



Official Journal of the MG Car Club – Sydney

# Opposite Lock



August 2023

In this issue

History of Four Door Y-Type

The Nola Chev

100 Years of MG

Run to St Albans



70017-H

NSW - HISTORIC VEHICLE



# MGCC Sydney Club Calendar 2023

## AUGUST

- 6 Cars & Coffee, St Ives Showgrounds, Greg F
- 7 Board Meeting, Greengate Hotel
- 8 Members Gathering, Strathfield Golf Club
- 14-18 Touring Run to Northern NSW. Don Young
- 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.
- 4 Board Meeting, Greengate Hotel
- 9-10 Gathering of the Faithful hosted by MGCC of Wagga Wagga, Peter Baldry. **Cancelled**
- 12 Members Gathering, Strathfield Golf Club
- 17 All British Day, King's School, 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 Pk,
- 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,
- 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



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## August President's Report

A warm welcome to the month of August and especially to those new members joining the club. If you are new to the club and attending your first meeting at Strathfield, please let Jan on the welcome desk know and she will introduce you to a member who will make you feel welcome.



Members, please except my apology for the late sending out of *Opposite Lock* in July and again in August. Work, travel and an injury to my shoulders has interfered with timing. The transmission of the magazine will return to normal from September. Additionally, please note the Presidents run to the 4 Pines Brewery scheduled for the 12th of August is cancelled.

There is a mountain of activity building up for the forthcoming months. Shannons Sydney Classic Sunday 20th August at Motorsport Park and All British Day, Sunday 17th September at the Kings School Parramatta. The school has decided to alter the format of this event this year. There are several reasons for this, none of which are worth going into. Suffice to say the event will be the car show with BBQ facilities provided by the Old Boys Association of Kings. Sadly, no Carnevale and no Art Show. This event does however present an opportunity for members to learn Concour arrangement by assisting the organizers on the layout for the event.

CSCA 2023 Round 5 at Pheasant Wood will be hosted by our club. Given that we will be running the sporting events at the National Meeting next year, this would be the perfect opportunity for members to hone their organizational skills.

Whilst in London earlier this year, I was able to view the new MG Cyberster. This is a cracker of a car and whilst not cheap, it's certainly worth a look. So, for those of you that have retired, perhaps look to take on a couple of days work and you too may be able to buy one down the track! Whilst I am not sure when the Cyberster will be launched, I am hopeful that one will be available for display at the Centenary National Meeting over Easter 2024.

I am saddened to report that Shelia Trotman has resigned as company membership secretary. Responsible for the sourcing and implementing the Wild Apricot system; Shelia has taken this portfolio to a whole new level. Her services will be gratefully missed by the Board, and I am sure the membership in general. This means we are looking for a new membership secretary. Given the new format of this role this is not the administrative task of old. If you have computer skills and would like to contribute to the smooth running of our club, please give me a call.

I wish all members an enjoyable month and look forward to seeing you all at our club events.

Charlie

## New Members

Welcome all to the MG Car Club Sydney

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

Sandhy & Martin Kaplan	MGB
Nitin Setia	Y Type
Howard Boyle	MGB
Alan Littlejohn & Kerrie Petzoldt	MGA
Darshan Shivalkar	Magnette
Derrick Burrows	MGB
Andrew Pestana	MGF
Leonard & Deborah Khor	MGB
Bruce & Karen Mansfield	MGB
Simon Horrocks	MGA, MGZS



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](mailto:editor@mgcarclubsydney.com.au)







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Tamworth



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

52, Weeroona Road, Strathfield.



August 2023 Cover:

Enjoying the Tour de Bathurst.

Photo taken by Scott Bailey.

August 2023

### Opposite Lock

Contributing photographers:

Thanks To:

Fiona Wilson

Michael Hough, Scott Bailey,

Syd Reinhardt, Peter Baldry,

Ros Bastian, Matt Crawford,

Hilary Wren



# Club Contacts

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Website	Seth Reinhardt			web@mgcarclubsydney.com.au



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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Display cars are to enter via  
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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](mailto:allenandyvonne@bigpond.com)

[david.noble070@gmail.com](mailto: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



## History of the Four Door Y-Type Tourer

MGY A 6737 started life as a four door sedan built in 1951. It was owned by Philip White a Sydney solicitor who engaged a panel beater-painter from the Central Coast to carry out minor body repairs and a respray of the car. Unfortunately, on its travels up the coast the car blew off the transport vehicle landing on its right side and roof on the windy Moonie-Moonie Bridge. This severely damaged the superstructure. We happened to be travelling in



the opposite direction at the time, and saw the car sliding along the bridge whilst lying on its right side. The next time I saw the car was in 2006 on a visit my regular auto body shop. The car was undergoing minor rust repairs. The bottom sills of the rear doors were being replaced. A refurbished engine had been fitted with the original engine being replaced by XPAG/SC/16551 from Y 6774, another one of Philip White's cars. The car caught my eye at the time, as something that I would like to acquire as novel project. Unfortunately, I had just I acquired a YT as well as two unloved YA's from Kirrawee in Sydney at the instigation Alf Luckman, who had been The MGCC Sydney's long serving Y Types registrar. The YA's had been out in the weather for some thirty years and although they proved a useful source of mechanical parts, they were not of any use for body panels.



As it would have been uneconomic to repair the four-door sedan of Phillips White's to original condition, Alf had convinced him to convert the car to a four-door convertible Y type. Philip enlisted the help of his panel beater & welder brother and together they cut the roof off and modified the centre pillars to support the doors. As the

front screen frame was also distorted it was also removed and a YT windscreen fitted.

Just after I acquired the YT, the Four Door Tourer became available at an attractive price, as it was clear the Philip was not going to be able to complete the project due to illness. The car came with significant history, both written and in photographs supplied by his wife Kaye. Again Alf asked me to purchase the car, as he could see that it would be completed. The car was purchased in October 2009, and squeezed into the already overflowing workshop. My youngest daughter had hoped it would be ready for her wedding day, but alas she had to make do with our YA and YT and a loan of Peter Fogarty's YA to accommodate the bridesmaids.



The complexities of getting this project off the ground were somewhat more than restoring a vehicle to its original condition. We needed to engage the services of an engineer who would supervise the project and dictate what modifications were required to the body structure to allow it to comply with the Roads and Traffic Authority requirements.

It soon became clear that the body of the car needed to be reinforced such that it would have similar strength to that of a unitary constructed car, despite sitting on a chassis.





A fully welded steel floor was required however, the chassis had been constructed with a solid beam supporting the rear of the gearbox. This then meant that the gearbox tunnel, and the removable sections of the floor/fire wall needed additional bracing to increase strength and allow removal of the gearbox and engine. Cross bracing was placed in the scuttle and across the rear seat back.



The junction of the rear seat platform and body structure was strengthened at the rear door by the addition of welded steel pockets to house the hood bows. The area below the seat platform next to the rear doors was fitted with little lockable cabinets, welded between the floor and seat platform where the kickboard had been. The doors required strengthening where the upper hinges were placed in their new position.

The brackets to reinforce the hinge mechanisms inside the doors were sourced from the doors of the Kirrawee cars. Additional strengthening was placed in all doors to prevent side intrusion.

A "Taxi bar" was placed between the door pillars to strengthen the body from side impact intrusion, and to act as anchor points for the seat belts. Retractor seat belts were needed as were head rests. The mountings for the rear retractor belts were placed in the boot, and those for the front seats were placed under the floor in sealed housings. Both sets of belts had "eyes" for the belts to slide through at shoulder height. The rear "eyes" were secured to the reinforced seat back and the front ones to the "taxi bar".

A recess was fashioned behind the rear seat to accept the hood when folded down. The boot space was modified by raising the floor to accept



a standard 15" X 4.5" 60 spoke MGA wheel with a 165X 15" tyre, i.e. the same as those on the other wheels. To gain access to this tyre the boot floor needs to be removed. When the body and chassis were assembled in their complete configuration, a deformity test needed. Four heavy individuals totalling 400 kg, sitting inside the car, were required for the measurement of any deflection of the body and chassis structure. Deflection was measured at less than 2 millimetres.

Mechanical modifications included the addition of a supercharger a modified Toyota CS 14, a Dellow Toyota Corolla five speed gearbox conversion, a steel crankshaft, slightly modified camshaft, and the engine was balanced, TF valves were fitted and the head was ported and polished. Front power assisted MGA disc brakes were fitted as well as a Morris Minor 4.55 differential centre.

A high flow fuel pump with a pressure regulator was used to supply the increased fuel consumption of the engine. To cope with the increased power being delivered to the rear wheels, the rear 3/8inch wheel studs have been increased in diameter to 7/16inch MGA type. To provide a perfectly flat surface for the Austin Healy hubs to bolt to the rear brake drums these have been replaced with cast aluminium Nissan 180B drums.



All of this required drilling the hubs, half shafts and the brake drums, to provide a much more solid base for attachment of the rear wheels. Ignition is provided by a 123 electronic distributor.

To finish the front scuttle was modified to look like a T type. The original dash was modified to accept a TF instrument cluster that was inverted and modified to fit around the steering column. This housed the speedometer, tachometer and the oil pressure, ammeter and fuel gauge.



## *History of the Four Door Y-Type Tourer*

A water temperature gauge and boost gauge were also fitted into the centre of the dash between the instrument cluster and the glove box. Laminated burr walnut was applied to the front dash and the wood pieces covering the tops of the doors. Between the two front seats, a cocktail cabinet was constructed, also covered in burr walnut. The area above the modified dashboard has been covered with laminated burr walnut. Side curtains have been made from modified YT side curtain frames, fitted into stainless steel tubes mounted through the wood on top of the doors into the door frames, and held in place by modified MGA knurled side curtain nuts.



As the hood is fitted further back than in a YT, the hood frame needed to be lengthened to reach the front screen using a sliding mechanism such that it could be folded back to its original size to fit in the recess behind the back seat.

Following completion of the body work, the car was transported to the trimmers to be upholstered in biscuit coloured leather with red piping for the seats, a maroon soft top, with maroon carpets and a



selection of tonneaus.

LED lights are fitted where possible to brighten up the dim light provided by the original Lucas electricals, as well as high and low tone Lucas horns. Following completion of the car, it required sign off by the engineer with a six-page document listing all of the modifications made as well as its new weight at 1040 kg an increase of 49 kg on its original weight.

The car has had two outings, the first to Annual National MG Car Club Meeting in Warners Bay NSW, a run of 600 km.

The second run was to Gympie in Queensland for the MGY 75th Anniversary meeting, a run of 1600 km. The car performs well and keeps up with traffic on the freeway at 110 km/hr with the engine doing 3,500 RPM.

On the way home from Gympie, it suffered a regulator failure, which has subsequently been resolved.



*MG Y-Type Four Door Tourer with the Mary Valley Rattler in the background.*

*Matt Crawford*



## Touring Run 14-18 th August.

Touring Run to Gloucester, Mt Seaview & Musselbrook  
Come join this amazing great tour to Northern New South Wales

**Meet: 14th Aug.** 9am at the Estuary Restaurant. 1420 Pacific Highway, Kangaroo Point, Brooklyn.

**14th Aug.** Wollombi, then Dungog, with over night in Gloucester.

**15th Aug.** Wingham, Wauchope and then the tranquil setting of Mount Sea View.

**16th Aug.** Mount Sea View, in the Port Macquarie hinterland, bush walks & enjoying the location.

**17th Aug.** Wahcha...and beyond to Nundle onto Muswellbrook.

**18th Aug.** Denman, down the Putty Road onto Windsor & home.



### You will need to book your accommodation:

Don has advised that we are coming, but you need to reserve your rooms please:

- 14th Aug. Bucketsway Motel , Gloucester. 02 6558 2588. Credit card required
- 15-16th Aug. Mount Sea View Resort , 02 6587 7255.

Please call to book your reservation a \$50 deposit will be required please.

- 17th Aug. Noah's Motel, Muswellbrook , 02 6543 2833. Credit card required.



### Happy Hour Each Evening

Please bring morning tea & a light lunch for when we are on the road with lots of smiles & laughter.

I look forward to another amazing Tour with our wonderful cars and catching up with you all.

Please book your accommodation by

**4th August** & advise Don for catering purposes.

**Don Young** : 0412 600 415

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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*



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## ***Final Call for Registrations for MG Centenary Rally Canberra***



**Registration for The Centenary MG Rally Canberra 2023 will close on 31 August 2023.**

It is for Pre-War, T Type and Y Type MGs. The Rally brings together the Pre-War MG Register's biennial rally and the biennial MG TYme gatherings which commenced in 2010. While the core dates of the event are 29 September to 2 October, there will also be post-Rally events in the period 3 - 5 October if participants wish to stay a little longer in the National Capital.

Response to the event to date has been fantastic with an extraordinary range of Pre-War, T Type and Y Type MGs converging on the National Capital in MG's Centenary Year. Our display day will be at the National Museum of Australia on the shores of Lake Burley Griffin and is being supported and promoted by the National Museum. If you have been thinking of attending, please book your accommodation as soon as possible at the two locations recommended in our Communiques and detailed on our website, and send in your registration form before the end of August.

The Canberra Club website has detailed information about the event and a link to the Registration Form here: <https://mgcccanberra.org.au/events/the-canberra-mg-rally-2023/>.

Contact: Brian Calder 0434 307 742 [canberramgrally@mgcccanberra.org.au](mailto:canberramgrally@mgcccanberra.org.au)

## ***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, 3rd 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. To qualify, suitable Vintage, Historic pre-war, post-war sport, racing and sedan cars manufactured prior to 1985 are eligible. Other car clubs with suitable cars as set out in the supplementary regulations are also most welcome.

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!






## 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 :**

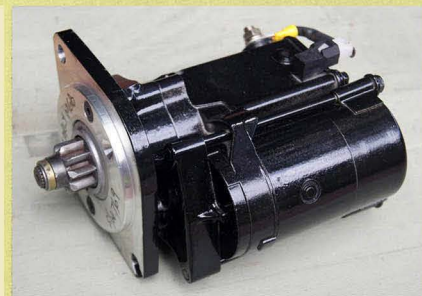
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## MGF & TF Club Run- St Albans

The Club had a terrific turnout at the recent MGF and TF run on Sunday 16th July. The preliminary registered ten cars were boosted with another sixteen cars. There were two MGFs and four MG TF (modern) and one of the original TFs with the rest mostly MGB, MGB GT and a few MG, with also included an excellent red MGA Mk2. The group completely took over MacDonal's Dural carpark from 8 until 9 am for coffee. One TF car even needed a coffee to get going. A few bonnets went up and I got a chance to look at the simplicity of the RV8 motor! A lot more difficult to see the mid-engine of the MGF which remains a mystery for most of us.

Eventually we were off and running and instructed to follow the red car. Which red car? One car down Cliftonville Road and another up Wiseman's Ferry Road. No worries, as all came back together at Webbs Creek Ferry for a pot hole weaving run up St Albans Road to the Settlers Arms.

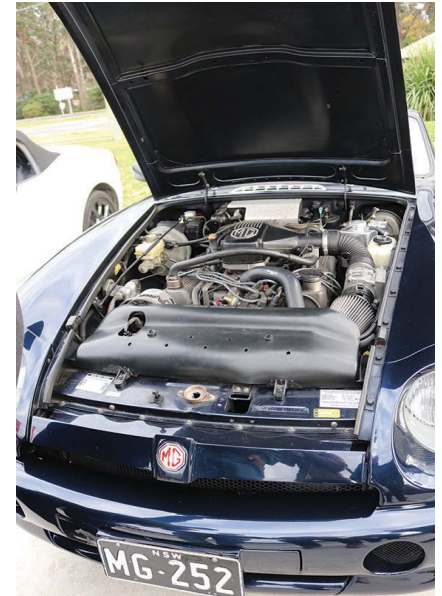
On arrival the cars were supposed to line up by age. The interpretation of age created a lot of confusion. Was that cars, drivers, or passengers? All Too hard! In the end a good line up of MGF/TF was formed. It was great to see Ian and Helen's meticulously reconstructed TF in the line-up. Apparently, this car's exhaust is rumoured to create rain clouds as it leaves its garage. True to form, a light rain fell at the start of the run and predictably stopped when roofs went up.



The Settlers Arms accommodated the large group and before long, fish n chips, lamb shanks, bangers & mash were served. It was also a chance to catch up on the usual MG F issues, the K series head gaskets and suspension. The return was a breakneck drive on tar and gravel. As a result, I can recommend the "coil in the can" from Rimmer's which Peter Moxham recently installed and tweaked with a spot of lithium grease to stop the squeaks. Finally, my suspension depression and ride height has lifted. Overall, a fabulous day was had by all, with some great motors and no breakdowns.

Thanks to Mark for organising this most enjoyable event with his usual mile by mile handout to guide us on our way.

*Stephen Wilson*







## 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



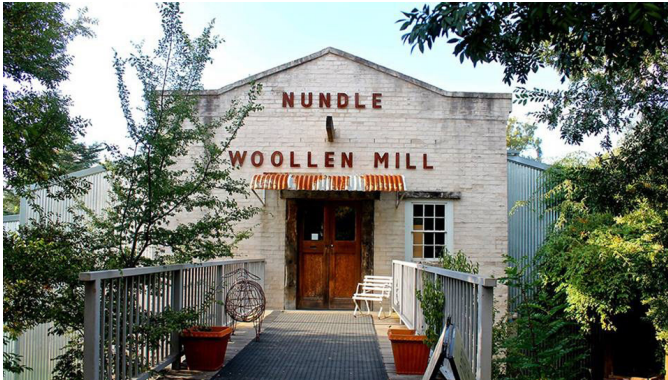




and 570km south of Brisbane and so it is easy to get there.

Home to the Kamilaroi/Gamilaroi/Gomeroi 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



A Morris Commercial lorry operated by Morris Garages to transport parts between the factory and the workshops.

radiator 14/28s lack the apron between the front ends of the chassis rails (or dumb irons) as fitted to the 14/40s.

Early in 1927 the MG production lines were moved to a new section of the works as radiator production was growing apace, matching the increasing sales of Morris cars. It was obvious that new premises would eventually be needed to accommodate the car assembly work, so Kimber approached William Morris for permission to have a separate factory built especially for MG. The go-ahead was given, and work commenced on new buildings in Edmund Road, Cowley where they were close to the Morris works with easy access to the bulk of their components.

The new factory had an eight-bay assembly area and the only real problem Kimber encountered during construction was with the electricity suppliers who were proving unhelpful. Kimber told them he would install his own plant if necessary so, when a public supply was not forthcoming, he fitted a 45 Kilowatt Crompton generator that was belt driven by a Rushton engine, with lighting and power cables run into the assembly areas. The factory also had its own boiler house to provide steam heating. The entire job was carried out very quickly and production was moved from Bainton Road in September 1927.



Cars awaiting collection by customers of the Morris Garages.



A Morris Commercial tow truck collecting an ailing Morris for repair.





**MGs and Morris cars and vans are completed for customers.**

MG now had a proper factory in which to build their cars. A production line was laid down for chassis assembly, stores were established to serve both the assembly lines and provide customer service, and a small part of the factory was set aside for the engine tuning work to be carried out. This consisted of grinding and polishing the valve ports and cylinder head to increase power output, and careful finishing and lining up of bearings to improve refinement and reliability. A special running-in bay was installed where completed chassis had their engines connected to a supply of coal gas to provide fuel and to a water supply for cooling, before being run for the equivalent of 750 miles. The chassis was then taken back to the main assembly area where the head was removed and de-carbonized and the

valves reground.

The wings and valances, bulkhead, fuel tank and so on were then attached to make the car roadworthy for a test drive. Brake and shock absorber settings were adjusted and the car returned to the works for running on what was called a Comparator – designed by Hubert Charles and not unlike a modern rolling road, the idea of this was that it enabled MG to test the way a car performed in any gear under a load. This was vital to ensure their MG Super Sports were as good as possible at that time, because in the late 1920s manufacturing standards and tolerances for components used to build all parts of a car were nothing like as tight as they are today. A temporary seat was then installed for its journey by road to the coachbuilders where the body was

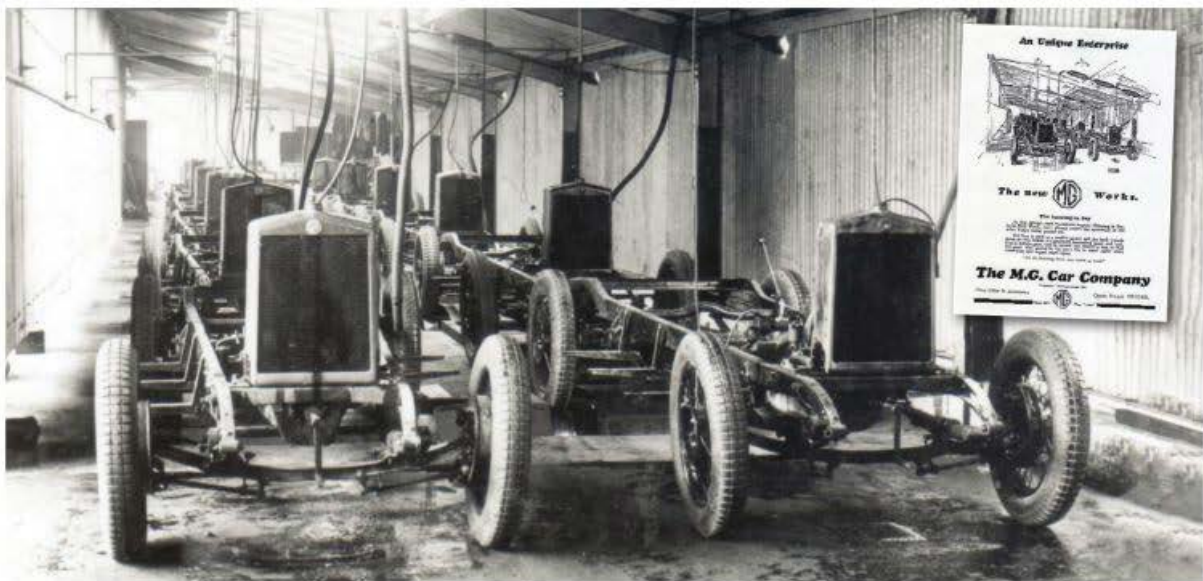


**The small production line in early 1929 for assembling the first batch of MG 18/80 rolling chassis at MG's Edmund Road factory.**

fitted. Upon its return, the final small fittings were added and the car was readied for sale.

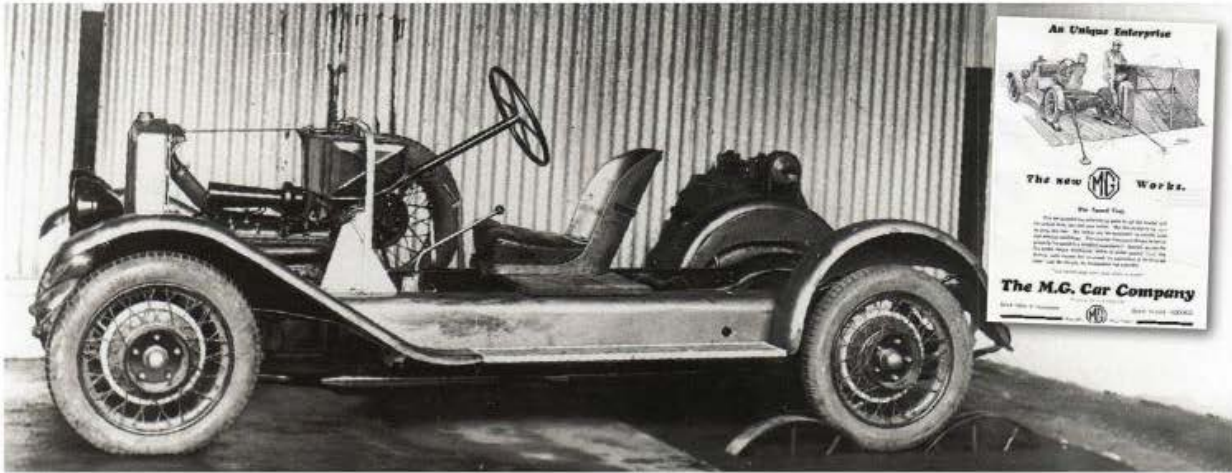
At the new MG factory a comprehensive stock of parts were held in a secure area, all carefully arranged on shelving and under the control of a storekeeper. This was necessary because now that the MG versions differed from the basic Morris chassis, any special parts needed could no longer be drawn from stocks held at the main Morris factory at Cowley.

Much was made of the facilities at this new factory in a series of advertisements. As the artist employed at the time by Kimber, Leslie Grimes was asked to visit the new MG factory in Edmund Road in order to provide drawings of some of the stages of turning a Morris Oxford chassis into



**Here the MG Super Sports 14/40 Mark IV chassis have cooling water fed to the radiators, coal gas to the engines and a load applied to the rear wheels to run them in before completion of the build process.**





**Hubert Charles designed a machine, not unlike a modern rolling road, that could test the way a car performed in any gear under a load. The advertisement used a Grimes drawing to illustrate this aspect of MG production.**

an MG Super Sport. These drawings were used for a series of magazine advertisements that ran in a sequence through successive issues under the heading: *An Unique Enterprise*.

Cecil Kimber was justifiably proud of the achievements of this offshoot of The Morris Garages business that was fast outgrowing its parent. To acknowledge this, in March 1928 The MG Car Company (Proprietors: The Morris Garages Ltd) was registered as a separate entity. MG was slowly evolving into a builder of cars in its own right rather than just a modifier of Morris products, and 1928 was to see another step forward when the 18/80 was announced.

In an effort to take the Morris cars upmarket, it was decided that an entirely new six-cylinder engine was required. Up to then the company had relied for the Oxford and Cowley on the four-cylinder engines supplied by Hotchkiss, incidentally a company purchased in 1923 by Morris to become Morris Engines Branch. The first 2.3-litre six-cylinder engine introduced in 1923 was not a success and was dropped after only a few cars were built. A completely new overhead-camshaft, 2468cc engine was designed and built, with this at first fitted to an Oxford chassis that had been lengthened by adding 7½in to its wheelbase. This resulted in a car

*'Cecil Kimber was justifiably proud of the achievements of this offshoot of The Morris Garages business that was fast outgrowing its parent'*

with much improved performance, but unfortunately also dangerous handling and most of the first few cars were subsequently dismantled.

One of the six-cylinder Morris chassis went to MG and Kimber set about trying to design a better chassis that incorporated all the features he wanted. The first effort used much inherited from the existing 14/40 Mark IV chassis and was not a success, but once a drawing office was established, the revised frame that emerged was strong enough and had suspension and steering able to cope with the power output of a twin-carburettor version of the Morris 2468cc six-cylinder engine. The standard of construction was very high and the cast aluminium bulkhead incorporating the MG octagon in the side brackets was a work of art. The

braking system was thoroughly in keeping with that of a sports car and, for the first time on an MG, there was a fly-off handbrake lever that was set by pressing the button at the end and released by merely pulling it upwards and letting it go. This system was to become familiar to owners of many of the later MG models.

The most imposing feature of the MG Six, as it was called, was the new radiator shell. No longer did the car have to suffer a re-badged Morris item, for the MG 18/80 was given a specially designed radiator with a handsome polished surround and with the MG octagon sitting on a crest-shaped nose-piece. This was to be the most recognisable feature of all the subsequent production MGs until the TF was announced in 1953.



Even at a time when cars were less complicated, there were still hundreds of parts used in manufacture, and there was also the need to hold spares for MG dealers and other garages to service and repair older models.



## Nepean Dam Run.

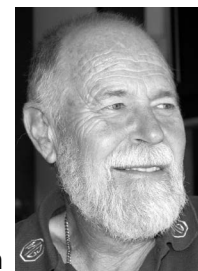


A great day to catch up with MG members who you don't usually get the time or opportunity to have a long conversation with at the meetings. The weather was fine but a cold wind appeared

as soon as we entered the gates to the dam and persisted most of the day. There was plenty of seating under the shelter for people to take advantage of the sun whilst enjoying their morning tea and lunch.

There was an assortment of MGs 3 Magnettes, 3 MGBs, an MG TF 160, a MGF and a MGZ 260 as well as many non marque cars.

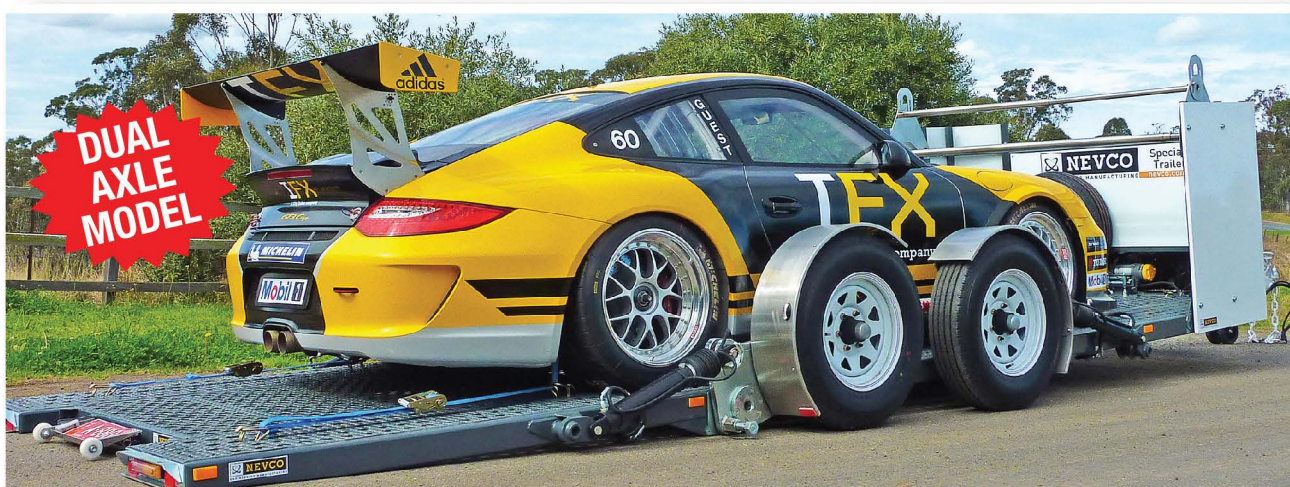
Looking forward to the run next year.



*Peter Baldry*



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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)  
[mq54tf@gmail.com](mailto:mq54tf@gmail.com)





## THAT DEMON LUCAS

Anyone who's ever owned a classic English car be it Triumph, Austin, Morris – even Jaguar could render you incredulous with tales they could tell of encounters with that demon spawned in Automotive Hell.

He started out with shovels, chamber pots and such (something that his critics might say, never altered much) Progressed to making lighting for bicycles and ships. that lasted only long enough for making one-way trips.

Emerging from the darkness he entered World War One (where only insults would have flown if he'd built every gun) Producing shells and fuses and things that detonate; a feature of the things he made till 1988.

Hapless English motorists for decades bore his curse many taking unexpected journeys in a hearse, victims of some failure in his brakes or lights or steering, his penny pinching nature or his 'quirky' engineering.

He has mystified mechanics and been their constant bane confounded electricians, sent a few insane. And often it's been said, of his reputation "fits one inch nails for fuses and smoke for insulation".

Scornful of the elegance of marques like Rolls and Bentley, matters little if they're driven spirited or gently. Oblivious to wealth and to status pays no heed it's he who leaves you stranded when you fail to proceed. Some say housewives too have encountered his demeanour through that most familiar tool, the humble vacuum cleaner. Their innocence exploited, left furious and stuck with the only thing this demon made its said, that didn't suck.

So enjoy your English Classics, restore them to your needs, revel in the history of their motor racing deeds. Whether something fit for royalty or peasants be sure to exercise every skerrick of his presence.

Or your lights may all go out when its dark and wet outside and your vision disappear because the wiper motor's died. You'll know he's somewhere near when your spark plugs become sparkless and you'll curse that demon Lucas, that dreaded Prince of Darkness.

*From a poet who writes under the nom de plume James Cayce.  
Submitted by Gary Maher*

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

*First color is the wire - second is the stripe*

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2023

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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.

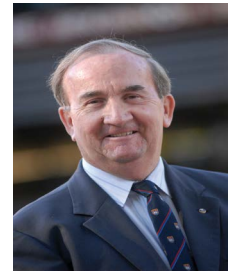
[www.SydneyAntiqueMachineryClub.com](http://www.SydneyAntiqueMachineryClub.com)





# Illawarra Register

Michael Hough



“Christmas in July” at Mt Keira Scout Camp

As regularly reported, the Illawarra register is essentially a social run event register, within 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!

I am delighted to report that we had a very successful event again held at the beautiful Mt Keira Scout Camp on Sunday 23 July, with over 90 people attending, to enjoy the lunchtime Christmas in July feast.

There were 25 members from the Jaguar Drivers of Australia (Illawarra) register and 12 from the MG Car Club Illawarra register.

The event is very professionally run, with great Christmas decorations and layouts, Santa visiting with a gift for every participant, and the MC – our very own Ron Critcher who was both entertaining and informative. He included a briefing on the history of this very unique and distinctive Scout Camp located within a National park and rainforest, plus providing a very challenging word game which has everyone quiet and concentrating for a serious period of time!

This event gives amazing value, because at the Scout Camp once again we were provided with a great meal, good entertainment and an enjoyable relaxing Sunday in the historic Lodge building of the camp.

- 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.

Our Final two Illawarra register runs for the Year

- September 28th Rhododendron Park picnic
- November 23rd Run to Fitzroy Falls & Grandpa’s Shed

Enjoy your classic motoring!

Michael Hough





## Breakfast Run to Kiama



MG club members and guests gathered at the Menai McDonald's early on the morning of Sunday 30th July for a Breakfast Run, via the National Park and along Sea Cliff Bridge to Diggies Café at the Kiama Blowhole.

We were blessed with a warm and sunny day, and in total we had 29 people across six MGB's, two MGRV8's, one MGBGT and two golden oldies – a MGYT and a MGTA. Non marque cars included Syd's 911, a modern Jaguar, Cameron's MR2 and a trusty Commodore.

It is always a joy to be at the back of the group – and watch the parade of MG's driving around the bends, and up and down the hills. Cameron now has his yellow 2002 Toyota MR2 on the road after 2 years of hard work, and it was easy to see and follow him as the leader (except when he unexpectedly abandoned the lead to duck off for a pitt stop). It seems on these longer trips a half-way stop would be a good idea. We were definitely in need of some urgent refreshments when we arrived at Diggies Café. However our safe seating away from the coldness and winds of Winter seemed foolish considering the

absolute cracker of a day we had weather wise (but better to be safe than sorry I guess – I've never had such a lovely day weather-wise at the Kiama Blowhole). Breakfast was timely served and it seemed that the options suited our group.

At the conclusion of the breakfast, one of the local members Bruce W. gave a short talk and a few members joined him for a drive up to Saddleback Mountain, about 10 minutes away and 600m above sea level. The views were stunning thanks to such a clear and sunny day (have I mentioned that it was a warm and sunny day?) - thank you Bruce!

This was a slightly longer run for the Breakfast crowd, and feedback was very positive. I will the keep this in mind for our next Breakfast Run on Sunday 29th October 2023.

Breakfast Runs are a great starting point for new members – and it was great to welcome those that were new to the club and/ or have not been to any club events!

*Julie Porter Stephens*



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# MG Car Club Hunter Region

# Annual Concours



## Saturday 21 October

Lambton Park  
Elder & Morehead Sts  
Lambton

Entry Fee \$10  
Gates Open 8:30am  
Judging Starts 9:30am

Coffee, Food & Drinks Avail.  
*Keep An Eye On Our Website for Info & Updates*

<https://www.huntermg.com/event/2023-annual-concours/>

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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/>



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Alternatively shop on line at our web site shop :

[mgcarclubsydney.com.au](http://mgcarclubsydney.com.au)



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

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



Bomber jacket- a retro style black poly cotton twill jacket with red highlighted trim and taffeta lining. Press stud front. Embroidered silver club badge on front and large embroidered MG Octagon and Safety Fast motto on back. \$150

## 60th Anniversary of the MGB

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

The MG Car Club Sydney has exclusively designed a commemorative tea shirt in honour of the 60th Anniversary of the iconic MGB in September 1962.

Made from good quality breathable cotton/ poly, stocks are limited so be quick :  
Only \$45.



**Kango Mango**

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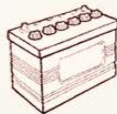
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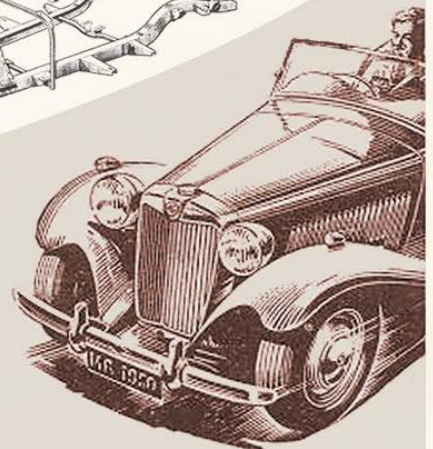
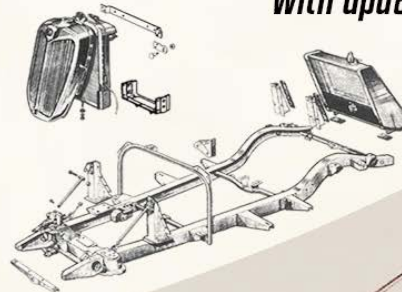


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# The Nola Chev

BY PATRICK QUINN

No matter how it's looked at, being first across the line four times in four starts is not bad. Actually, it could not be better. So was the latest visit to Phillip Island by Alan Nolan, his nephew Daniel Nolan and of course centre stage, the Nola Chev from Sydney.

A few years back it was Alan steering the car, but now it's Daniel, and the success at Phillip Island in Q&R Sports is telling on how well the car is being prepared and driven. Daniel's qualifying time within the group was quickest at 1:35.7598 and in his third race over the weekend he managed to lower the time to 1:35.1742. Daniel didn't have it all his own way in the group's four races as always snapping at his heels was the Prosport 3000 SC91 of Timothy Macrow.

You probably have already guessed that 'Nola' is an abbreviation of the Nolan surname and you can assume from that, the Nola Chev has a large degree of Alan Nolan's personal expertise in putting it together.

Alan's interest in motor racing goes back to the mid-1960s when he bought a 12 month old Triumph TR5 from Damon

Beck and ran that for two years. Then in 1967 his brother Gregory and a friend bought the remains of a MG TB single seater that had been raced very successfully years earlier by John Nind. The car had been sitting in a paddock and as Gregory had a vision of racing, it did need quite a bit of work. Gregory's friend decided that he wasn't interested in going racing, so Alan bought his share in the car. In 1968 Alan had his first race in the MG at Oran Park, back when there was no requirement to fit a roll cage, seat belts or the like. Fitted with a TC engine that was sometimes blown or unblown, the Nolan brothers also ran the car at Warwick Farm and Amaroo Park through to 1970.

Alan looks back at the MG as a car that taught him how to drive a racing car, when some things were not quite in his favour. For instance, after the first lap of Warwick Farm the brakes would be virtually non-existent and coming down Hume Straight and into the right hander Creek Corner was challenging. He recalls that it was very primitive driving, as it was driving by the seat of your pants all the time.

## Nola Holden

Some of us might remember the Nola Holden that Alan raced in the early 1970s. It was a space frame front engine vehicle with everything, where possible, based on early Holden components including HR disc brakes up front and a Holden rear end with Volvo discs and calipers. When complete, it was fitted with a 149ci engine, and that was replaced by a 179 bored out to 192ci. Alan modified the cylinder head and rocker gear himself and initially fitted the engine with twin SUs and as development continued, they were swapped for triple Webers that came off a Valiant Charger. The gearbox came from a Wolseley fitted with MGA close ratio gears.

The Nola Holden was first run at the Forty Bends hillclimb at Lithgow, and it was towed there behind an EH station wagon which became a useful source for parts should something break during an event. Alan also ran the car at Warwick Farm, Oran Park, Amaroo Park, Calder, Sandown as well as in the hillclimb championships that were popular at the time. A regular competitor at Silverdale

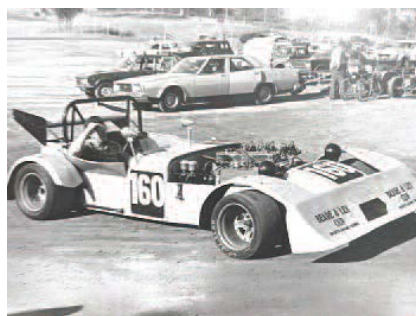


Neil Hammond Photo

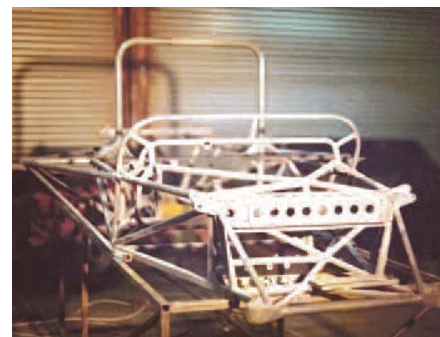




John Nind MG.



Nola Holden.



Nola Chev Chassis



*Nola Chev with suspension,wheels and gearbox.*



*Nola Chev buck under preparation.*

Hillclimb, Alan was pleased to be a member of the 'Under 40 Club' for achieving less than 40 seconds for the hill. Alan was a member of the MG Car Club, and in the Nola Holden won all their competition championships.

The mid-1970s saw the car fitted with a nose and rear wing resulting a third place in the State Tourist Trophy. It was about this time that Alan decided to have a go at the Australian Sports Car Championships.

Build His Own Alan started to look around at what was on the market including the Elfin MR5, and a few others that were available, but decided that he would prefer with his brother Gregory to build their own.

His first step was a visit with Henry Nehrybecki who said that he had a spare Match SR4 chassis and a Colotti gearbox.

It was an opportunity not to be missed so Alan bought both and not long later while making necessary alterations to the chassis and fitting panels, John Leffler's F5000 Bowin P8 came up for sale and he bought that.

Having the Bowin in his garage meant that Alan now had a Hewland DG300 gearbox, the suspension, fuel bladders and a F5000 engine that was running on Webers. Again the SR4 chassis was modified so all that would fit. For the body Alan turned to Ted Proctor, who was making his own Manx cars Ted offered his assistance in building a plug and from that, the molds were made and then the body. Alan estimated that to get from nothing to the first body it took three months, working over 15 hours a day. The Nola Chev, like its predecessor, the Nola Holden was built by both Alan and Gregory with Nolathane sponsorship.

The first Chev engine was fitted with four 48 downdraft Webers and Alan admits that at that time he had no idea how to tune them. Thankfully Kevin Bartlett came on board and showed Alan what had to be done, and he also supplied the starter motor that had come from a Valiant.

The car was first tested at Amaroo Park, just with the front panels and rear

wing fitted. Following a couple of club events, the Nola Chev's first race meeting was in March 1977 at Amaroo Park.

Unfortunately the car was damaged the following year and during a rebuild Alan increased its wheelbase by six inches to improve handling.

The car's first run in the Australian Sports Car Championship was in 1982 at Sandown and followed by wherever it was held next, such as Calder, Sandown, Oran Park and Surfers Paradise until Alan eventually won the Championship in 1988.

Alan also ran the car in the Australian Hillclimb Championships, which would have been quite a challenge as it's not a small car. Alan says especially, when running the reverse circuit up the hill at Bathurst and that Dapto was interesting which is a very tight hill with no safety barriers. For those who don't know, Dapto is an access road to the coal mine and going over the top at the finish line, it was hard on the brakes.

*Oily Rag. Summer 2023. TBC.*





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## Classifieds - Cars



### 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)



### 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)





## Classifieds - Cars



1965 MGB Roadster.

NEW

Chassis number N893001P, is offered for sale from the care of a 23-year ownership. It is finished in red with a black leather interior and reported to be mechanically sound, having also always having been garaged under a dust cover.

It is equipped with a 1967 gearbox with overdrive, twin Weber carburettors, five-bearing crankshaft and has been converted from dual 6-volt batteries to a single 12-volt battery.

It rides chrome wire spoke wheels, has a resprayed bonnet, new boot lid, factory-made wood veneer dashboard, roll bar and 'Mark II' pull-up roof and will be sold with an MG-branded car cover.

'MGB-165' registration is current to August 8, 2023 and the car will sell with its pink slip.

Price: \$24,000

Contact: Terry Stewart  
0413704104. [terence56@hotmail.com](mailto:terence56@hotmail.com)

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## Classifieds - Parts

I have an English made set of MGB wire wheels with brand new set of tyres.

Wheels are as new and have laid in a box for over 30 years,

In 2019 I had them powder coated in BRG to go on my Type 14 Lotus Elite but it lowered the ground clearance to an unacceptable level so I reverted to the 15 inch Lotus wheels. Tyres would have done about 50 miles.

Price: \$1200 for the set.

Contact: Terry Daly

[terry.daly@live.com.au](mailto:terry.daly@live.com.au)

0418 675 253

NEW



### 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)

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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

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## Wanted



### Parts Needed for 1973 MG Midget

Photo of over riders that I would like to fit to my bumpers.

I am also interested in talking to anyone who has any accessories that could be fitted to my car.

**Location:** Sans Souci, Sydney

**Contact:** Vicky

[vicky.murray6@bigpond.com](mailto:vicky.murray6@bigpond.com)

### 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)







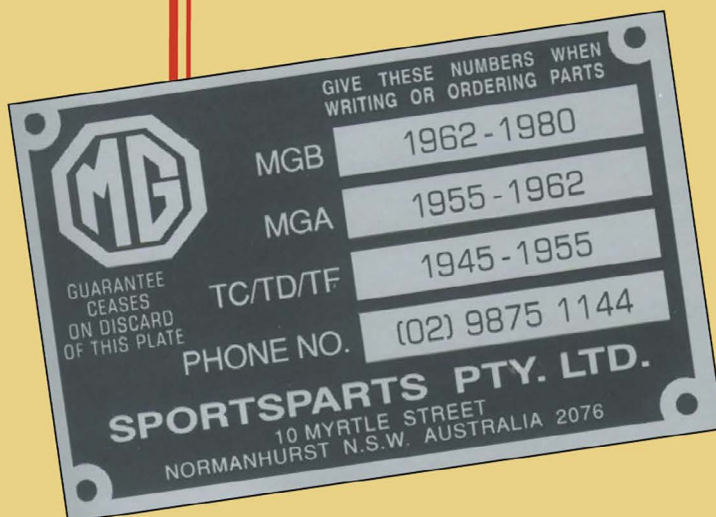
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