lotus Club, Morgan Owners Club Aust, MG Car Club, Triumph Club, and others at the discretion of the organisers with suitable Vintage, Historic pre-war and post-war sport, racing and sedan cars manufactured prior to 1985 and other car clubs with suitable cars as set out in the supplementary regulations.

The event will be limited to 80 cars to ensure everyone gets adequate runs so it is first in first served. The event will be subject to, and comply with, any special Covid restrictions at the time.

First run at 10.00 am

Cootamundra is only 4.5 hours drive from Sydney.

Hope to see you there!

VSCCA



# Conditional Registration Update

Brian Woolmer



On 28th May approximately 275 Club Plate Registrars attended an update from the Council of Motoring Clubs NSW (CMC). The CMC work with Transport for NSW (TfNSW) and several other government departments to oversee the HVS and CVS schemes for Conditional Registration.

1. The Transport Department has an investigative team to monitor both schemes. They have already prosecuted several AIS Engineers and Proprietors of Business for breaches of the rules. This team regularly attends car events to check cars with Concessional Plates and if necessary they will remove plates on the spot, leaving owners with an expensive tow home.
2. New plates are on the way for CVS vehicles. The old golf buggy or tractor style plates will be replaced with another, similar in size to the existing H and J plates but the letter, numbers and colours may change.
3. The old DRIVE computer system used for full registrations and other Service NSW functions is due for replacement with a new and fully integrated management system. Full end to end digital registration as used for full regos will apply to other schemes as well. Indeed there is some prospect that HVS and CVS will merge into a new category. But this is a massive change and will probably be a couple of years in the making.
4. As soon as a Car Club Member becomes unfinancial they are no longer registered or insured under either scheme and liable to a hefty fine if stopped by Police. The penalties for a breach can be up to \$2,200 and 4 demerit points. So if you have an HVS/CSV vehicle make sure to pay your

dues before June 30. To be safe.

5. Participants in the log book scheme need to be ready to defend their use of the vehicle if stopped by Police. This may include making sure to fill out the logbook before driving on a public road. Excuses will not help you, preparation will. So if you plan to take your vehicle for some mechanical work make sure to ring the workshop and book a time. Use the log book of course but the more evidence you have the stronger case that you are operating within the rules. It is advisable to keep a copy of the club's program of runs with your registration and operating certificate in the vehicle. Only one entry is required in your logbook per day even if several licensed people drive the car during the 24 hours.
6. As we are a mixed Marque Club it is the owner of the Non MG vehicle who is responsible to provide proof of originality, or acceptability of options/accessories. Catalogues from the period can help a lot.
7. The general idea for HVS is that the vehicle must be as close to original as possible with no alterations except period options and accessories or safety items such as seat belts and turn indicators. What constitutes period options and accessories is currently defined as items that must have been available for the vehicle within 2-3 years of its build date. This policy is under review so keep a watching eye on the TfNSW website for Updates to their DRAFT document.

Brian Woolmer



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## MG RV8 Register Run to the Wollombi Tavern

**WHEN.....SUNDAY ..... 24<sup>th</sup> September 2023**

Come taste historic Wollombi – explore Aboriginal and Convict history  
2994 Great North Rd, Wollombi NSW 2325 ... in the Hunter Valley

- Meet at McDonald's car park, Mt Colah at 9:00am for 9:30am departure.
- Drive the winding Old Pacific Highway north, then .....
- the historic Great North Road, Highway 33 ...for 11:30/ 12noon lunch at the Wollombi Tavern famous for Dr Jurds Jungle Juice and great burgers ...  
OR ... one of the local Wollombi cafés for pies or snacks.
- Plenty of Off Street Parking \* Tourist Route 33 (Our  ÷ 2)!
- Browse the local museum (old Courthouse) and the curiosities of the blacksmith

**RSVP by Friday 15th September 2023 – All marques welcome**

**MGCC RV8 Registrar :**

**Alan Heritage 0418 459496 or alanheritage@yahoo.com.au**

## Sunday 16th July



One of our members Jacques Calluad also has a vintage car (1927 Erskine) and belongs to the Vintage Vehicle Club of Australia. They will be displaying their members cars at Old Government House, Parramatta, a National Trust property between 10.00 and 14.00

**Sunday 16th July.**

Old Government House will also be open for tours, cars and grounds free to look at, but there is small cost for the tour of the house unless you are a National Trust Member. Look forward to seeing you there.

*Jacques Calluad*  
0433 506 668

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# MG Centenary Event

To celebrate the Centenary of MG cars, the MG Car Club, the MG Owners Club, the Early MG Society, the MG Octagon Car Club, and the MG 'T' Society joined forces to organise an MG Centenary event on Saturday 27th May at The British Motor Museum at Gaydon in Warwickshire, UK.

I was fortunate to be in UK on a family matter and had the opportunity to attend. This happened to be a long weekend and traffic was a concern, but as I had to travel for 2.25 hours' from the south coast the holiday traffic was going in the opposite direction!

The whole area in front of the museum was reserved for only MGs, with one area for a Time Line of MGs from early 1925 to 2023, another area for a Pride of Ownership display, and then general parking for those attending in MGs. In all approximately 1350 MGs attended the day, and many cars had travelled from Europe for the event,



together with several special cars including the original London to Sydney Marathon MGB that was driven by Jean Denton and Tom Boyce in the

1968 event, a Costello V8, the Aston Martin Prototype MGB, and the Roush tuned, 765bhp, 6 litre V8 powered MGZTT Bonneville Land Speed Record Car, which was fired up several times during the day getting everybody's attention! (Interesting that in 1959 another MG, EX181 set a speed of 254.9 mph – with a 1506cc motor! This was 44 years earlier and faster by 29.3mph)

MG Motor UK had on display an MG HS and MG4, there were several MG trader stands, food and drink outlets and an ice cream van which always had queues as the weather was perfect! Also a three-piece girl singing group which kept the crowds entertained. As a special treat at precisely 12:51 a Spitfire flew several fly pasts.

The Museum holds many special MGs, including – and in pride of place at the entrance – Old Number One. Others include the record breaking EX cars, scale and full size prototype MGs which never made production, an MGB GT sliced down the middle, a sectioned MGA, and the last MGB GT to leave the factory. Full details of the museums collections can be found at [britishmotormuseum.co.uk](http://britishmotormuseum.co.uk)

The question everybody was asking before the event was – would the new MG Cyberster be on display? Only the week



before MG Motor UK had released a few photos and a promotional video of a RHD model in red. Yes, there was a Cyberster there, but tucked away in a corner of the museum against a wall, but to everybody's surprise a LHD model with a camouflage wrap of QR Codes, the interior door trim covered from sight, and No Photography signs up and an attendant on duty! Further enquiries found out the reason, the red RHD car was a pre-production model, but the LHD car on display was a final production model with several changes and the



car had not been officially released to the press or public yet, so the details were still secret. First impression seeing the car for real is that the Cyberster is a large car, and I heard several comments that both the exterior and the interior



styling has Jaguar influences – remember this is built in China but was designed in the UK. A very up to the minute design, and in camouflage and not being at an MG event it would be hard to name the brand – even comments to it being a small Ferrari. A detail confirmed is that it has 'scissor' doors, also the dashboard is similar to the MG4 with three LCD displays.

After the Museum closed at 5pm there followed a dinner in the Sky Suite above the museum, attended by many nationalities including Americans, Europeans and Australian (me!). The guest speaker was Dr Ian Pogson who was a long time design engineer with MG, MG Rover and SAIC, one of his projects was having been involved in the MG RV8 power train development. He gave an interesting talk on his involvement between the MG Development teams in the UK and the equivalent Chinese teams with the culture differences.

There followed an impromptu talk from the Commercial Director of MG Motors UK, Guy Pigounakis, with an update on the Cyberster and the future of MG. He told us that in only the last 8 days there had been a change of plans with SAIC in China and that the Cyberster priority is now for RHD, meaning the release date for the UK is now planned to be brought forward by at least three months, meaning early 2024 deliveries. The Cyberster is most likely to be the first of a line of two door sports cars from MG.

There are also plans to re-introduce the X-Power sporting brand, with a sports version of the MG4 soon to be released. Only one month earlier, on 26th April, Autocar awarded the MG4 the 'Best Electric Car of 2023'. The MG4 has been on sale in UK since 2022 and has sold 5200 units since last September.

With Europe and the UK banning the sale of new ICE petrol and diesel cars from 2030, with Hybrid sales allowed until 2035, MG as a manufacturer are no longer designing any ICE models, as their planning is for 5 years ahead. (In Europe this rule may be relaxed if efuels can be used).

To quote MG Motor UK – 'While hydrogen may be the future for cars, electric is no longer the future but is now the present'.

I managed to talk with Guy and asked if it would be possible to have a Cyberster at next years' MG National Meeting at Tamworth and he advised me that as there are already cars available in China, MG Motors Australia should be able to organise his, hopefully !Australia is



a strong market for the MG brand, in 2022, the UK only sold 1468 more MGs than Australia, with UK sales of 51,050 to Australia's 349,582.

Greg Fereday

# MG Car Club Regalia & Clothing

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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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## Is it illegal to Drive Nude in Australia?

One of our members happened to see an article in the "Drive" segment of the "Sydney Morning Herald", May 1, 2023, posing the above headline question.

He raised this question at the MOCA General Meeting on May 4, 2023, to great interest and amusement of those who were there. The issue was of particular interest due to the cover (or in fact uncover) photo showing an extremely pleased couple (identity unknown) in a late model Morgan.

One astute member of the club commented that the photo was proof positive GPS navigation systems don't have anywhere near as much coverage as the traditional map.

The findings of the article were Yes and No – and the answer is all about context.

Generally speaking, being naked in a car isn't strictly illegal, but it can land you in hot water the second someone else sees you.

No Australian State has a road rule specifically prohibiting driving while nude but did expose the fact that all States have laws pertaining to public indecency.

So, if you are tempted, make sure it is decent. Further detail and photo is available at:

[www.drive.com.au/caradvice/is-it-illegal-to-drive-nude-in-australia/](http://www.drive.com.au/caradvice/is-it-illegal-to-drive-nude-in-australia/)

Or simply Google "nude driving Australia" *Lachlan May With thanks to The Morgan Ear & The SMH*



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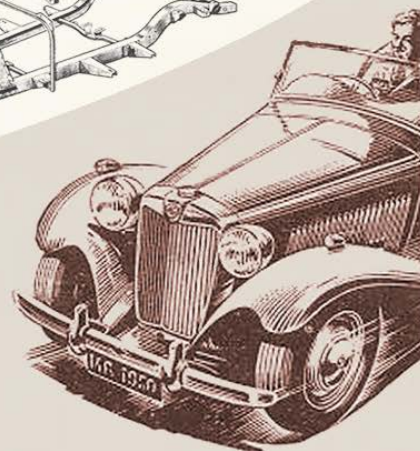
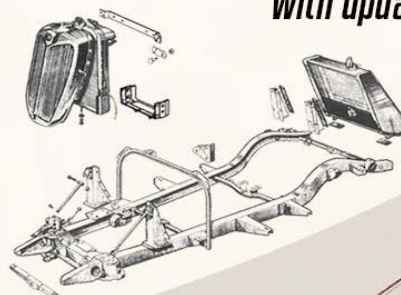


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## Warning- Selling Conditionally Registered Vehicle

Recently a Member of another car club sold a car under Conditional Registration. They provided the buyer with a Bill of Sale and a completed the Notice of Disposal on the Conditional Registration Renewal Notice. The new owner drove home, garaged the vehicle and took the plates back to Service NSW several days later.

MGCC Members are reminded that this is a practice that is against our Rules. Our website specifically puts the responsibility for return of plates on our members: It states the (Member) sells (sic) the vehicle and does (sic) not return the plates to the RMS within the approved time frame –usually 14 days.

More importantly this practice is very risky for the seller. What do you think would happen if the buyer took off with your plates on the car and went through a school zone camera speed during school hours? Who do you think would be responsible? Worse still, if the car was involved in a serious accident how do you think the Police and the Insurance Company would respond, given that lawyers look for any reason not to pay a claim? What if the new owner stored the vehicle and a fire destroyed the vehicle? I hope you get my point.

Don't think you will find any support from responsible government departments. They do not and will not issue policies or procedures that can potentially put them in the frame for helping to get you out of a jam of your own making. You will be on your own.

What is the old axiom?

Better safe than sorry.

When the Council of Motor Clubs was asked about this issue they were quite clear that ownership passes with the Bill of Sale and the money. Sellers should remove the plates.

They even go so far as to recommend that sellers include a 'time-stamp' on the Bill of Sale. If buyers need to move the vehicle, ensure they turn up with a Permit to Move as these are readily issued by Service NSW at low cost. These permits are there to allow movements within the limits outlined.

When asked, Service NSW said, "When you sell a vehicle and the seller submits a notice of disposal the buyer has full possession of the vehicle from when a disposal is submitted, However if you sell a vehicle and don't complete a notice of disposal and the buyer drives off with it and they haven't (or don't) complete their part of transferring the registration into their name then technically the seller is still liable for the vehicle."

This position is the same as the CMC and underlines the risks a seller takes if they do not take responsibility for removing and handing in the plates. Furthermore if a buyer turns up at Service NSW with a set of plates from someone with no previous system association with the vehicle they may well refuse to take those plates back. *Brian Woolmer. Plate Registra.*



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**1997 Red MG - F soft top convertible**

5 speed Manual, 2 seater  
93861 kms, 4 cyl 1.8L  
Service history, mid-engined rear wheel drive, Interior good condition except for splits in the vinyl on the seats & a small crack on dash  
Minor cosmetic dents & scratches  
Keyless entry and immobiliser  
Hydrogas suspension works, no leak  
New Pioneer audio unit & 2 Sony speakers behind seats, Kicker speaker in each door.  
Head gasket is cracked  
Car runs well but will overheat  
**Price:** \$1,500  
**Contact:** Michelle Ricks  
0421287612  
[mishyricks@gmail.com](mailto:mishyricks@gmail.com).



**1997 Mulberry MG - F soft top convertible**

5 speed Manual, 2 seater, 121 K  
4 cyl 1.8L, No service history  
Mid-engined rear wheel drive  
Interior in good condition, some cosmetic dents & scratches  
Keyless entry & immobiliser  
Hydrogas suspension has been replaced with a coil spring  
Runs well, Kenwood audio unit and 2 Sony speakers behind seats, Kicker speaker in each door. Worn clutch difficult to get reverse  
SRS warning light on, leak in the front left corner of the roof.  
**Price:** \$1,500  
**Contact:** Michelle Ricks  
0421287612  
[mishyricks@gmail.com](mailto:mishyricks@gmail.com).



**1969 MGB Mk11 Automatic Convertible**

Registered to December 2023  
54,000 miles  
Owned for past 7 years with trouble free motoring  
Runs & drives well. No rust  
Always garaged and all mechanical work carried out by MG specialists.  
4 new tires  
Roof in excellent condition.  
Runs unleaded petrol, extensive service history back to 2001  
City driving is a breeze with automatic transmission  
**Price:** \$25,000  
**Location:** Dural  
**Contact :** Mark Coupar 0429041804  
[mcoupar@bigpond.net.au](mailto:mcoupar@bigpond.net.au)



## Classifieds - Cars



**NEW**

### MGTF 120 2003 model

Blue metallic paint, blue hood, beige leather interior, 1.8 Ltr Step speed CVT auto transmission.

Many extras incl. wood steering wheel, woodgrain kit, fog lamps, 16" alloy wheels.

Only travelled 77,800 km

New tyres at 71,000.

Registration to 26.10.23

The car has been regularly serviced by Stewart Ratcliffe at the MG Centre of Sydney.

All receipts and details available.

I have all the original new car receipts and records from Bill Ruddy the original owner who only drove the car 1,400km until I purchased it in May 2005

Original price new, including extras was \$55,000

I have enjoyed the car for many years with the MG Car Club of Sydney participating in club runs and winning numerous awards but it is time I let others experience the feeling of driving a beautiful Classic MG.

**Price:** \$12,500

**Contact:** Alan Paynter

0418 523 612

[alanpaynter@bigpond.com](mailto:alanpaynter@bigpond.com)



**NEW**

### MG TF 1500. 1955

Own a piece of automotive history. Enjoy it in its original condition or use it as a solid foundation for a complete restoration. Passed down from father to daughter, this MG holds sentimental value and memories of a great man.

The car features original bodywork with no accidents, images are available to assess the paint, engine, and red leather interior.

The engine has only ever been professionally serviced and converted to run on unleaded fuel. Registered & roadworthy until October 2023, this little legend is ready for vintage car rallies or city cruises.

As it leaves our family after 15 plus years, its sale represents a bittersweet parting, and I seek an owner who will appreciate its sentimental value and ensure its legacy endures. I look forward to finding a caretaker who will honour and love this MG as much, if not more, than I have.

**Location:** Sydney Area

**Price:** \$48,000 - negotiable

**Contact:** Jasmine Pampling

0423 731 159

[jazz@jazzpampling.com](mailto:jazz@jazzpampling.com)

### TF1250 S/N 5693 1954

Restoration was started on this car many years ago. All the panel beating was completed at that time, so none is now required. There is some surface (only) rust which can be removed. The timbers are all good. Rechroming is required including the grille which is undamaged. This is rare for a TF.

As can be seen from the photos, the car is very complete. It would be an extremely good project for an individual or a family as all the major parts are there.

There is no engine but I am willing to locate one for a buyer, if they don't already have one.

**Location:** Normanhurst

**Price:** \$18,000

**Contact:** Bruce Smith

02 9875 1144

[sportsparts@bigpond.com](mailto:sportsparts@bigpond.com)

**NEW**



## Classifieds - Cars

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#### MGA Mark 1. 1957

I have owned the "A" for over 50 years. Over that time I have upgraded the front brakes to MGB disc brakes as the original drums tended to fade when needed.

The car has a five bearing MG short motor installed by John Mullens which includes a woolly camshaft making for great torque going uphill. I added an oil cooler and a three core radiator and a new wiring harness over the time.

The hood was replaced and remains unused as I've always preferred the top down to driven and the car has always been garaged.

The car is presently on historic plates which expire in July and has always been garaged. It runs very well. I would like to meet someone who will continue to give care & attention to the car as I have over the years, to carry on the fun. I'm happy to answer any questions.

Specifications

Year 1957

Model MGA

Mark I

Engine 1.5 litre, 4 cylinder, petrol

Transmission 4 speed manual

Odometer 79,662 km / 49,499 miles

Chassis number  
MGA51640382302

Engine number  
18GGRWEH27740

VIN MGA51640382302

Registration: Historic

Exterior colour Grey

Interior colour Navy Blue

**Price:** \$45,000

**Contact:** Stephen Dickson  
[sjd.consulting@icloud.com](mailto:sjd.consulting@icloud.com)  
0404 66 5559



#### 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, near new tyres. Great fun car to drive, historic club plates

**Location:** Orchard Hills NSW

**Price:** \$57,000

**Contact:** Allen R Barlow  
0408 353 585

[allenbarlow9@gmail.com](mailto:allenbarlow9@gmail.com)



#### 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  
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## Classifieds - Parts



NSW rego number MG 194 for sale, the plates, in fair condition, are currently on hold at Services NSW at Springwood NSW.

**Price:** \$500, or near offer

**Location:** Springwood,

**Contact:** John Cantrell

0408 245 892

02 4739 8034

[www.australian-4x4.com.au](http://www.australian-4x4.com.au)

**NEW**



## 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](mailto:idblcouk@gmail.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](mailto:phillips47@bigpond.com)



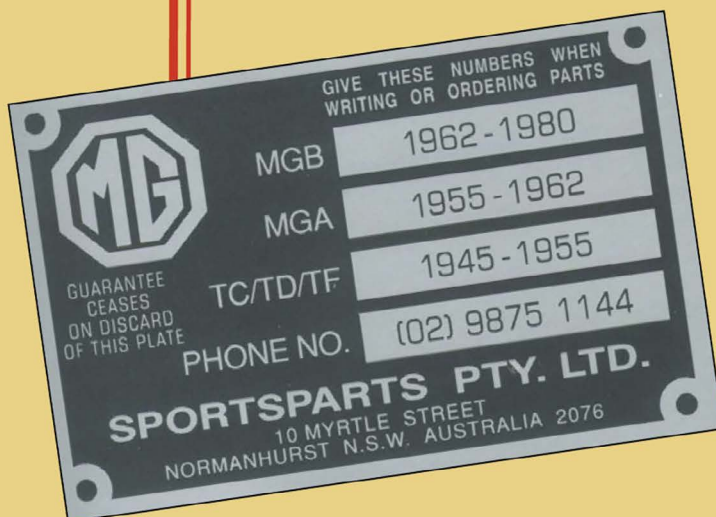
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