



Official Journal of the MG Car Club – Sydney

Opposite Lock



November 2023 In this issue

Centenary Rally Pre War in Canberra
Notice of AGM

Concours 2023
Electric MG Cyberster

MGCC Sydney Club Calendar 2023

NOVEMBER

- 5 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 6 Board Meeting,
- 12 MGA/MGB Workshop Day, MGA Registrar, Greg Keenan. **CANCELLED DUE TO ILLNESS**
- 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

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November President's Report

Once again, another club year has come to an end. Returning a small profit of \$4,911 for the year. Moving forward, I am confident the club is in a strong financial position. I would like to thank David Milling for taking on the role of treasurer and for the work he has done in briefing the new auditors, updating the corporate and bank contact details and formalising, and streamlining the financial processes. Whilst some of this work fell outside the official financial year, it is worthy of note in this report.

As we moved on from the fallout of COVID-19 in July 2022, some of the official multi-club events were still on hold. Regretfully, All British Day was again one of these events, making it the third year this event has been cancelled. However, thanks to the All British Day Committee for working together to make the event happen in September 2023.

I am pleased to say the regular club events have returned to normal, and I would like to thank the Registrars, both past and present, for the time they put into achieving a quick return to normal.

In response to the problematic social times, the board initiated several new "active member" events. I refer to the annual Christmas party, the 60th birthday of the MGB and more recently, the 70th Birthday of the Magnette. Whilst the Magnette celebration was a relatively simple affair, the Christmas party attracted one hundred and fourteen members and the Sixtieth Birthday of the MGB One hundred and eighty five members. A modern record for a club event of this format. All the above events were financially subsidised by the club and are directed to support the active core of the membership. Approximately a core of 200 members. If you are not part of this core group, you are always welcome in person to club events, as are your suggestions that will help the board modernise its future. Communication is the key, and I encourage all members to communicate directly with the Board rather than with a "self-appointed" expert on board matters and club direction. All members are welcome to stand for the Board of the club.

As always, the Board is grateful to the many members who lend a hand at club events and, most of all, the respective Registrars that take the time to organise them. The club would not exist without this support. So, the Board was pleased to see several newer members come forward this year and take on club roles.

As is always the case, some Board members and volunteers have decided to call it a day. Allen Gower has been our assistant treasurer for the past five years. The club has appreciated Allen's diligent work, and we thank him for his service. Shelia Trotman stepped down as Membership Secretary at the end of June. Shelia has been responsible for the implementation of Wild Apricot. I am sure all members will agree that this new system is making the running of events seamless. We thank Shelia for her dedication to this task and the smooth running of the membership system, especially

renewals. In thanking Shelia, we welcome Lynn Callaud to the role of Membership Secretary. The Board looks forward to working with Lynn in the years to come. Greg Fereday and Alan Heritage stepped down as Directors in July after five years on the Board. We thank them for their contribution as Directors and are grateful for Alan accepting the Librarians role.

It is always a pleasure to welcome club members volunteering for duty and sometimes joining the Board. I would especially like to thank Matthew Crawford for joining the Board and taking on the Club Secretary Role. As you all know, Matthew has a wealth of MG knowledge, and his board-level participation is much appreciated.

I would also like to thank the rest of the Board for their contribution this year and especially Hilary Wren for her tireless work as editor of *Opposite Lock*.

During the last twelve to eighteen months, there has been a push by a tiny group of members to make available a printed copy of the club's monthly magazine, *Opposite Lock*. By having a cursory glance at the club's financial, members will see that this is impossible under the current membership fee structure. The Board's current position regarding the magazine is as follows: The publication is formatted in A4 at no charge by the editor. It is then sent out as a link for members to download and read. Links to advertisers are embedded in the download, giving members instant access to the advertisers' business. A small number of magazines, 75, are printed off, and these are distributed to the following groups. Advertisers and MG Dealerships to promote the club. Official institutions such as libraries that still require a hard copy. Members who either do not have a computer, can't read a computer screen, or find the text too difficult to read are supplied a copy free of charge. To date, no member with a genuine request has been refused a printed copy. At the AGM, there will be a motion to make the magazine available to all members in hard copy. If this motion is successful, then members will have to pay a separate charge for the printed magazine. This will also mean that those currently receiving the hard copy will be required to pay for it. Currently, the estimate of this charge will be \$70 per annum. There will be a Running Board coming out leading up to the AGM, and I would like to ask members to weigh up the options and support the sensible approach taken by the Board.

The club's AGM will be held on Tuesday 14th November at 7.00 PM.

As I will not be standing for the Board next year, I would like to take this opportunity to thank the Board and members of the club for their support and friendship over the last five years. I have enjoyed my time as your President and wish the club all the best for the future.

All the best

Charlie Frew





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Page 16 2024 National Meeting Tamworth



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November 2023 Cover:
Proudly owned by Leone Johnson, the overall Winner Post MG TF & also the Best Restoration of 2023. This is the original car to feature at Earls Court at the time of this model's release in 1973.

Photography by Scott Bailey & Greg Fereday.

November 2023

Opposite Lock

Contributing photographers:

Thanks To:

- Michael Hough, Hilary Wren,
- Alan Heritage, Greg Fereday,
- Scott Bailey, Kim Whitaker,
- Ros Bastian, Jacques Calluau,
- Bruce Duncan
- Don Young, Jock Grainger

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

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Club officials

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Concours & Display Day	Vacant			
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NOVEMBER



2023



TC RUN
'Lunch at The Burrawang Hotel'

Sunday 26th November
T.C. Run - All Cars Welcome

Come enjoy the great country roads via Bargo / Yanderra / Mittagong / Bowral ending with a lunch at The Burrawang Hotel
Join us and enjoy the run!

Directions:
Meet at McDonalds Narellan
CRN of Narellan Rd & Camden Valley Way.
10:00 am Start.




Book Now:
Wild Apricot App
www.mgcarclubsydney.com.au
John Carter - 0416292929
johnmartincarter@gmail.com
RSVP before 20th November - 2023
Bookings are essential for numbers



**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!

Audra Falzon	MGB
Allan Phillips	MGB
Rhys Edwards	MGB
Simon O'Brien	MGB
Don Buscall	MGB
Julian Enriquez	MGF
Anthony Enriquez	MGB

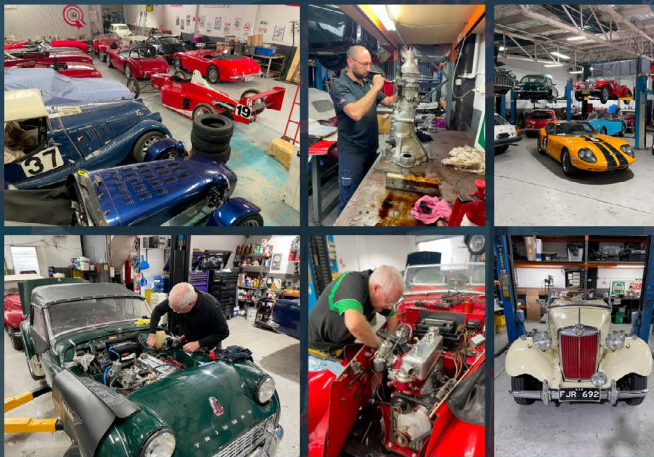
So, you have bought a 'new' MG, or you have unearthed one long lost in the garage or you have finally finished that 'long, long, longer than you expected restoration & decided to now join the club.

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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October 10th 2023 Members Gathering- Strathfield Golf Club.

Greg Fereday addressed the meeting and gave us an overview of the recent celebration in the UK.

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

The whole area in front of the museum was reserved for only MGs, with one area for a Time Line of MGs from early 1925 to 2023, another area for a Pride of Ownership display, and then general parking for those attending in MGs.

In all approximately 1350 MGs attended the day, and many cars had travelled from Europe for the event, together with several special cars including the original London to Sydney Marathon MGB that was driven by Jean Denton and Tom Boyce in the 1968 event, a Costello V8, the Aston Martin Prototype MGB, and the Roush tuned, 765bhp, 6 litre V8 powered MGZTT Bonneville Land Speed Record Car, which was fired up several times during the day getting everybody's attention!

Greg Fereday



We also celebrated the 70th Birthday of the MG Magnette with the Magnette Registrar Peter Baldry cutting the birthday cake.



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Centenary Rally for Pre-War, T-Series & Y-Series MGs Celebrating 100 Years of Safety Fast! Canberra October 2023



Thanks to Robert Smith's foresight, Sydney Club members met en-route to Canberra for a coffee and chat. This was the beginning of a fabulous weekend organised by the Canberra MG Club and the Pre-war MG Register.

All the T Types, and MG saloons were parked on the concours and grass area overlooking Lake Burley Griffin. Again, this was an impressive display

Friday night saw everyone gather for a Noggin 'n' Natter and registration with a fantastic and delicious array of Pizzas for dinner. Such a simple, tasty and efficient means to cater for a casual dinner for the people attending.

Saturday saw a superb collection of MGs line up outside the National Museum of Australia. On the approach to the museum, visitors wandered through a magnificent display of Vintage MGs, M Types and Triple M competition cars including J3, K3 and Q types, all in concours condition. All these cars attracted a great deal of interested attention.

The MG aficionados were particularly interested in the replica of Old Number 1, built by Canberra vintage car legend the late Jim Bruce and is displayed by the Bruce family "Old Number One" was built especially for Cecil Kimber to compete in the annual London to Land's End Trial to promote his new line of cars, then known as the MG Super Sports models.



which attracted an admiring audience throughout the day. My beautiful TA held its own among a very impressive collection of MGs.

This was a perfect venue for the display and Canberra turned on a fabulously sunny day with a sparkling lake as a backdrop for the cars. The museum cafeteria did a roaring trade and provided all those attending with the opportunity to catch up with friends over coffee and lunch.





Sunday saw all the cars participating in one of two runs. John and I took part in the longer run which took us from Parliament House out to Queenbeyan and then on to Bungendore. A very gusty wind saw the TA wandering a little but we arrived safely in Bungendore.

Bungendore provide all with plenty of opportunities for coffee as well as some interesting shops to browse through. I spent a great deal of time in the Wood Works Gallery and had mentally discarded all my current furniture to redecorate with the beautiful furniture on display.

Then it was back to Queanbeyan by a different route for a picnic lunch in Central Park.

This run was one of the best marshalled events I have participated in. You could not have got lost unless you deliberately tried. Huge thanks to the organiser and all the marshals for a superb event.

This is a beautiful park with old established trees providing shade for both cars and people. Lunch was catered for by the Canberra Club with an appetising array of sandwiches and wraps followed by yummy slices, cakes and fruit.

Again, this event allowed people to catch up with friends from the MG family who they might not see regularly.

There was a more formal dinner on Sunday night where various awards were presented. Scott Humphries TC did not make the event, and so Scott won the Hard Luck Award.



I cannot express how honoured I was to receive the Claud Harris award which is presented to the owner of a pre-war T-type MG (TA or TB) attending the rally.

The recipient is chosen in consultation with the Harris family and is awarded to encourage participation by pre-war T-type MGs and generally to exemplify the spirit and community of MG.

The late Claude Harris owned his MG TA (TA1980) for over 70 years at the time of his death in 2019. Claude was always so interested in and supportive of my efforts to restore my TA and get it back on the road. His ownership and passion for his TA is memorable.



*Ros with Jake Harris
Claud's son*



Can I say the TA, I sometimes dub The Phoenix, performed admirably on the 95 km drive at the rally. However, 95 kms did reveal the need for a really good tuning and so it is off to club member Peter Foggarty for a masterful fine tuning!

My thanks to Peter for agreeing to take on this task.

Also, Matt Crawford was awarded People's Choice Award for Y Types for his very elegant Y-Type.

Monday morning saw all interested drivers offered the opportunity to do a self-guided drive around the Embassies and High Commissions of the national capital. John took our host for the weekend, friend Lindsay Forrest, on this drive which both found highly interesting.

Finally, on Tuesday morning we visited the workshop of the National Museum of Australia. Of course this visit was to the automobile workshop where a fascinating array of cars are stored, restored and kept in operating condition by our guide for the morning, Craig.

We were privileged to see the late Queen's Royal Tour Daimler, Jack Brabham's first Formula 1 race car a unique and beautiful old Holden and other fascinating vehicles.



On a more personal note, and nothing at all to do with MGs, Canberra offered me the opportunity to visit a fascinating dolls house and miniaturist shop.

I have undertaken the restoration of a dolls house my father built for me when I was about 8. A labour of love, much like restoring the TA except on a vastly different scale.

So, our hostess for the weekend, Frances, and I took off for an indulgent, for me, trip to the dolls house shop. I came away with a kitchen bench inclusive of sink, a set of cannisters, a kitchen table which I will need to take apart, cut down and rebuild, a brown paper bag of groceries, a watering can, a set of books for the library and handles for the dining room sideboard I am building.

So indulgent!



White-out bottle for scale reference

I must congratulate the MG Club of Canberra and the Pre War register for a superbly organised weekend where everything ran smoothly and to time and was vastly enjoyable.

Particular thanks go to the organisers: Brian Calder, Kent Brown, Malcolm Robertson and Ewan Ward.

Congratulations on a great weekend which I know all enjoyed immensely.

Ros Bastian



Notice of the AGM MG Car Club Limited



Notice is hereby given that, in accordance with the Constitution, the Annual General Meeting of the MG Car Club Limited will be held at Strathfield Golf Course, 52 Weeroona Road, Strathfield 2135 on Tuesday 14th November 2023 at 7.45 pm.

Business

- To accept the minutes of the 2022 Annual General Meeting, Posted in Dec 2022

Opposite Lock

- To elect Directors for the year 14th November 2023 to 14th November 2024.
- To receive and consider the Balance Sheet, Statement of Profit and Loss and the Reports of the Directors and Auditors in respect of the twelve months ended 30th June 2023.
- To transact any other business which may be brought forward in accordance with the Constitution.
A discussion will be held on the future of this publication.

Please Note

- Only current financial members of the above Club shall be entitled to stand for office, vote or nominate / second candidates for election.

Nomination Form

I (Name)

being a current financial member of the MG Car Club Limited, hereby nominate

.....

for the position Director at the Annual General Meeting of the Club to be held on 14th November 2023 and at any adjournment thereof.

Proposer(Name)

Signed Membership Number.....

Seconder(Name)

Signed Membership Number.....

Acceptance

I Membership Number hereby accept nomination as a Director.

NB: The completed form must be lodged with the Honorary Secretary at least 30 days before the scheduled date for the Annual General Meeting.

Email to secretary@mgcarclubsydney.com.au or hand to Secretary or President at the October Members Gathering.

MG Car Club Limited, Proxy Form

We, as financial members of the MG Car Club Limited, hereby appoint

.....(Name)

of.....(Address)

As my proxy, to vote for me, on my behalf, at the Annual General Meeting of the MG Car Club Limited to be held on 14th November 2023 and at any adjournment thereof.

Signed thisday of 2023

Members Name..... Member Number

NB. The completed form must be lodged with the Honorary Secretary at least 48 hours before the scheduled time for the Annual General Meeting.

MG Car Club Limited – Other Club Positions

In addition to the positions of Directors, at the Annual General Meeting of the Club to be held on 14th November 2023 and at any adjournment thereof the following positions are to be filled.

N.B. there is no form to be completed for these roles.

Please advise the President Charlie Frew , any Director or the Club Secretary Matthew Crawford before or at the AGM if you are interested in any club positions or would like to renew.

There is a presumption that if we have not heard from any current officials to the contrary, that you are willing to continue to serve.

Email secretary@mgcarclubsydney.com.au

Club Officials

Club Treasurer
Club Secretary
All British Day Coordinators
Breakfast Runs
CAMS Representative
Club Plates
CMC
Illawarra Register
Coordinator Library

Mid Week Muster
Member Liaison
Membership Secretary
Points Scorer
National Meeting Coordinator
Rally
Regalia
Regularity Social Secretary

Model Registrars

Pre-war
TC
TD
TF
MGA
MGB

Postwar Saloon
Magnette
RV8
F & TF Modern
C & V8
Midget & FWD Post 2010



MG Car Club Financials 2022-2023.

The Board is pleased to present the 2022- 2023 Financial results to our members.

These are now posted on the website, in the Members only section.

The Board has approved the audited accounts, and a small modest profit was recorded.

In addition to the website publication, printed copies will be available at the AGM. In preparation for the AGM, any questions should be emailed to treasurer@mgcarclubsydney.com.au please.

David Milling, Treasurer.

September/October 2023 CSCA Sporting Report

MGCC Sydney CSCA ROUND 5: Sunday September 30th – PHEASANT WOOD, Marulan in the Combined Sports Car Association (CSCA) Supersprint Series. (Pheasants Wood is the name of the now extended & modified old Marulan Driver Training Centre MDTC), about 2 1/2 hours from Sydney, or a half hour short of Goulburn).

The fifth CSCA round of the year was run by your Sydney Club after quite a few issues (again) including: Officials & a health issue to the Sporting Captain Max Wasson, who needed some fairly urgent procedures to rid him of some nasty galloping Spanish skin rot in his hand (a ruddy melanoma). After booking the track at Pheasant Wood, Max had some trouble obtaining a Clerk of Course for our Supersprint event normally held under a Motorsport Australia (was CAMS) Permit (as our Club does not have a qualified Clerk of Course Official anymore), but no problems, as the C of C nominated another qualified person to take over the reins. Then the replacement C of C was unavailable as well! Max was also struggling with the required computer based paperwork, so I had to jump in again as Event Secretary, with Alan Heritage agreeing to assist with helping to find some volunteers to assist with driver check in, scrutineering assistance, grid duties & flag duties. I also obtained event secretarial assistance from Phil Larmour from the Triumph Owners Club (TSOA) - many thanks Phil, and we have discussed a possible joint venture Supersprint in the future, as TSOA is running short of required Motorsport Australia Officials as is our Club.

Due to the lack of a C of C, it was decided to run our event again under a AASA Permit, as the Pheasant Wood track Manager Scott Hill is also a AASA qualified Clerk of Course. I also decided to use a Triumph Club CSCA delegate's (Paul Cooper) designed Entry System set up on Google Forms. This is a simple to use entry "fill in the boxes" system that greatly helps an Event Secretary, and auto populates a spreadsheet for Event Secretary entry checking. The process is completed with payment reconciliation from MGCC Bank Statement copies issued by our Treasurer, David Milling, who duly sent me regular statement updates. Most entrants had completed their online entry with no issues, but several had to be chased for their Self-Scrutineering forms, which needed completing after a check of their vehicle, items noted &

signed off, scanned and emailed back. Many drivers did not print off and sign the required Disclaimer Form, to save them some time at the track. Not an issue with a small entry field, but could delay getting your car safety checked at the track given a large entry list.



AASA was originally formed by Bob Jane (who was no fan of CAMS during his competition driving days!), who has since departed this world. Now AASA is managed by an arm of the Benalla Auto Club who owns Winton raceway in Victoria and DID own Wakefield Park race track (recently purchased by Steve Shelley, who also owns Pheasant Wood). AASA has been in operation for many years in competition with CAMS, and now Motorsport Australia, and has been used by many other car Clubs, as they have virtually the same Insurance cover, ultimately with Lloyds of London. AASA recognises MA Officials and Licence holders, whilst MA does not recognise the reverse AASA Officials and Licences, which is really rather small minded now days.

So, Alan Heritage and I then had to move pretty quickly to get things happening. Alan obtained a good team of volunteers from our Club;

Driver check in and then Flag Marshal Duties: Max Wasson, Mark Robson & Annette Croft (great job checking driver speed Licence and Club membership, collecting signed Disclaimer Forms & issuing arm bands etc).

I secured the experienced Scrutineering services & acting Safety Officer of Colin Goldsmith from the Austin Healey Club, with our Jacques Calluud & Alan Heritage assisting with scrutineering safety checks before swapping to flag duties.

Flag Marshal Duties: Max Pegler & Jacques Calluud (Starter & Start/Finish Flags), Arthur Pugh & Bob Parkinson, Mark Robson, John Croft & a Junior in Ollie Moogan (whose grandfather was competing), Max Wasson & Alan Heritage, whom all followed good radio protocols and kept watchful eyes on drivers.



Grid Marshals: Lindsay Trevitt & Annette Croft (who did a great job on the grid and then sorted and collated all the entry check in and Scrutineering paperwork!), and of course Scott Hill from Pheasant Wood as Clerk of Course, whom we all owe our gratitude for helping to make this event happen, including the booking of David from Eldee Timing, Wally Black & his recovery vehicle and two Paramedics from Ambulance Services Australia! Many thanks to all for your valuable & needed assistance.

The volunteers all enjoyed close up action viewing and a hot BBQ sausage roll lunch put on by the staff at Pheasant Wood, as unfortunately their wonderful Café has not re-opened post Covid shutdown. I had supplemented this BBQ food with some drinks & water & a luncheon pack of snacks, a piece of fruit and even a piece of home-made slice from Deb Perry.

(As a side note, our Club still badly needs more competition Officials, to be able to hold our own events, and it was great news recently that club member & competitor Mark Robson has accepted the challenge to become an Event Secretary! Well done indeed, and I appreciated some helpful comments prior to and during check in at our event from Mark.)

Luckily, we were blessed with a perfect sunny day, but a rather disappointing entry list, including only a couple from our own club for various car problem & health reasons; and then both having to cancel. In spite of all these MGCC member issues, we ended up holding a very successful day at Pheasant Wood, mostly thanks to the hard working volunteers who made it all happen. Only three tow in recoveries meant drivers had many laps available in perfect conditions.

All drivers I chatted with were enjoying the challenges of this circuit, & were full of smiles, and so it should mean continuance in the CSCA Calendar, noting that CSCA entry levels are generally down on previous years, so it would be nice to see some MGCC members having a drive, including those who might only consider the low key Natmeet Sporting events! The next Natmeet being our Club efforts at Tamworth next Easter, 2024, with support from two local sporting Clubs & MGCC Victoria for some needed Officials.

The old Marulan Driver Training Centre (MDTC) originally run by Gary and Natalie Wilmington, was bought out a while ago now by one or more members of the Shelley family under Steve Shelly's management, and they have made many ongoing changes in extending the early track, with more extensions planned, and other improvements to the pits, dummy grid and parking. This is a great effort in race track starved NSW, and it now provides an additional venue for Supersprints as well as training days. The new larger & smooth circuit seems to have been well received by all attending drivers.

By the time you read this the next CSCA Round will have been run at Sydney Motorsport Park, North Circuit by the Jaguar Drivers Club on Sunday 22nd October, which unfortunately clashes with our MGCC Concourse.



2) Regularity

The next event for racing & Regularity is the HSRCA Meeting at Sydney Motorsport Park over the weekend of 25th & 26th November. Let me know if you wish to have a run in Regularity, or chat about what is generally required for car and driver. Entries are open.

Note: I will have to miss this HSRCA event myself as I have entered the "Challenge Bathurst" Regularity event at Mt Panorama along with a previous member of our Club in Kerry Phelan now from Junee, and these dates clash as well.

Let me, or Mark Robson know if you wish to just have some serious fun in your MG, by joining us in some track events with some like-minded people!

Thanks to all the Officials and Volunteers and the member drivers who all contributed to make this event happen!

NOTE: CSCA Round 6 Supplementary Regulations was issued some time ago to drivers.

- Next CSCA Supersprint: Jaguar Drivers Club Sunday 22nd October CSCA ROUND 6 at Sydney Motorsport Park.
- HSRCA Regularity & Race Meeting – 25th and 26th November 2023 Sydney Motorsport Park, GP (Gardner) Circuit.

Please contact Mark Robson or myself for the Supplementary regulations and Entry Forms for future Supersprints, or Regularity events, if you wish to give your car a good hard run without the worry of any Police or back seat drivers!

Steve Perry

Motorsport..... Have a Go & Learn/Improve Some Driving Skills!





Let's keep the revs ticking over

Only 181 days from November 1 to the beginning of the 2024 National Meeting.

Here are a few facts and updates.

Sporting events:

- 1.) A competitive Speed Event will be held on tarmac at the Tamworth Oakburn Park Motor Sport facility, (adjacent to the Tamworth City Speedway)
- 2.) A competitive Motorkhana event consisting of three (3) Tests will be held at the nearby Gunnedah Regional Airport tarmac airstrip.
- 3.) A competitive Observation Run will require a Motorsport Australia Speed License. (Touring Assembly Motorsport Australia determination)
- 4.) A non – competitive social Kimber Run requiring a valid driver's license.



Nat Meet Concours:

The Concourse will be held in a park close to the main town centre, details will be available once confirmed by the Tamworth Council.

Concourse classes will be the same as last year.

Anyone available to help with judging please

contact: [Stuart Ratcliff at mgcentre@bigpond.com](mailto:Stuart.Ratcliff@mgcentre@bigpond.com)



Social events:

The full line up of Nat Meet social events will be taking place as usual:

- | | |
|----------|---|
| Friday: | Welcome evening with Rocker cover racing will be held at the Tamworth Town Hall |
| Saturday | Country Ball at The Mercure. |
| Sunday | Club Free Evening |
| Monday | Presentation Dinner - Tamworth Regional Entertainment and Conference Centre |

We need all hands on deck - Please volunteer by contacting: editor@mgcarclubsydney.com.au

Ros Bastian - Bulletin coordinator

It's now time to get your accommodation booked:

Please call the Mecure Hotel on 02 6765 1200 and ask for Sherry, mention that you are with the MG Car Club Sydney to ensure you get the discount rate.

Alternatively e-mail her on: ha205-fo4@accor.com to reserve your room.

This hotel will serve as our Club's HQ for the event and several functions will be held there.

We have now included a link on the National Meeting Website for any members to register their interest in volunteering for this significant event with the click of a button.

Thank you to members who have already expressed their willingness to help, you are already on the data base , however we welcome new assistance, this is a huge task and we need more folks to step forward please. *Hilary*

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MG Car Club Concours 2023- Results

Overall Winner Pre MGA

Matthew Crawford MGY

Overall Winner Post MG TF

Leone Johnson MGB GT V8

Overall Winner Post 1990

Jim Dolbell MG RV8

Best Restoration of 2023

Leone Johnson MGB GT V8

Pre War Concours

Andrew Loizou

Pre War Show & Shine

Brian Langlands

MG TC Concours

Ross Paine

Patrick Connelly

MG TC Show & Shine

John Carter

John Howard

MG TD Concours

Scott Bailey

MG TD Show & Shine

Leonard D'Arcy

MG TF Concours

James Bennett

John Chadban

MG TF Show & Shine

Alan Lett

Ian Frost

MGY Type Saloon & Tourer Concours

Mathew Crawford

MGA Roadster & Twin Cam Concours

David Noble

John Udy

Poland Pepin

MGA Roadster & Twin Cam Show & Shine

Steve Waugh

Steve Holt

MGA Coupe & Twin Cam Concours

Lindsay Pryor

MGB Roadster Mk1 Concours

Tom Aczel

Damian Forbes

Nigel Miller

MGB Roadster Mk1 Show & Shine

Frank Perry

Greg Fereday

Anthony Enriques

MGB Roadster Mk2 & BL Concours

Richard Hawley

Roger Porter

Bruce Mansfield

MGB Roadster Mk2 & BL Show & Shine

Gary Bremmer

Mark Watson

John Burns

MGB Rubber Bumper Roadster Concours

Murray Maclean

MGB GT Mk1,2 & BL Concours

Bruce Sinclair

Geoff Starkey

Arthur Pugh

MGB GT Mk1,2 & BL Show & Shine

Andrew Wyner

Chris Millar

MGB GT Rubber Bumper Concours

Michael Hough

MGB GT Rubber Bumper Show & Shine

Jim & Jamie Hull

MGB GT V8 Concours

Leone Johnson

Granville Harris

MGB GT V8 Show & Shine

Bruce Smith

MGC Roadster & MGC GT Concours

Alan Heritage

MG Magnette ZA,ZB Concours

Brian Woolmer

Peter Baldry

MG Magnette ZA,ZB Show & Shine

Martin Cutler

John Cunneen

MG RV8 Concours

Jim Dolbel

Ross Freeman

Max Wasson

MG RV8 Show & Shine

Bruce Duncan

Greg Roper

Jaques Callaud

MG TF Modern Concours

Graham Smith

Alan Paynter

MG TF Modern Show & Shine

Don Young

MGF Modern Concours

Julian Enriques

Mark Robson

MG SAIC Concours

Colin Harper

MG SAIC Show & Shine

Robert Gibbs

MG Specials

Zig Bluzmanis

Non Marque

Courtesy of Stuart Ratcliff, Master of Ceremony



Photography by Scott Bailey, Greg Fereday & Kim Whitaker

MG Car Club Concours 2023

Matt Crawford presenting the Concours Medals



James Bennett



Andrew Loizan



Don Young



Tom Aczel



Jim Hull



Courtney Ratcliff accepting on behalf of Leone Johnson



Bruce Duncan



Lindsay Prior

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19-24 November 2023

Comma, Orbost, Bright & Tumbarumba

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- 21-22 Nov.** Bright Motor Inn 03 5750 1433
- 23 Nov.** Tumbarumba Motel 02 6948 2494
- 24 Nov.** Drive home

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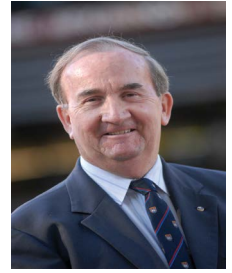
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Illawarra Register

Michael Hough



The Illawarra register Iron was held recently on 28th September 23 which went to the Wollongong Rhododendron Park. Here we had a briefing from a Park volunteer and then a tour of the Gardens followed by a short convoy run down to the Collegians Balgownie Club.

For a good coverage of the gardens see:-

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

Approximately 20 cars attended and a good mix of Jaguars and MG's and it was a pleasure to have two new people join us at the event- with one driving an MGF, and the photos tell the story much better than words.

It was a most enjoyable morning event, and fully fulfilled the aims of our Illawarra registers, which is to have pleasant social runs to which people can bring their classic cars.

Our Final Illawarra register run for the Year is:-

23rd November: Run to Fitzroy Falls and Grandpa's Shed, meeting at 10: 30 hrs at the 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/>

We are currently checking the availability of catering

venues near Grandpa's shed and as a fallback position we will convoy to Robertson for lunch after the visit to the shed.

Final 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

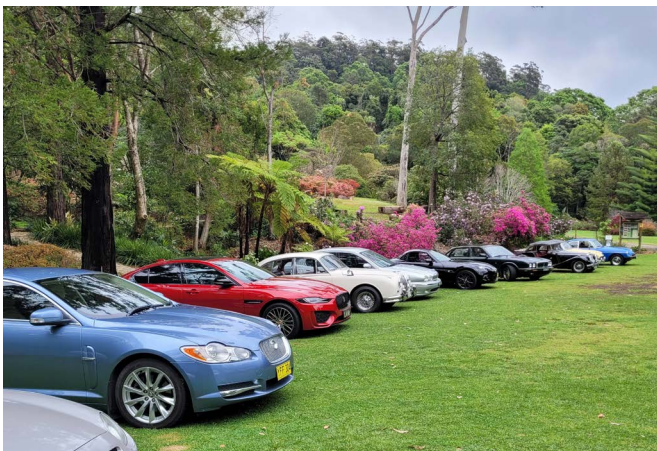
Illawarra Register Runs in 2024, suggestions requested please.

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



MG RV8 Run to Wollombi Tavern

Sunday 24th September



Clearly Alan Heritage has some good contacts with the "sunshine gods" as the weather on the day was ideal for a top down run. We gathered around 9.00am at McDonald's at Mount Colah for usual first coffee of the day and catch up with fellow members. However, with more than 20 cars participating, many arriving on the spur of the moment, the car park was overflowing including double parking which drew the McDonald's Manager out to ensure we leave space for the Drive Through facility.

Alan provided us with the run sheet and briefed everyone on the trip, including keeping a watch for cyclists /motorcyclists and "the men in blue" that frequently share the route we were taking. Dom David was the advance guard going ahead up the motorway to organise the parking of the cars at Wollombi. The first batch of cars left around 9.30am including my RV8 and two owned by Michael and Janine Bushby (who drove one each).

The route took us up the old Pacific Highway (B83) past "Pie in the Sky" down the hill and across the Hawkesbury River Bridge via Mooney Mooney scenic route towards the Calga interchange which always catches a few cars out as you have to turn right to turn left onto Peats Ridge Road and Route 33, the former main road north on holiday destination; the Queensland Gold Coast. Once on Peats Ridge Road, its straight ahead and great driving roads generally 80 or 100 KPH except for the 60KPH zones through townships of Peats Ridge and Laguna, the latter known for the Great Northern Trading Post and their "famous" bacon and egg rolls.

There were also roadworks on the winding section down to the Wollombi valley and you needed to stay alert for

the occasional potholes that have yet to be repaired. The road from Laguna to Wollombi was also very uneven so mitigated the speed you could travel. Alan had been checking for RFS fire activity

leading up to Sunday and we were fortunate to have a clear, smoke-free run.

Arriving at Wollombi around 11.30am we were greeted by Dom with a big MG Parking sign and proceeded to park in the "field" within the Wollombi Tavern.

Ian Hazeldine had some issues with his RV8 clutch and it was heartening to see members rally around and provide materials to get him home.

In all there were 11 MG RV8's on the run with 3 Nightfire reds, 4 Oxford blues and 4 Woodcote greens. On the similar run we did back in March 2019 there were 18 RV8s; and again that included members from the Hunter/ Newcastle region. Other MGs on the run included MGBs, MGAs, modern Fs and the famous MGC race car of Henry and Julie Stratton.



The bulk of members dined outside at the Tavern in 20+ degrees sunshine although a few preferred the cuisine at the cafes in the township. My return journey was via the motorway in a convoy of 5 RV8's including Max Wasson, Ross Freeman and the Bushbys with a pitstop at Saddles restaurant, Mount White for refreshments.

An enjoyable day with great driving and great company...Our thanks to Alan for arranging a successful MG Register run.

Bruce Duncan

A biased MG RV8 driver...



Electric MG Cyberster



The new all-electric MG Cyberster more than delivers on the hype

The long-awaited MG roadster is back and more than delivers on the hype. Stunningly styled and daring in more ways than one, it manages to stay true to the brand's original ethos but in a package that's befitting of the 21st century. The Cyberster puts MG back where it belongs.

It's been 12 years since MG pulled the cord on the ageing TF, leaving one of Britain's most famous sports car makers without a genuine halo model. The return has been long-awaited, and while the new Cyberster shares the same two-door roadster concept as the TF, it's a distinctly different animal.

But acknowledging how fast the Chinese are working, only a matter of days after we first hitched a ride in the new Cyberster on UK roads, the first customer cars are

being rolled out back in China. Desperate to see if our first impressions ring true, we're among the first to try the car from the driver's seat.

Tipping the scales at 1,920kg in dual-motor form, the Cyberster is almost an original MGB heavier than the TF, and considerably larger to boot. But then it's more than three times as powerful and more than twice as quick off the mark thanks to its fully-electric drivetrain.

Even in single-motor form, which we drove on the tropical island of Hainan in China, the Cyberster offers a Porsche 718 Boxster-topping 0-62mph sprint of just 4.6 seconds, which all but confirms that the Mazda MX-5 is no longer in MG's crosshairs – its maker is aiming much higher, with the forthcoming Porsche EV in its sights.



To compete, MG, which is far better known in recent times for its budget family cars, has spared no expense when it comes to the Cyberster's dynamics. Hiring legendary Formula One chassis tuner Marco Fainello, an ever-present in Michael Schumacher's all-conquering Ferrari years, to sort the Cyberster's dynamics appears to have been a masterstroke.

Defying its near-two-tonne kerbweight, the Cyberster feels immediately fleet-footed and far lighter on its toes than should reasonably be expected, allaying any concerns that Chinese ownership may have dulled MG's ability to make truly sporty cars.



Quick changes of direction find the Cyberster reassuringly poised and predictable, leading us to expect that given the freedom of a race track, the svelte roadster would offer the kind of on-the-limit adjustability that an enthusiast's dreams are made of.

The steering manages to tread a fine balance between feelsome and easy to operate, with adjustability available in the settings if you want to add more heft.



Even in torrential rain, the Cyberster never felt at risk of putting a foot wrong, managing to contain all that power over the rear axle even under heavy acceleration away from wet junctions or traffic lights. Thankfully, too, the fabric roof proved far more watertight than many a TF owner ever enjoyed in the most testing of conditions. UK owners will be pleased to know the roof operation takes only 10 seconds and can be completed up to 32mph.



Performance was equally impressive with the top down, with the MG boasting a remarkably pliant ride and rigid structure throughout – something we were keen to test given our experiences alongside MG UK's head of engineering Steve Garside only recently. Choppy surfaces were dealt with in total comfort with only large potholes producing anything resembling scuttle shake – this despite the Cyberster sporting a pair of dramatic scissor doors in addition to the foldable roof.



The scissor doors are just one part of an unquestionably daring design that sees MG take several leaps forward in terms of perceived quality and dynamism, something that becomes more apparent as you step into the low but surprisingly spacious cabin.



As in any good sports car, the Cyberster places an immediate focus on the driver with all controls directed to one side of the car, but as we found during our passenger ride – while you may expect a stripped-out interior, the reality is far from it.



MG has managed to squeeze four separate screens into the cockpit-like set-up, with three curved around the back of the steering wheel and a fourth on the centre console. All are fairly small but the main driving display, which makes operating them a little fiddly, but they are at least quick courtesy of the system's punchy processor.

using the 360-degree camera, which enables views of both front and rear wheels.

Both the two outer screens and the centre console screen are difficult to see, the former due to being sited behind the wheel, and the latter because of glare with the roof down. Operating them takes some getting used to, as well. Those outer screens are perhaps best when

The cabin itself, decked out in Nappa leather and microfibre lining, feels a world apart from other MGs, and with the roof up is a quiet place to be – even if you'll want to leave it down in all but the worst weather. There's also ample storage in a variety of cubbies and behind the seats. Our only gripe was a lack of tilt adjustment on the base cushion that would improve the driving position.



But overall the Cyberster is a car you'll love for the way it drives, and right now it's pretty much the only electric roadster on the radar. It's a sizeable step up for MG in terms of expected price, based on this evidence.

Mark Rainford - www.autoexpress.co.uk

Alf Luckman Fish & Chips Run Saturday 20th January 2024

Berowra Waters Picnic Area

Area Convoy Meet: The Bull & Bush Hotel, Corner of Windsor & Seven Hills Rd Baulkham Hills.

Time: 3.30 pm for a 4.00pm departure, estimated time of arrival 5.00pm at Berowra Waters. The drive is 40 km and quite picturesque, fully sealed and easy to navigate.

Maps & Directions: of the route to Berowra will be provided, for those that require them, however the route is easily obtained via Google or a vehicle navigation device should you find the route directions too difficult to follow.

Non-Convoy Meeting: Most participants from the northern suburbs elect to take the Pacific Highway to Berowra and then follow Berowra Waters Rd down to the Punt, cross the river and assemble at the Picnic area.

Parking is Plentiful: The cars will not be assembled in one area but scattered in groups within the available spaces.

Food: BYO, or enjoy the locally available Fish & Chips at the completely renovated Water Vista Café, the online reviews of which are quite mixed. Seating is limited in the fixed undercover shelters, so please bring your own fold up chairs and tables. Enjoy the cool of the evening, wine & dine with the other MGCC members. Traditionally this is the opening event for the MGCC Sydney. This is one of the more popular gatherings on the calendar, and all members are welcome. The vehicle you arrive in is your choice. All the better if it is an MG, but that is not essential. This is a social event, designed to meet other MGCC members, discuss cars, politics or whatever is your interest. Hope to see you there.

Contact: Matt Crawford Post War Saloon Registrar 0457 411 681 matcrawford@bigpond.com



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Leone Johnson's car was one of two V8's featured on the 1973 motor show stand.

I have included a picture of the other.

The below pictured was the feature car whilst Leone's was near by and is shown in the news reel available on You Tube of the 1973 Earls Court Motor Show.

Stuart Ratcliff



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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.

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My name's Monica & I am writing on behalf of For The Girls, a Sydney-based group that focuses on hosting car related events for female car enthusiasts. We also aim to host mixed events once or twice a year, hence why we're reaching out to you today!

For The Girls is hosting a mixed charity car show at Club Menangle Trackside in November 2023. This will be our biggest event to date & we would love to invite MG Car Club Sydney to have some cars on display at the event!

LINK TO THE EVENT:

<https://fb.me/e/NfNqzJkI>

OUR FACEBOOK PAGE:

<https://www.facebook.com/forthegirlsevents.fb/>

If you're interested, please apply each car individually via the link below.

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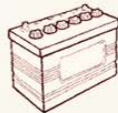
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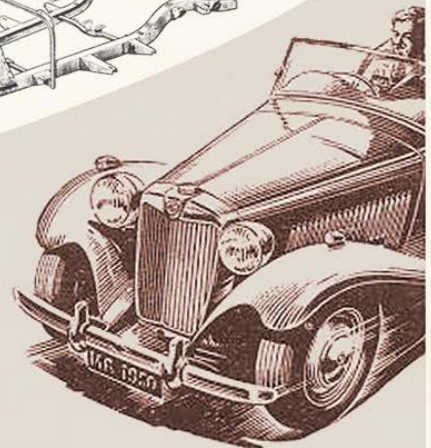
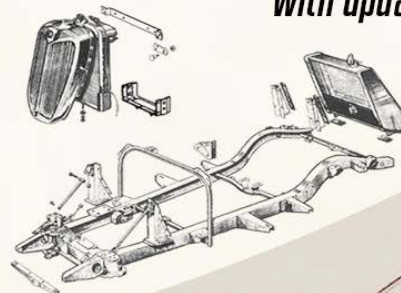


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Download the documentation from the following links:

2023 HSRCA Summer Festival Supplementary Regulations

Motorsport Australia Self-Scrutiny Statement of Vehicle Compliance

Motorsport Australia Risk Warning, Disclaimer and Indemnity

The meeting will offer races for all of our usual fifth category vehicles as well as speed events for vehicles manufactured up to the 1990s and invited cars deemed compatible with those groups.

For the 2023 Summer Festival we are pleased to introduce Early Modern Regularity. Inspired by the Early Modern category of the Classic Sports Car Club in the UK, Early Modern Regularity is a new category for the HSRCA. It offers regularity competition to production touring and sports cars with a build date between 1990 and 2010, as well as run-on models at the discretion of the HSRCA.

We look forward to introducing some new cars and drivers to our meetings with this category, and hope to see it welcome younger people to our sport, while also providing an entry level for friends and family to join in events.

Joining Early Modern Regularity as features of the meeting will be the always-entertaining Group S enduro race, and the storied Dawson-Damer trophy for M & O cars.

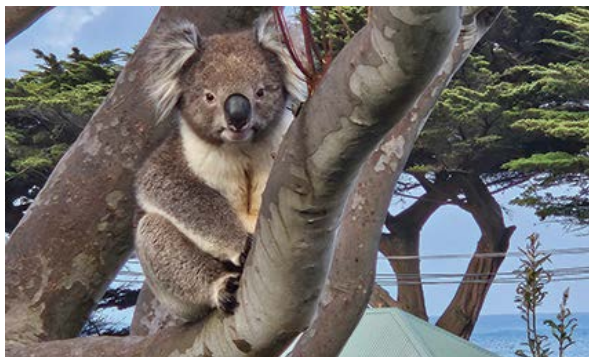
We appreciate your strong entries in recent years, and hope to send off the year in style with a celebratory 2023 Summer Festival featuring full grids, many interstate friends and the friendly and buzzing atmosphere that goes along with that.

As always, garages, carports and marquees will be allocated in order of receipt of entries, so first in will be best accommodated. Please place your entries promptly to ensure your desired lodgings.

We look forward to seeing everyone at Sydney Motorsport Park, for an excellent return to racing at the 2023 Summer Festival, November 24 – 26.W
Wayne Wilson, President, HSRCA



The poster features a bright yellow background with a dark blue vertical stripe on the right side. At the top left, the text reads "the HSRCA's 2023 SUMMER FESTIVAL" in large, bold, red and black letters. Below this, the dates "November 25 & 26, 2023" and the location "Sydney Motorsport Park" are listed in black. The central text "INTRODUCING Early Modern Regularity AND FEATURING The Group S Enduro Dawson-Damer Trophy" is displayed in bold black font. On the right side, there are three logos: the HSRCA crest, the SHANNONS logo, and a checkered flag logo. Below the logos, three cars are shown: a silver sports car at the top, a dark blue Group S enduro car in the middle, and a dark blue open-wheel race car at the bottom. At the bottom right, social media icons for Facebook and Instagram are shown next to the text "hsrca", "hsrcansw", and "www.hsrca.com". The bottom of the poster features the text "HISTORIC SPORTS AND RACING CAR ASSOCIATION NSW" in white capital letters on a dark blue background.



During October, Club members Don Young & Jock Grainger took a tour of The Great Ocean Road in Victoria.

Some spectacular scenery along the way and wild life spotted at Apollo Bay and Halls Gap.

Don, our Touring Registrar used this trip to plan for a future MG Car Club Sydney touring event proposed for May 2024.

The 2024 club calendar will be published shortly, so make sure you keep the date.



Choosing the right metering needle for your SU carby shouldn't be like finding a needle in a haystack. SU Midel has developed Haystack: Metering Needle Finder, a handy tool that can compare or match SU needles from 0.90" fixed through to .125" Check it out at sumidel.com

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In conjunction with the release of the new LE60 V8, BEE EV MGB's and the locally designed MGA, Modern Classic Cars is proud to confirm its rebrand as **Frontline Australia**. This rebrand reinforces our ties with the UK operation formed over the last 10 years.



We look forward to continuing to enhance the classic MG marque here in Australia.

David Dyer



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 tachometer (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

Classifieds - Cars



MG TD 1951

Road registered MG 814 until April 2024. Chassis Number TD/8070 EXR. Bought at auction from deceased estate so not much history is known. Car is in remarkably original condition except for the ivory interior trim which is in good condition.

Car is very tight and straight with excellent woodwork, no rust and what could well be the original paint work which has a few chips but is otherwise good.

Chromework is also fine. Mechanically sound with excellent engine, good gearbox and synchromesh, clutch, tight suspension, steering, new brakes and all instruments and gauges work.

New tyres and battery.

Hood and side-curtains are also in good condition.

A pleasure to drive and nothing to spend unless the buyer wants to upgrade trim and paint work.

Location: Gwandalan, Lake Macquarie

Price: \$38,000 (Including GST)

Contact: Andrew Mackie
0407 770 205

Email: agmackie47@gmail.com



MGA MK II Sports Roadster

This car has been owned by the head of a family for over 40 years, and has undergone a meticulous restoration process over that period. Unfortunately related to a progressive medical illness the project has ceased in its final stages. The car has been completely rebuilt and the engine was in a running condition three years ago, however related to the removal of some minor essential components this is no longer the case. The family is hopeful that another MGA enthusiast will take up the challenge to make the minor mechanical to complete the car.

Location: Turramurra, Sydney.

Price: \$30,000

Contact: Mark Warner
0417 608 577

Email: Rce691@gmail.com



MGF 2001 Auto.

Needs attention but drives well Rego until end of February 2024.

There is a bearing noise coming from the gearbox and a slight weep from the head gasket onto the outside of the block.

The body is rust free and the interior is in great condition as is the soft top and hard top.

Aircon and electric windows all work

Price: All offers considered.

Contact: John O'Connell
0407 277 659

Email: jocears@optusnet.com.au



1995 MG RV8 3.9L

I purchased the vehicle in 2017 and it has been a pleasure to own. I understand the car was imported into Australia from Japan through South Australia and was transported to Darwin and later down to the Gold Coast where I purchased it.

The car has been professionally serviced and is registered to 22nd August, 2024. The car is Woodcote Green in colour with a black hood and beige leather interior. The hood and leather seats were replaced just after I purchased the car.

The vehicle has travelled 23,190 km, tyres were replaced in 2019 with Supercat tyres through Bridgestone at 21,749 km and I was advised at the time that the old tyres were dated the year of the vehicle manufacture.

Since ownership I have kept the car out of the elements in a locked garage under a dust cover. Both the engine and body are in good condition.

In 2019 the vehicle received 2nd place in the MG Car Club Show and Shine.

Price: \$56,000

Location: Cronulla, NSW

Contact : Barry Braithwaite
Ph: 0419 403 487

Email: babraithwaite@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. 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

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



1957 MGA Mk11

Full restoration 15+ years ago

Chassis # YGHN3100450545

Engine # 18GAUH2071

Registered 8 April 2025

Price: \$60,000

Location: Central Coast, Dooralong

Contact: Adam Kirk 0497 472 958

maryskirk@gmail.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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ASHFIELD CYCLES

Classifieds - Parts



I have a set of four standard MGB wire wheels for sale, painted silver. Make an offer for price.

Contact: Don Campbell
bob.cam@bigpond.com



Wanted

Spring based replacement suspension set up for the MGF.

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

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

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

Wanted - Cars

1970 mark 2 or a 1971 model MGB. Do you have a MGB Mark 2 convertible for sale ?

Contact: Edwina Lofts
edwinalofts@hotmail.com
0414 374 366



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



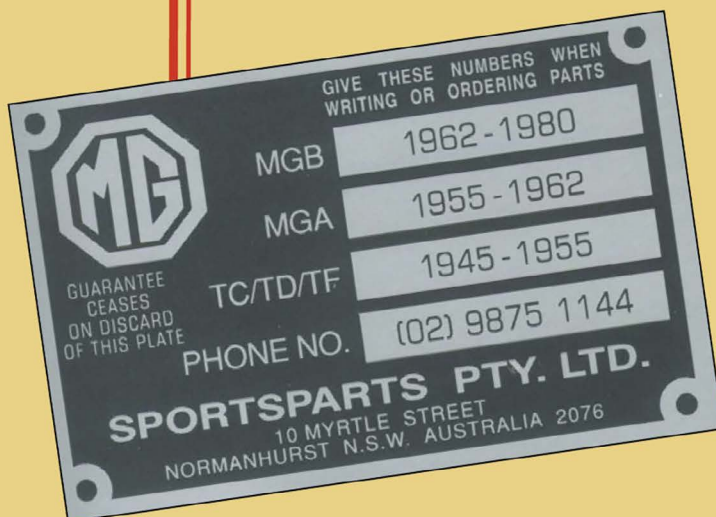
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