



Official Journal of the MG Car Club – Sydney

Opposite Lock



September 2023 In this issue

Shannons Classic
Tour to Northern NSW



The Nola Chev
ZA MG Magnette 70th



MGCC Sydney Club Calendar 2023

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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September President's Report

Welcome to September and as always, a special welcome to members joining the club this month.

Last month I informed you of the resignation of Shelia Trotman along with a thank you from a grateful committee for her service to the club over recent years.

I am pleased to report that Lynn Calluauud has taken on this very important role for the club. Lynn and her husband Jacques have been active in the car scene for several years and joined the MGCC Sydney in July 2022.

On behalf of the membership and the Board, I thank Lynn for joining the committee and look forward to working with her in the years to come.

As we move into the warmer months, members will note an increase in the number of special events - display days. See the calendar on the website for specific details. Topping the list for the month is the annual All British Day at the Kings School Parramatta, 17th September.

Always a magnificent day for the MG Marque. This is the Covid comeback event so, lets make it a big one for MG in its Centenary year.

Following on, over the weekend of the 29th September to the 2nd October is the Canberra Rally for Pre-War, T Type & Y Types.

Whilst you may not have a car that fits this category, a trip to the ACT may be worth it over this weekend. The official display day is on Saturday 30th September at the National Museum. I'm sure you will be most welcome as guests.

If you intend going, please contact the Vice President who will collate the names of the group, so that we may all tour together. Canberra Floriarde is also occurring at this time, with beautiful flowers on display.

Members, please note the annual Concours and Display day for the MGCC Sydney will be on the 22nd October, Silverwater Park Sydney.

Please put this date in your diary and join us on the day. This will be the centenary Concours de Elegance for the club.

Your National committee continues to work towards ensuring the 2024 National Meeting is a milestone event.

If you would like to help with the organisation and smooth running of this event, please give me a call.

Please log onto the club website;

www.mgcarclubsydney.com.au, just click on the top bar tab Natmeet 2024 to register your expression of interest in attending the meeting.

Enjoy the month ahead and I look forward to seeing you all at the September Meeting.



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!

David Kellalea	MGB, MGSA
Andrew Loizou	TA
Benham Moharami	MGB
Louise Haddad	MGB
Andrew & Bev Morgan, Vanessa Wyk	TF
Jock Granger	Non Marque
Mark Reay	MGB
Darren Vogrig	MGB



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

We want to hear your story!

Please send a short story about your car by email

and do not forget some pictures!
to: editor@mgcarclubsydney.com.au

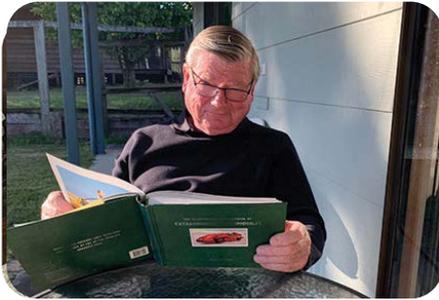




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NSW



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Birthday



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



September 2023 Cover:

Jim Hull with "Black Beauty " on the
recent Touring Run to Northern NSW.
Photo taken by Jamie Hull.

September 2023

Opposite Lock

Contributing photographers:

Thanks To:

- Michael Hough,
- Matt Crawford, Jamie Hull
- Hilary Wren, Scott Bailey ,
- Alan Hertiage,
- Jock Granger, Peter Baldry

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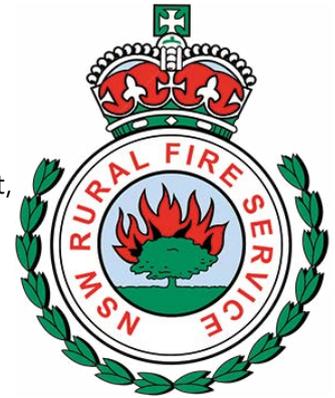
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August 8th 2023 Members Gathering-
Strathfield Golf Club.

At our members gathering on 8 August 2023, we were joined by Stu Knibbs, a long-time volunteer (29 years) with the Rural Fire Service (RFS) who was our guest speaker for the evening. Stu spoke 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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Sunday 17th September, 2023

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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

Touring Run Through Northern NSW 14-18th August

Day 1 .28 intrepid starters in 18 cars ranging from George Bergan's Y Type to more modern day MG F's and some shopping trolleys gathered under overcast skies at Brooklyn for a 9am start.

After a short stint north on the M1 we turned inland and set course for Wollombi where we stopped for morning tea, the highlight being the remains of Don Young's 'sailing boat chocolate cake (DYSBCC), which was to make several more appearances over the coming days, to everyone's delight.

Next stop was Singleton for lunch on the banks of the Hunter River. A few drops of rain didn't dampen



the enthusiasm as we headed for Gloucester, our stop for night one. The roads were beginning to show signs of minimal, if any maintenance with potholes a real issue especially for the low profile tyres on the shopping trolleys. No flat tyres yet, touch wood. The countryside was very dry and the light rain we were driving through would be welcome by those on the land. The road in and out of Dungog was by far the worst most of us had ever experienced. It was not possible to drive anywhere near the speed limit for fear of doing damage. Potholes with potholes.

All cars managed to make it in one piece to Gloucester for a well earned rest. We enjoyed dinner together at the motel and some chose to wash their two tone brown cars ready for a new day tomorrow.

Day 2. Was again overcast after overnight rain. First stop was Wingham for morning tea and more of DYSBCC which was still surprisingly moist. The mainsail and jib were gone and only the cake part



remained. Our next major town was Wauchope, however Don had arranged a side trip to visit a remarkable private machinery museum owned by Alan Latimore. The museum houses many vintage tractors all restored to original working condition, some around 70 years old. The museum also housed general farm machinery, motor bikes, thousands of tools of every description and a great collection of badges and general nick knacks. Alan lost an arm over 35 years ago and has managed to restore all the items on his own, truly incredible. Some of us restore MG's, whilst others have a similar passion for farm machinery – well done Alan.

Having passed through Wauchope we now set sail for Mt Seaview Farmstay Resort along the Oxley Highway. The road surface was vastly improved and what a piece of road this is, winding up through beautiful landscapes of steep pasture then tall forest. This road was designed for MG's, great fun and a highlight so far. We reached Mt Seaview mid afternoon allowing time for a quick explore of the property and walk along the fast flowing upper reaches of the Hastings River which flows through this 7,000 acre mixed use property (see separate article on 4WD at Mt Seaview). We enjoyed dinner together in the dining room and discussed plans for what to do the next day, a lay day on the Tour.

Day 3. Some chose to chill, others to bush walk or along the river, others chose the 4WD tour. Our second night at Mt Seaview coincided with the Matilda semi final with England and unfortunately, we all know how that ended. Tonight we took over the huge common room with open fire and large screen TV and with the organisation of Hilary Wren and other hardworking ladies a marvellous BBQ was put together, the best meal so far on the Tour. MG club members sure know how to pitch in and get a job done – well done team. We finished dinner just as the football started and with the fire raging followed the Matildas as they did their best. Perfect venue, great night.



Day 4. began continuing along the Oxley Highway inland towards Walcha. The road was just as good as earlier, with great winding sections, climbing then falling as we traversed the range. Morning tea was in Walcha and you guessed it, the last of the DYSBCC made it's final appearance – still reasonably moist!!

Along the way we stopped for a group photo at Copeland Dam then off along Thunderbolts Way toward Nundle. We shared a lunch of leftover Matilda's BBQ and salad then did a tour of the Nundle Woollen Mill, where men's socks were only



about \$25 a pair!! Still, I bought a pair as I have it on good advice that they last for years and years – they better.

We soon were on the New England Highway where Matt and Margaret Crawford suffered a puncture in their F. Once repaired they were back on the road but unbelievably, they suffered a second flat before making it to Muswellbrook, our stop for the night. Fortunately, Don was able to loan his spare

DAY 1

The weather Gods had smiled on us and Monday 14 August dawned bright and sunny and crisp. We had opted for comfort (nothing to do with age) and prepared the Mazda CX5 for the journey. Mrs Google was consulted and suggested 1hr25mins for the journey to Brooklyn. We set off at 7.30am and peak hour traffic saw us arrive at 9.10am to an empty car park. Panic.....they had left without us. We had taken the lower road at the turn off to the Estuary restaurant. The meeting place was on the upper car park. A quick phone call with Don our fearless leader and we were soon meeting and greeting our travel companions of which there were 24 (16 cars). After receiving our running sheets we set off for our first stop, Wollombi, for morning tea at Slacks Park. Hoping to buy some take away at the pub we were advised that the bistro did not



open until noon. Plan B – the coffee shop was open so a caffeine hit and take away lunch. Pot holes and the road repairs seemed to be a major problem and a legacy of the recent floods. The cost of repairs must be astronomical. Despite the severity of the conditions we were not greatly inconvenienced. Drivers just needed to be vigilant in spotting

to Matt allowing them to continue. Pays to stay in the convoy. We drove through the Hunter Valley mining towns near Scone, noting some huge open cut mines. The country is beautiful and horse studs were commonplace, somehow existing alongside the mining industry. Dinner was at the RSL adjoining our motel. It had been a long day in the saddle so an early night for most.

Day 5. The final day of the Tour saw us travel down the Golden Highway then turning right to find the Putty Road for the run home to Windsor. A quick stop at Bulga for a cuppa (no DYSBCC) and then on to Grey Gun Cafe for lunch. After lunch we continued along Putty Road and eventually signs of civilisation as traffic and houses became more common. A final stop at Macquarie Park at Windsor to say our final good byes and toast what had been a great Tour over five days and covering over 1,400km.

A special thank you to Don for the huge effort in arranging the run, the accommodation, stopping points of interest, morning and lunch stops and of course supplying the DYSBCC!! A big thank you to Hilary and her helpers for putting on the BBQ and assisting Don where necessary. Thank you also to Bob Dadds for providing the day to day direction sheets and to Richard Lamrock for printing the information packs for each car.

All these people put in a lot of time and effort, allowing us all to enjoy a large part of NSW and experience a great week together. Thank you again from all 28 intrepid participants, we eagerly look forward to the next Touring Run.

Jim Hull

and avoiding the worst of the pot holes.

Thru Broke to Civic Park for a quick lunch stop. Light rain started to fall and a chilly wind moved the group off to Dungog and our overnight stop at Gloucester. Just out of Dungog we came across George and his Magnette pulled over on the roadside. Stuart Ratcliffe to the rescue, fixing a faulty fuel pump, and it was back on the road. Well done Stuart!

Once settled into our accommodation it was time for happy hour. Things were just warming up when Bob Parkinson demonstrated his high-diving prowess by performing a one & a half pike with twist, degree of difficulty 2.9, from the stairs to the ground floor. Well done

Dinner was a noisy and enjoyable affair. Conversations were about an enjoyable drive with little traffic and good weather conditions. Road conditions were another story, the number of pot holes were incredible and brought home to us the extent of flooding in the area. Also the extent of repairs being undertaken.



And so it was off to bed for a good nights sleep. Roll on day 2.

Grahame & Colleen Evans

Touring Run Through Northern NSW 14-18th August Day 2

A quiet and comfortable night at the Bucketts Way Motel in Gloucester was disturbed only briefly by the midnight chorus of Corellas. Sunny weather and a Continental breakfast set us up for a fine day of motoring.

The road from Gloucester to Wingham started badly. It was very rough and pot holey. Repairs, if any had been of the Brylcreem variety: "a little dab'll do ya"! Further forward towards Wingham the road did improve and the drive through the rolling hills was beautiful. Not sure so much wattle as the day before but golden leaves of the Jacarandas promise for a lovely purple in November.

We had morning tea in Wingham Park - Don had trouble with his flock who settled where they could find parking and picnic tables in different corners of the park. He had to cover considerable distance to keep everybody up to date, Because of the rain the day before it was decided we would drive to Comboyne via Wauchope through Taree and up the Pacific Highway instead of the rather dubious road along Bucketts Way. The road to Comboyne had a couple of subsidences but was very pretty and relatively smooth.



I since learnt, that several of our intrepid team did actually travel the dirt road through the National Park to Comboyne and enjoyed some sensational scenery. The road had been recently graded and was in far better condition than the tar roads we had travelled on the day before.

In Comboyne we visited Alan Latimore's collection of vintage tractors and everything else! His



series of connected sheds were full to the brim of beautifully arranged and cared for things-from nuts & bolts through to outboard motors to a large number of very old tractors many of which are still in good working order. His bench workspace was impeccable.

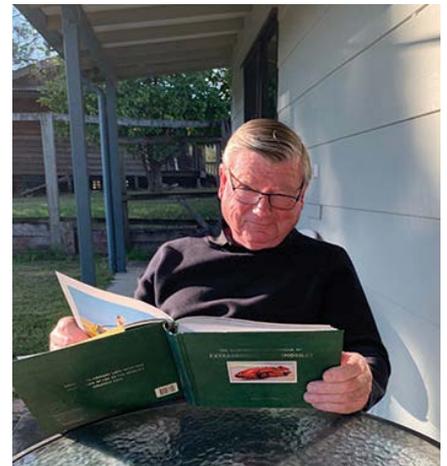
Following lunch we then drove to Mount Sea View, our base for the next two days. We drove through the little settlement of Long Flat and Ellensborough with our petrol tanks getting very thirsty, however not a bowser in sight!

We enjoyed a meal together prepared by the three Irish girls who did everything at the resort and



planned for the following day.

John & Lindsay Hartley.



Matt catching up on some light reading

4WD at Mount Seaview

Located midway between Wauchope and Walcha on the Oxley Highway, our digs for nights 2 & 3 of the Tour was Mt Seaview Farmstay Resort. Set deep in a valley, this 7,000 acre working cattle and crop farm is surrounded by steep terrain and untouched landscape and flora. The Hastings River flows through the property providing a constant water source for the 800 head of prime beef cattle that roam freely on the farm.

Nine adventurous members of our party decided to take an optional half day 4WD tour of the farm and surrounding high country. We climbed aboard two trusty Landcruisers and headed off along a dirt track on open ground. It wasn't long before the track turned rough and then very rough and steep. For many of us it was our first experience of real off road 4WD action, so witnessing the capability of these vehicles was truly remarkable. Certainly no place for our B GT!

As the 4WD's climbed a very steep section of the track and rounded a bend, we were confronted with a distressing sight. A large black cow had caught its rear leg in a tree root on the steep verge



of the track, broken its leg, causing the poor animal to fall partly across the track to die a slow death. A reminder that life on a farm has its dangers.

The track continued slowly upward, sometimes using first gear in low range. We were now in unspoilt virgin dry rainforest, the southern most form of this type of rainforest in Australia. We stopped for a brief

walk to view a 500+ year old strangling fig, being

careful not to touch the numerous stinging trees! Our next stop was to view an ancient 'black boy' plant. These blackened ancient relatives of the dinosaur age grow around 30cm every 100 years. The one we were enjoying was well over 2.5m high so may have been around 2,500 years old – imagine that.

Back in the Cruisers we eventually made it to the top of the mountain where our guides produced some hot tea and coffee and a home made lemon drizzle cake – very nice indeed. A single 'honeymoon cottage' stands at the top of the mountain and is available for hire overnight – bring your own everything, firewood supplied.



The return trip via a different route was equally steep and badly rutted from heavy erosion, but perfect for 4WD driving. We stopped for another short walk to a lookout where to the west we could see Mt Seaview, so named by John Oxley during his exploration of the area.

Three hours after leaving basecamp we returned in one piece having enjoyed a thoroughly unique experience in a vehicle vastly different to our beloved MG's but perfectly suited to its harsh terrain. Might just put a 4WD on my Christmas list!

Jamie Hull.



Carol feeding the local Clydesdale.

Paul viewing the latest in Defence vehicles, built locally.



John & Stuart cooking up a storm.

August St Ives Auto Brunch



Come along and enjoy Car & Coffee at St Ives Showground from 8am - 11 am the first Sunday of every month.

All makes and brands to feast your eyes on and enjoy the company of like minded folk.

Catch up with our club members and all other car club from the Sydney area. Hosted by North Shore Sporting Car Club.



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MG CAR CLUB OF NSW ANNUAL CONCOURS AND DISPLAY DAY



SUNDAY 22nd OCTOBER 2023



SILVERWATER PARK

Entry via Clyde St, Silverwater .

Celebrate the 100th Birthday of the MG
at our 2023 Concours & Display Day.

Judging for all Models of MG's & Non Marque.
Concours d'Elegance, Show & Shine Categories.

Entry from 7.30 am, vehicles to be in position by 9.00 am,
judging commences at 9.30 am sharp.

Food & Drinks available & Club Regalia on sale.

Volunteers needed to help set up, pack away and man the stalls on the day.

Please show up early to help or contact Matt Crawford
matcrawford@bigpond.com



MG RV8 Register Run to the Wollombi Tavern

WHEN.....SUNDAY 24th 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

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70th Anniversary of the ZA MG Midgette *Peter Baldry*

Designed by Gerald Palmer and inspired by designs from Italy the first Z Midgette was produced in Abington in September 1953, in readiness for the launch date of 16th October in time to coincide with the publication date of the Autocar's eve of Motor Show issue. Only 8 cars were finished and did not include the actual motor show cars. The price was 645 pounds or 615 pounds including purchase tax only 10 pounds dearer than the Y Type.

The press release photos were of the two prototypes that lacked front quarter windows, fog lamps, front bumper overriders and MG badges on the hub caps and had wheels painted body colour instead of silver. Cellulose paint was used and only four paint colours were available, metallic twilight grey, metallic MG green, maroon and black.



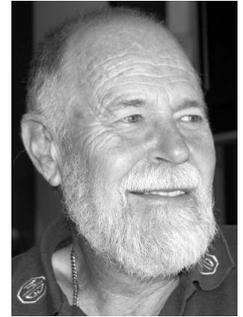
The Midgette was the forerunner of modern production techniques having independent front suspension with coil springs, rack and pinion steering and semi-elliptic rear springs and Lockheed hydraulic brakes with ten inch drums.

The engine was a 1500cc B Series with twin inch and a quarter SU carburettas giving a top speed of 80 mph and a 0-50 mph time of 15 seconds. The standing quarter mile was done in just over 22 seconds.

The interior was well furnished with the lower part of the facia panel being bakelite and the

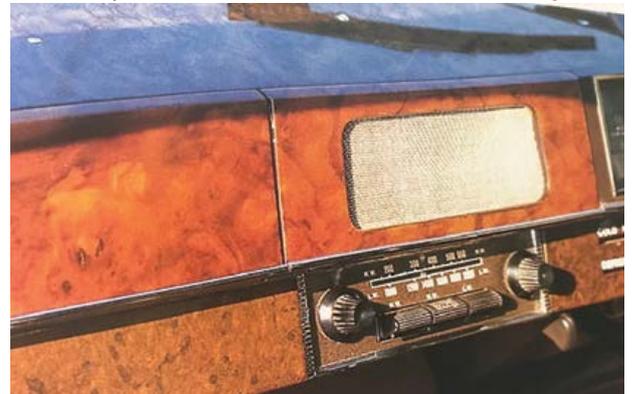
top was a metal pressing, both finished to resemble wood, (commonly referred to as a tin top) wood garnish door cappings, leather upholstery and pile carpets.

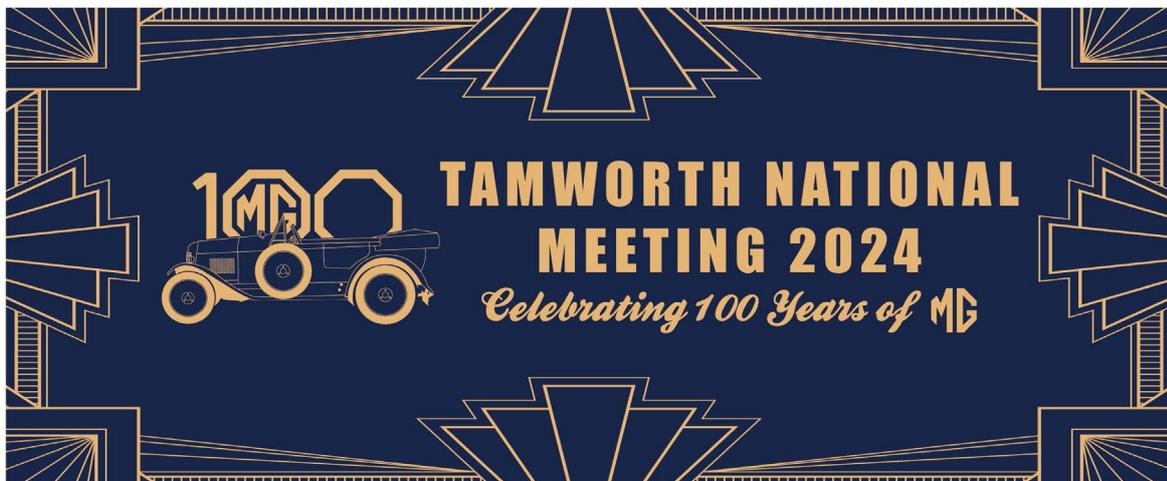
The car did not display the name Midgette - except on the speedometer or the series



designation ZA but there were MG medallions on the radiator grille, hub caps and a skeleton badge on the bootlid.

There were 18,576 ZA Midgettes produced between 1953 and 1956 until the new ZB series started in production. *Peter Baldry*





Let's rev it up.....

210 Days and counting down until 29 March and the 2024 National Meeting.

- ? Have you booked your accommodation?
- ? Have you added your name to the list of volunteers?
- ? Have you thought of any of your particular skills which could be useful or, even vital to the success of the 2024 National Meeting?

So, planning is continuing. Here is a quick update:

Friday 29 March: Registration and scrutineering – this will take place at the Tamworth Regional Entertainment and Conference Centre (TRECC).



Noggin 'N' Natter – Tamworth Town Hall: everybody's favourite and a great way to break the ice, this event gives old friends a chance to catch or to simply meet new ones. Don't forget this is up also where the Rocker Cover Racing will take place with prizes for the best Old No. 1 racer, the best dressed MG of any vintage and the People's Choice Award.



On Saturday 30 March the action moves to the Bicentennial Park in the middle of town for the Concours. This park also hosted the Concours when Sydney last held the Nat Meet in Tamworth.

A sneak peek

The Touring Assembly on Sunday is an 87.1 km run. Initially, it weaves through the City of Tamworth then into the hinterland. The route crosses a number of causeways which may contain water – a bit of fun for the driver to navigate! The route passes through Moore Creek, Hallsville, Attunga, and Somerton, eventually reaching Oakburn Park Motorsports complex with an opportunity to observe the speed event.



Accommodation: Sydney had booked accommodation in three hotels/motels in Tamworth. One, the Stockmans Motel is now booked out. Rooms are still available at The Mecure and also the Golden Guitar Motel - 6762 2999. Make sure you are staying with the Sydney crowd and reserve your accommodation now!

As I said, let's get revved up and ready to get this show on the road!

Ros Bastian – Bulletin Co-ordinator

NOVEMBER



2023



TC RUN

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Sunday 26th November

T.C. Run - All Cars Welcome

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ending with a lunch at The Burrawang Hotel
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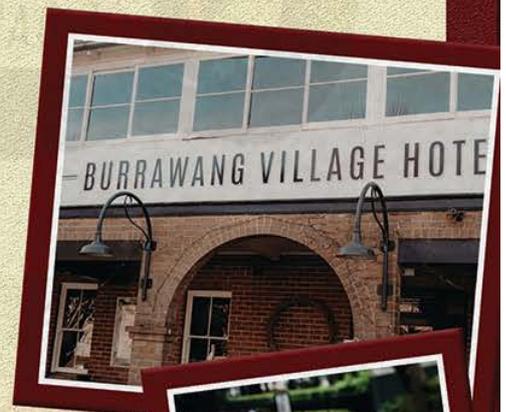
www.mgcarclubsydney.com.au

John Carter - 0416292929

johnmartincarter@gmail.com

RSVP before 20th November - 2023

Bookings are essential for numbers



The Nola Chev

BY PATRICK QUINN



The John Leffler Bowin P8.



Nola Chev in its original livery in its first event
Amaroo Park Super Sprint.



A young Daniel Nolan next to Alan's V8 MGB.

It was announced at the end of 1988 that there would be the last year of the Australian Sports Car Championship which Alan says was a disappointment to many, especially as there were seven new cars under preparation.

Understandably Alan lost a little interest and wasn't in a position to buy a Formula Holden to race, so he approached Chris Ahyee, who was building the Sirch Sports Cars along with a number of F2 cars, to build a sports car for the world's C1 Championship.

The answer was yes, and Chris Ahyee had built a prototype fully enclosed body which was used as the base.

It was running a Hewland six-speed gearbox and Kevin Bartlett arranged with Audi to supply Quattro engines that could be bought for \$25,000 each.

An approach was also made to

Ferrari who would rent an engine at \$25,000 for 12 months and then it had to be returned to the factory for servicing.

The car was coming together, when the Championship was cancelled and unfortunately it never turned a wheel.

Parked Alan continued to run the Nola Chev in 1989 and '90 when it was parked in the corner until 1996 when he was approached by someone in the HSRCA to run the car in Historic racing.

Alan said that one of the reasons why it was parked was that after Nolathane was sold, finding suitable employment was difficult, so he returned to his first role as a sports therapist which he continues to this day.

Its first run in Historics was in 1996 and in 2000 it was entered to run at Albert Park in a support event to the AGP, but unfortunately the engine blew at the Historic event early that year at Oran Park and

could not be rebuilt in time.

After that it then went back to the corner until 2013 when the car was completely rebuilt and was run again in a Super Sprint at Wakefield Park.

Alan continued in the car until 2017 when he decided that he wasn't doing it justice and that's when Daniel stepped in. It was agreed that was an excellent move!

Experienced. It should be said that Daniel just wasn't at his uncle's home one night for dinner, when Alan suggested that he should start motor racing.

He was far more experienced.

Daniel's experience goes back quite a few years after Alan built a V8 powered MGB that he had been driving since he was 13.

It goes back further still, when Daniel was driving go-karts, finishing well up there in karts.

"As long as I remember I have been around racing cars." Daniel said. "It was either with Alan or my other uncle Denis and on my 13th birthday, Denis bought me a go-kart.

It was just for fun as there were no plans to go racing, just the occasional Saturday at the go-kart circuit at Windsor.

Then Alan started asking me to move his car around the driveway or into the garage.

The pedals meant nothing to me, but putting my foot down was very exciting."

THE OILY RAG



"I was one of the youngest CAMS LS2 licence holders when I started with the MGB V8 and thanks to Alan I learnt to drive a few years before I got my road licence.

After doing a few motokhanas my first Super Sprint was at Oran Park in the pouring rain, which was interesting.

After that I went with Alan to a couple of National MG events, but wasn't allowed to drive in Queensland due to differing state rules."

"It was Denis who suggested that I up it a little, and go-kart racing and I did that through to when I was 20. I had been pestering Alan about when I could have a run in the Nola Chev, but he was a little hesitant, especially as I am a lot taller than he is. I'm 6ft 3in and he is 5ft 6in! After a few Super Sprints in the MG, we started talking about changing the Nola Chev so I could drive it. After the changes were made we did a Super Sprint at Wakefield and I will never forget that it was -7° when we got there and -2° when we got on the circuit. By the end of the day I had done a 61s lap which was two seconds quicker than Alan."

"Since then, I have been driving it a bit harder." Daniel added. "This has led to a few failures with components that hadn't been refabricated for some time.

My first race meeting was at Wakefield and Tom Tweedie had brought the Elfin.

I started out at just under a minute which I was pleased with."

"Since then I feel we have been making changes to the car that allows me to drive it better. I don't know if the car is able to catch the Elfin as it is such a well designed and maintained car. We are slowly bringing our times down such as at Phillip Island this year, but we have found aspects such as cooling might have been suitable beforehand, now need looking at because the car is going quicker.

The car ran faultlessly, but we had overheating issues as after

two laps at racing speeds I had to back off a little."

"I think we can get it going a bit quicker and it's close to a pace that is fairly respectable against the whole field.

I know that I am really enjoying it and I can say the same for Alan."

Daniel is also running a RX7 in the State Sports Sedan Championship and it's interesting to know that Alan is rebuilding a Reynard 92D which will provide Daniel with another option, providing of course he can fit in it.

Alan is also dusting off his MGB V8 to run in future HSRCA events.



The Nola Chev in the 2018 HSRCA Tasman Festival at SMP. Steve Oom Photo

Shannons Classic, Eastern Creek 2023





MG Club organisation by Greg Fereday, photographs from Scott Bailey.

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2023

September 16 & 17



Hawkesbury Showground, Racecourse Rd, Clarendon NSW

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Themes for 2023 are:

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

www.SydneyAntiqueMachineryClub.com

NEWSLETTER

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REGISTER YOUR SHOW CAR NOW

Want people to see your prized possession, well join us at ChromeFest 27-29 October 2023. If you have a show car pre 1979 register to enter the event via this link:

<https://chromefest.iwannaticket.com.au/>

or for more information visit chromefest.org.

MARKETING SUPPORT NEEDED

We need someone to help with the marketing administration of our businesses:

The Vintage & Classic Car Hub. Promoting to classic car owners:
Long term, fully maintained leasing for classic cars.

- Workshop/Hoist hire and maintenance courses for beginners/intermediate in our Western Sydney workshop:
- Get to know Classic Cars.
- Engine building.
- Body preparation for painting.
- Car Electrics
- One on one maintenance coaching,
- Drop-in classes.

Classic car syndicated ownership.

www.vintageandclassiccarhire.com.au. Promoting:

Australia's first Rally/Race Car Rental business.

- To owners, the benefits of allowing others to enjoy the experience of driving a classic car.
- To future owners, the range of classic cars that they can try before they buy.
- To overseas and local tourists, our range of classic cars for hire.
- Our Gift Vouchers that are available for birthdays, retirement, Mother's Day, Christmas gifts, etc.

www.starcarsagency.com.au. Promoting:

- To classic car owners - the benefits of listing their cars for use with them driving - Film, TV, Music Video, Photoshoots, etc.
- To event organisers, wedding planners, advertising and corporate executives – our range of 3,000 + vehicles for their events, promotions and corporate drive days.
- To non-owners – 1 hour joy rides where the owner explains their car to them, then straps them into the passenger seat for a cruise or a blast.
- To overseas and local tourists, our muscle car and supercar joy rides.

This is a permanent, part-time role. Due to the potential of segmentation, there may be more than one role. Hours and scope of work to be discussed. Remote working is fine though there would need to be a couple of days orientation in Sydney.

I am looking for someone with experience in Mailchimp or similar email marketing software and who is reasonably confident in Excel and Word – especially the mail merge facility. Social media and graphic design experience is not a requirement, though could be helpful. SEO/Website design experience is not required.

There are promotion templates and automated processes in place for most marketing, so this is not a decision-making role but provides an excellent opportunity for someone to broaden their experience and expand their skills.

In the first instance, please email your CV to keith@vcch.com.au

The Vintage & Classic Car Hub
est. 2008



Maximising your fun
Minimising your cost!



Our remaining runs for 2023 & Planning for 2024. 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 Christmas in July event again held at the beautiful Mt Keira Scout Camp on Sunday 23 July, with an estimated 90+ people attending to enjoy the lunchtime Christmas in July feast.

Reminders:-

- 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 are:-

September 28th. Rhododendron Park- Tour of the Gardens and then lunch at Collegians Balgownie Club afterwards. For a good coverage of the gardens see:-

<https://thefoldillawarra.com.au/things-to-do/houses-gardens/illawarra-rhododendron-gardens/>

November 23rd. Run to Fitzroy Falls and Grandpa's Shed

As well as beautiful countryside around Fitzroy Falls itself, Grandpa's shed is an iconic mix of "trash and treasure" and genuine memorabilia / old wares. For details see:-

<https://www.visitsouthernhighlands.com.au/operator/granpas-shed/>

Illawarra Register Runs in 2024, suggestions requested please.

Ron Critcher and I are starting to plan the 2024 calendar, so how about giving us some ideas that appeal to you, locations or events that enable you to run the Historic plate classic vehicle without using a logbook day, and have a relaxing social event.

Suggestions welcomed, and please phone me 0418 424 748 or send an email to mhough5@gmail.com

Enjoy your classic motoring!

Michael Hough



Le Mans 1935

To the right is the MGPA driven by Joan Richmond and Barbara Simpson to a 24th place finish at Le Mans in 1935. 3 cars, all in race specification were entered, each with a team of 2 women. They finished 24th, 25th and 26th, which was a very respectable result given their tiny non-supercharged 847 cc engines. They were nicknamed "Eyston's Dancing Daughters". George Eyston being the famous MG racer of the time.

Submitted by John Clark



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MG Car Club Hunter Region

Annual Concours



Saturday 21 October

Lambton Park
Elder & Morehead Sts
Lambton

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Gates Open 8:30am
Judging Starts 9:30am

Coffee, Food & Drinks Avail.
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<https://www.huntermg.com/event/2023-annual-concours/>

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granville2@bigpond.com to order.

Alternatively shop on line at our web site shop :

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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.



Kango Mango

WINE/CHAMPAGNE PICNIC TABLE



\$149

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

2023 CSCA Supersprint Series

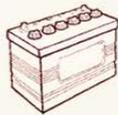


R5 - 30th September - Pheasant Wood - MGCC
R6 - 22nd October - SMSP North - JDCA

Run by Enthusiasts for Enthusiasts
for over 60 years



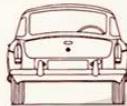
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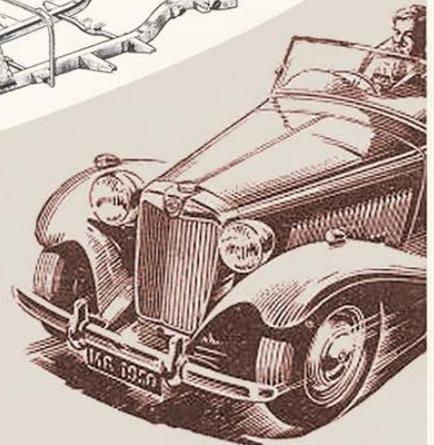
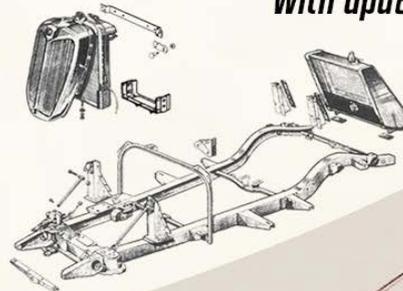


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TOOLS EXPLAINED

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh --!'

SKIL SAW: A portable cutting tool used to make studs too short.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

BAND SAW: A large stationary power saw primarily

used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

TWO-TON ENGINE HOIST: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to re-place a 50 cent part.

HOSE CUTTER: A tool used to make hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

UTILITY KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

SON-OF-A-BITCH TOOL: Any handy tool that you grab and throw across the garage while yelling 'Son of a BITCH!' at the top of your lungs. It is also, most often, the next tool that you will need.

With thanks to contributor Jock Granger, who has many years of experience using these tools

Entries are now open for the 1st first Hillclimb at Sydney Motorsport Park under lights on Saturday 9th September at Sydney Masterblast.

Hillclimb at Sydney MasterBlast
(Competitor Entry)

Register soon so you don't miss out on this opportunity in history, to be the 1st in class for the first time!

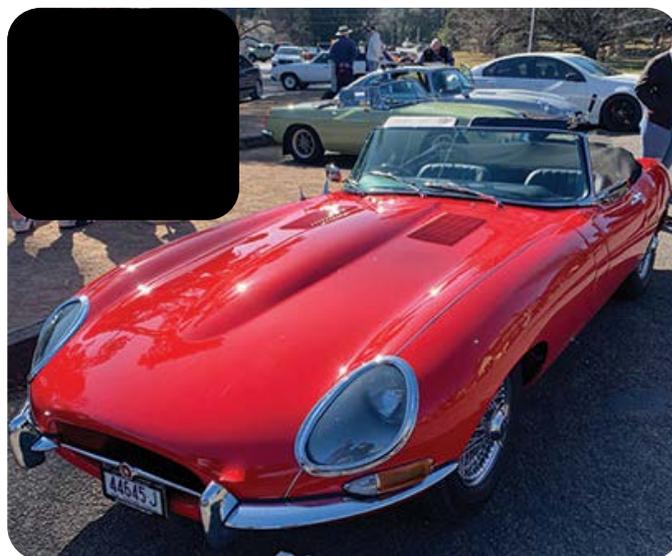
By entering this event as a competitor, you will receive:

1x Sydney MasterBlast Hillclimb Competitor Entry

4x Sydney MasterBlast, for all day Saturday 9th September (worth \$25 each)



For all the information about the event and a link to enter the event, www.nswrrc.com.au



Cars & Coffee at Berrima in the Southern Highlands, the last Sunday of every month. All vintages & brands with great examples on show. Come along and enjoy.

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Classifieds - Cars



NEW

MG TF 1250 1954

This TF is in 'Concours' condition. It was purchased in 1978 as a totally dismantled collection of parts and was then restored over a number of years.

All body panels are original except for the panel over the driver's side rear wheel.

The car was road registered in 1997 and full registration was maintained until the passing of the owner in 2020. The car is currently unregistered.

This completely restored TF was runner up in each of the two MG Car Club annual Concours it was entered.

It was driven on the occasional weekend on full registration.

This sale represents an amazing opportunity for the MG enthusiast to purchase a fully restored MG TF.

Engine # XPAG/TF/35094

Chassis # TF5519

Colour: Red

Bodywork: Standard

Leather Interior: Biscuit

Condition: Concours

Location: Artarmon, Sydney

Price: \$49,000

Contact: Kathryn Edwards

Phone: 0439 993 387

Email: kledwards@iinet.net.au



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



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 Rutty 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: All offers considered.

Contact: Alan Paynter

0418 523 612

alanpaynter@bigpond.com



Classifieds - Cars



1965 MGB Roadster.

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

Advertising in Opposite Lock

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

Please advise the Editor

via email or phone if:

sold prior to two months,

or

you wish to continue the ad

for another month

please email:

editor@mgcarclubsydney.com.au



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



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

0418 675 253

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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

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

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





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