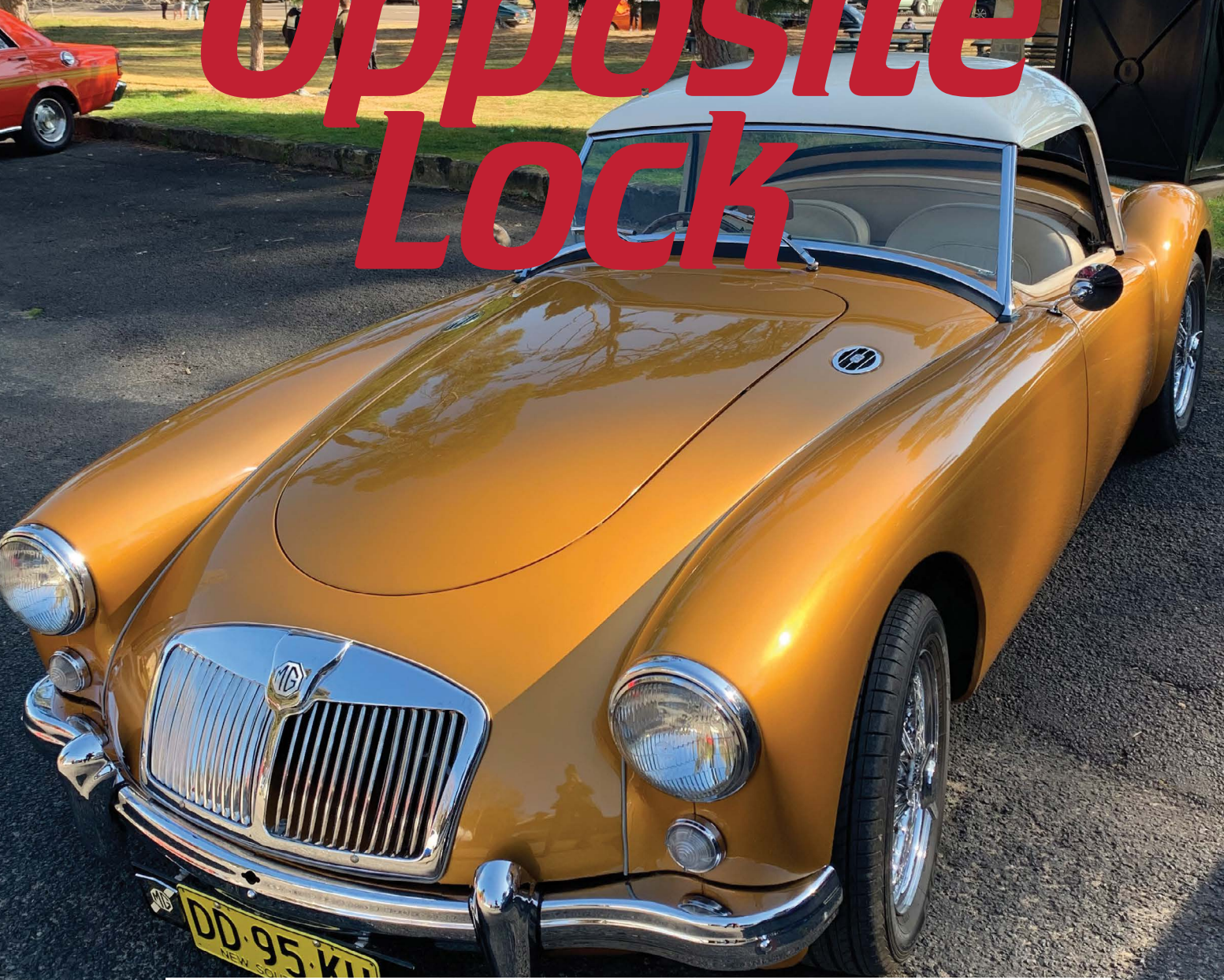




Official Journal of the MG Car Club – Sydney

Opposite Lock



December 2023 In this issue

Rob Roy Hillclimb
MG Christmas Party

1925 Bullnose
Touring the High Country

MGCC Sydney Club Calendar 2023

DECEMBER

- 3 Cars & Coffee, St Ives Showgrounds,
Greg Fereday
4 Board Meeting, Greengate Hotel
7 Touring the Hawkesbury Back Roads, Don Young
10 Club Run, TD Registrar, Michael & Jacqui
Gerondis. **Cancelled**

DECEMBER

- 12 Christmas Party, Ex AGM , Strathfield Golf Club

JANUARY

- 20 Alf Luckman Fish & Chips Run. Matt Crawford



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December Vice-President's Report

December again, it has come around quickly! This year we have had another full year of events for us to enjoy in our MGs – registrar runs, breakfast runs, the MG National Meeting in Adelaide, the Tour de Bathurst, Don Young's touring runs, our concours, All British Day and the Shannon's Sydney Classic, CSCA Supersprints and more. I would like to say a very big thank you to all of the volunteers in our club that help organise and run these events as well as the other Club officials that so generously give their time so that we the members can enjoy the delights of MG motoring amongst like-minded enthusiasts.

As he wrote in this column last month, Charlie Frew has stood down as President and did not seek re-election as a director at last month's AGM. When the Board meet next it will elect a new President and other board positions. Charlie became President in November 2018 and only 16 months later was faced with the COVID crisis. When many other clubs shut up shop, Charlie kept us engaged with Zoom meetings and other initiatives.

He started the driver training days at HART and with Sheila Trotman has overseen the implementation of the new membership system. Charlie has also been instrumental in reinvigorating some of the more social aspects of the Club with our MGB 60th Anniversary Dinner and Christmas parties. Charlie was also very keen that as the foundation MG Car Club in Australia we host the centenary MG National Meeting next year.

Charlie will be staying on as the Natmeet Chairman. I would like to take this opportunity on behalf of the MG Car Club of thanking Charlie for his service to the Club.

Which brings me to next year. We have an exciting and challenging year in 2024 with hosting of the National Meeting in Tamworth over Easter. We will need you the members to get behind this event to help to make it a success, so please register as a volunteer on the website. And of course, we also have all of our regular social and sporting events throughout the year, starting with the Fish and Chip Run to Berowra Waters on 20th January. So get your MG out of the garage and enjoy it with us in 2024.

On behalf of the Club I would like to wish all our members and their families a very Merry Christmas, and a safe and happy New Year.

John Clarke Vice President

Wishing all club members and your families, a Happy, Healthy Christmas & New Year. We have had a full year of activities within the club this year and it has been great to get back on the road again, enjoying our beautiful cars. Thank you to all the Registrars for organising our runs.

The winner of the "Front Cover " competition will be announced at the Christmas party next week, 12th December, with the winner receiving free club membership for the next financial year. We will continue this competition in 2024, so I encourage you to send in portrait photos of your "MG in action" and you never know it might feature on the front cover of *Opposite Lock*. Please send me your portrait photographs of great MG shots, be it your pride and joy or open road travels to editor@mgcarclubsydney.com.au

Into the new year I will be seeking any technical tip articles for the enjoyment of our members, be it a small fix when tinkering under the bonnet to a full restoration. Take us through your story /project so we can all learn from your experience and labour of love.

Finally, remember to log onto the club website www.mgcarclubsydney.com.au

to register your "Expression of Interest" for 2024 National Meeting, Tamworth, which is coming up all too fast. Registrations will be on line early in the New Year and all volunteers gratefully received.

Happy Christmas & a Healthy 2024.

Hilary Wren . Editor



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!

| | |
|--------------------------|------------|
| Graham Gibson | Modern |
| Sheridan Evans | MG Midget |
| Darren Hill | Non Marque |
| Thomas Elven | MGA |
| John Rose | MG Midget |
| Patricia Nowlan | Non Marque |
| Laurence & Louise Haddad | MGB |
| Brian Clarke | MGB + TF |
| Tyrone Gooljary | MG Midget |
| Anna Mallon | MGA |
| Mike Mulvey | MGA |
| Abrahams Benson | MGA |

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

We want to hear your story!

Please send a short story about your car by email and do not forget some pictures!
to: editor@mgcarclubsydney.com.au





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Page 16-17 2024 National Meeting Tamworth



Page 12-14 My Racing History



Page 18-21 Touring the High Country



Page 15 Cars & Coffee St Ives



Page 23 Bullnose MG



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web: mgcarclubsydney.com.au

Magazine contributions:
editor@mgcarclubsydney.com.au

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

52, Weeroona Road, Strathfield.



December 2023 Cover:
MGA, photo taken at Cars & Coffee
Berrima.
Photography by Hilary Wren.

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December 2023

Opposite Lock

Contributing photographers:

Thanks To:

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Scott Bailey, Hilary Wren,

Don Young, Jock Granger,

Terry & Julie Prodger

Michael & Glenda Gilmore

Club Contacts

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| RV8 | Alan Heritage | Shirley | 0418 459 496 | alanheritage@yahoo.com.au |
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| Midget and FWD | Vacant | | | |
| Touring | Don Young | | 0412 600 415 | don.young9636@gmail.com |

Club officials

| | | | | |
|--------------------------------|-----------------------------|---------|---------------------------|--------------------------------------|
| All British Day Coordinator | Vacant | | | |
| Concours & Display Day | Vacant | | | |
| Breakfast Runs | Julie Porter Stephens | | | breakfastruns@mgcarclubsydney.com.au |
| Motor Sport Australia Rep | Max Wasson | | 0418 431 928 | mwasson126@gmail.com |
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| Website | Seth Reinhardt | | | web@mgcarclubsydney.com.au |

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.

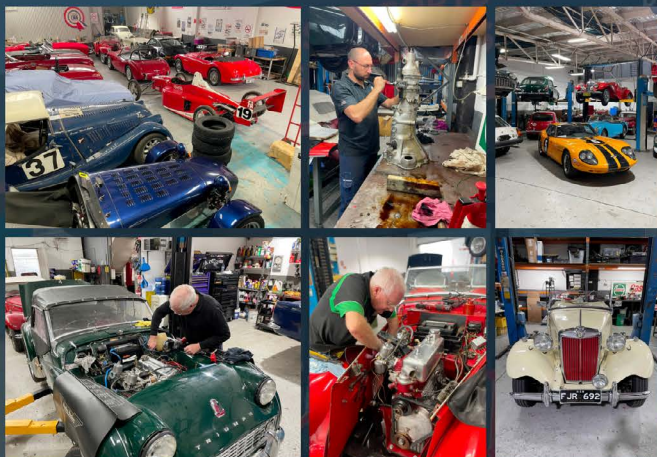
Traditionally this is the opening event for the MGCC Sydney. This is one of the more popular gatherings on the calendar, and all members are welcome. The vehicle you arrive in is your choice.

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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Touring, Hawkesbury Back Roads, Thursday 7th December

Start: 9am Mc Donalds Windsor Road, Windsor.

Via: Portland Ferry River Road

Wiseman's Ferry.. Spencer

Lunch: Oyster Shed, Mooney Mooney

Bring Morning Tea.

Just turn up in Windsor by 9am or

Contact : Don on 0412 600 415 to register your involvement in a fun day. don.young9636@gmail.com





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Notice of the Extraordinary Meeting AGM MG Car Club

To ratify the Board of Directors on December 12 th 2023 at Strathfield Golf Club .

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 Extraordinary General Meeting of the MG Car Club Limited to be held on 12th December 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 Extraordinary Annual General Meeting.

Minutes from the AGM held on Nov 14th and the Ex AGM to be held on Dec 12th will be published in the Feburary edition of *Opposite Lock*



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 were available at the AGM.

David Milling Treasurer



MG Car Club Christmas Party

*An MG
Car Club
Sponsored
Event*

CELEBRATE THE END OF YEAR WITH US

- WHEN** Tuesday 12th December 2023
- WHERE** Strathfield Golf Club
- TIME** 6:00pm Dinner served at 6:30pm
- COST** \$30ph for members and family members
\$45ph for non-members
All most welcome

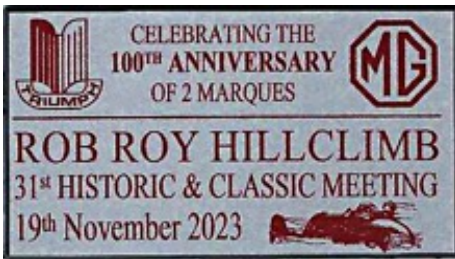


Bookings Essential
by 5th Dec 2023

Book via club
website



Rob Roy Hillclimb...100th Anniversary



100th Anniversary

To celebrate both anniversaries of 100 years for MG and Triumph; MGCC Victoria have invited car club members to support and participate in this classic meeting. Left. Dashboard Plaque.

Focus will be a timeline [Avenue] of MGs and Triumphs. Featured here will be the four Magnettes that attended on the day.



Rob Roy Hill Climb – 100th Anniversary Timeline [Magnette] Charlie Morgan standing in front of his beautifully maintained MG ZA Magnette. This is in the early stages of the timeline forming up. Strict Chronological order and placement being confirmed here.

Charlie needed to be up at 5am to meet the 2-hour drive from Ocean Grove required for a pre 9am attendance.

Picture above is the lead into the Hillclimb precinct proper. Giant, start line brake shoes define the starting point with timing and control office placed further on. To the right of start line are the catering facilities and further on is competitor parking.



Paul Vermont's ZB Magnette has formatted next to Charlie Morgan's ZA Magnette. To the rear is Bob Mitchells newly restored and road registered ZA Magnette. Magnette owners above are from left to right: Paul Vermont, Charlie Morgan and Bob Mitchell.

out on attending lost the chance to see high quality examples of both marques. Of course, placed strictly in their own time niche

Part of the hill climb as viewed from the competitor parking zone. Both hill-climb track and return circuit are shown here. A maroon MG ZA [difficult to see] is returning via the lower return circuit.





The maroon MG ZA Magnette belongs to Louise and Robert.

This ZA was purchased as a concours standard Magnette but in original specification. Due to their desire to go into hill-climb and trial competition some of the following upgrades have been carried out:

- 1800cc engine
- Differential -Sway bar front and rear.
- Wider rims -Cooling fans -Super charging.

Robert notes he is still using a standard MG ZA Magnette gearbox. His feeling is the gearbox is doing the job, although operating well above its design origins. Sometime in the near future there will be an upgrade.

Robert showing Charlie Morgan and Paul Vermont all the engine bay upgrades.

To get some idea of the equipment fitted, how its fitted and why its fitted. Robert is an engineer and an enthusiast. It's one thing to want to do technical

things, it's a real note of merit to have it installed and working well.

I have to thank Charlie Morgan for the chance to attend this event. Also, an appreciative thankyou to all the organisers of 31st Rob Roy for your total professionalism!!

Yes it still is the 70th Year of the Magnette.

By Laurence [Loz] Scott Geelong MGCC 20Nov23



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My Racing History

Bruce Smith



My first interest in motorsport came from my sister. She went with her girlfriend and her family to the car racing at Mount Druitt circuit and after said I should go out there as I would enjoy it.

She was right and after my first visit I was hooked. I went to almost every race meeting held there for a long time. As I was a poor Qantas apprentice I volunteered to go on spectator control at the meetings riding my motor bike (I had to have one to get to work, or that is my story) up and down inside the track boundary fence to keep the spectators off the circuit.

I worked hard at my apprenticeship and by the time I was 21 was a fully licenced Aircraft Maintenance Engineer on the Lockheed L1049 Super Constellation, Qantas's biggest aircraft at the time.

I applied to become a Flight Engineer on the Connie and was selected to start the day before my 22nd birthday and started training two days later.

Basically the pilots steered the aircraft, the navigator told them where to steer it, and the Flight Engineer made it go.

Whilst flying I purchased the overseas motor racing magazines and realised how well the Mini was doing in competition. I decided that was for me. The Mini had not been released in Australia. However production had started by BMC so in December 1960 I put one on order with Lorimers at Gordon who were the local BMC dealer. I used to do odd jobs for them including going to the BMC factory at Zetland and driving new cars back to their dealership.

I was away the day the Mini was released at the end of March 1961 but came home a few days later, went to Zetland and drove my Mini home on Trade Plates and promptly had the engine out that night. It was a race car. The engine went back to them as it was rusty inside.

Modification started and I bought a number of parts from a company named Speedwell in the UK. (No relation to the push bike company of the same name in Australia).

Speedwell were slow in supplying parts. The Duke of Edinburgh made a speech at that time saying British Industry should get their finger out. I wrote to Speedwell (no faxes or emails in those days) asking if the Duke was specifically referring to them. That brought instant reaction and the parts started to arrive very quickly. Graham Hill, a Formula 1 competitor at that time, was a director of Speedwell and he used to come and look at my car when he was racing here.

My first race was August 1961 at Katoomba. I had the one of the first Minis racing in NSW. Not the first due to the Speedwell caused delays.

I raced the Mini in addition to Katoomba, at Warwick Farm, Bathurst, Lowood., Lakeside, Albury (Hume Weir), Sandown, and hill climbs at Amaroo, Silverdale, Bowral. Qantas went through a lean time just after that and put me back in a ground job in Production Planning on a lot less pay. I had a very immaculate Morris Minor that I had stripped to nothing and rebuilt but it was too small to tow the Mini, tools etc so I bought a run down FX Holden from Kevin Bartlett.

It was so run down that when I went to visit a mate in Canberra, I filled it with oil and water at Liverpool and ran out of oil by Lake George.

That decided me to do some reconditioning. There was a fellow who ran a business called Mobile Piston Service

he would come to your house, cut the lip in the engine bores, hone the bores, expand the pistons with a machine so as to fit each bore, cut the ring grooves and leave rings to suit each piston, gap the rings. and leave big end bearings of the correct size.

I decided I wanted to compete in a race meeting at Lowood in Queensland. My brother was my pit crew so we pulled the engine as far down as necessary on a Monday night, Wally Krastins the owner of the piston service came around Tuesday. We partly assembled the engine Tuesday night, finished it Wednesday night, did the race car preparation Thursday night, and attempted to drive to Lowood Friday night.

That was OK until we tried to go up Black Mountain the other side of Tamworth. What with the hot weather and a tight engine, it boiled. We topped up the radiator and every big hill after that it boiled again. We would drive up the hills, coast down to the bottom, refill the radiator at the creek at the bottom, and keep going.



We got as far as Tenterfield on the Saturday morning where an obliging workshop reverse flushed the radiator, and we then carried on. It was not too bad so we got to Lowood early afternoon, practiced, raced on the Sunday, drove off the circuit onto the trailer that my brother was holding and set out immediately for Sydney. The tow wagon behaved reasonably on the way home but I was a little late for work at Qantas on Monday morning.

That old Holden served me very well. I put a good radiator in it. At one time I raced at a Boxing Day meeting at Hume Weir, a mate towed the Mini home so we went on a Snowy Mountains Dam tour over the next few days guided by a staff member in a Mini. It was extremely hot. The guide had no trouble and neither did we but almost every other car on the tour had problems but we sailed past.

Another time I was to race at Sandown. Just as we were climbing the last hill before Melbourne came into view, the engine ceased. I hit the starter switch and the engine spun over very easily. I knew straight away it was a stripped timing gear. They were fibre on those early Holdens. We backed the car (with some difficulty with no engine power) down the hill, took the Mini off the trailer, and the number plates off the Holden and put them on the Mini and drove to the circuit.

We borrowed another car off a mate with a workshop after day's activities and flat towed the Holden and trailer to his workshop.

He had a steel timing gear, so we fitted that, raced at Sandown the next day, and drove back to Sydney and work that night.

That Holden I enlarged the size of the front wheel cylinders so I had better braking and handling, and fitted 165 Michelin X tyres on the front for better braking and road holding and 155 Michelin tyres on the rear for lower gearing. Those tyres all lasted over 100,000 miles, and that is despite throwing the car into the almost 360 degree corner off the Cahill Expressway up to the toll gates an squealing the tyres all the way round. I eventually took the car to New Guinea when I went there for work with the Department of Civil Aviation for 4 years primarily looking after the airworthiness of Ansett aircraft.

I left the Mini in Sydney and used it as a road car when I returned. It eventually rusted away.

One of my competitors in the Mini was Ken Brigden (brother of John who used to be in the MG Car Club with an RV8).

Ken raced Peugeot 203 and then 403 cars. He raced with Bob Holden at Phillip Island in the early Armstrong 500 races. In 1963 the Armstrong 500 was moved to Bathurst.

Ken worked for Cec Pierce at Gordon. He was a Chrysler dealer and that company had just taken over Simca in France. I said to Cec one afternoon, how about letting Ken and I having a Valiant for the race at Bathurst. He said no but you can have a Simca. So we prepared his demonstrator. They had to be standard cars and the classes were classified according to selling price. We went through all sorts of standard parts picking the best. For example, the strongest valve springs, equal weight pistons, balancing etc. We expanded the fuel tank with air pressure. Our chief opposition was a team Morris Majors entered by BMC. Whilst they were faster than the Simca, they had a smaller fuel tank. We only refuelled once but I did come in for a splash a couple of laps from the end without compromising our position. As well as all the Morris Majors, we also beat the other Simca that was running. Our car went back as Cec's demonstrator straight after.

After New Guinea I went to Melbourne writing Aircraft Maintenance Engineer Licencing exams. Then back to Sydney but what with kids and house building, I had no time or money for car racing.

One of the squash player mates was racing an old PreWar car and asked me to go to Amaroo to help him at one of the race meetings. The bug bit again, so I helped a number of drivers with their cars. Then came Sportsparts. My computer guy was racing a Morris Oxford in Group Na, So I had to get a car and beat him. And seeing I sold MG parts, it had to be an MG. I liked sedan cars so what else was there than a Midgette.

The car was a one-family car and was hardly ever used other than to get a pink slip each year. I said to the son of the owner that if the circumstances became such that they wanted to sell it, please give me first choice. That eventually happened so Regularity at Amaroo was my first toe in the water. Then a Group Na log book, and a Competition Licence soon followed. Initially I drove the car to the various circuits, Amaroo, Bathurst, Wakefield



Park. However, one meeting at Wakefield Park the front wheel hub had the four corners, where the wheel studs were, break off. I knew Morris Majors did that, but thought the Midgettes were strong enough. They weren't so I had machined steel hubs. Again, wheels on these cars were not strong enough so new wheels, specially made were the answer. Later I found early Hyundai Elantra wheels, with a small modification to the hubs were an ideal answer. Many road going Midgettes now have Hyundai wheels. Racing improved the breed.

Many cars have a problem called "bump steer". Minis it particular, but Midgettes also. Bump steer is when the front spring is compressed in a corner, the wheel changes the direction in which it wishes to go. A bit disconcerting. With a little ingenuity I stopped this happening. I lowered the steering column and fitted a smaller wheel. That made it handle considerably better.

I found some alloy brake drums that with a bit of modification would fit. The braking was considerably better even on a 42 degree day. I almost never had brake fade even though I gave them heaps, say for example turn 2 at Sydney Motor Sport Park or Caltex Chase at Bathurst.

We were not permitted to run a limited slip diff. Therefore it would lose traction on the inside rear wheel almost all the time coming out of corners. For example, coming onto the straight at Oran Park. I then fitted an anti roll bar, and then a thicker one, and then a thicker one again. I reached a 32mm bar but the thicker one I fitted, the more understeer was there. I threw them all away and went to thicker coil springs. After fitting coils spring Mk4, the thickest one I could fit, it cured the wheel spinning problem.

Under the car near the back of the tailshaft there is a bracket that was initially designed as part of the rear suspension, but which was done away by the factory when they had an accident in initial testing. However, they left the bracket there as it supported part of the handbrake mechanism. This bracket was about 5 inches away from the tailshaft. The rear axle had to move sideways about 8 inches for the tailshaft to touch this bracket showing the rear springs as well as bending in the normal up and down were also bowing sideways by about 8 inches. Aluminium seating pads at the U bolts and an extra leaves in the springs stopped that. I had 5 different ratio diffs I used to swap between meetings to get just on maximum revs in top gear at the fastest part of the circuit. 13MPH (180K) down the straight at Bathurst.

My Racing History

The gearbox had Needham close ratio gears.

The engine, a balanced steel crank, special balanced con rods, pistons, running about 13.5:1 compression, a great camshaft, roller rockers, 1 3/4 SU HS carbies, an individually designed exhaust system, MGB clutch, light flywheel, a small harmonic balancer which slowed the water pump down to stop cavitation and stopped the generator from throwing windings.

The oil pump was modified similar to the modification in the MGB Special Tuning Manual.

To relieve the load on the oil pump drive I fitted the weakest oil pressure relief valve spring I could find such that the oil pressure around the pits was normally just below 40psi but when it was up on song, 65 psi where it should be.

I also modified the oil drillings in the block to prevent big end bearings on number 2 or 3 conrods failing as they are prone to do on B series engines.

I almost never had to replace big end bearings as a result.

Oil cooler of course and even on 42 degree days, the water temp did not go above 200 degree F.

This car I raced at Amaroo, Oran Park, Wakefield Park, Sydney Motor Sport Park all many times, and Bathurst twice.

Then there were events such as Speed on Tweed at Murwillumbah, Guyra, Uralla.

It all came to an end when a fellow in a Mini dropped his oil filter off partway through turn 1 at SMP. Mind you he had done the same thing at a Victorian circuit just before that.

I was going to repair I the Magnette but after 13 years I thought I would do something different.

I still hold the Group Na lap record in its class at Sydney Motor Sport Park. I have an Elva Courier which I have run in Regularity, and will again. Racing these days is too expensive. An Elva Courier is a specially built car in the UK in 1958 and uses many MGA parts.

The very best part of racing?

Going down the esses at Bathurst and being on full throttle for part of the way down. Nothing else even approaches that experience.

Bruce Smith



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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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Touring the Victorian High Country

Day 1. Sydney to Cooma

What a fantastic drive! Six days in the mostly Victorian High Country with lightly trafficked roads, beautiful scenery in lush green National Parks, country towns to explore, great accommodation and of course great company and fellowship.

It seemed however that the MG Car Club's fairy godmother had sprinkled fairy dust over the 24 people who attended the run because out of the 16 cars participating only six turned up in their MGs.

There were five MGBs including two MGB GT's, Paul & Irene Harrison (cream) Hilary Wren (blue), Dom David's newly minted MGB coupe (cream), Jim & Lindsey Alderson in a MGB (red) and organiser Don Young's MG TF modern (silver). The rest of the participants turned up in their daily driver.

After meeting up at the Ampol Foodary at Pheasants Nest, a cup of coffee, fuelling up the cars and scanning Don's detailed directions for the tour, it was off down the Hume Highway for 108 Kms to the first stop of the day, the Bungonia look down in the Bungonia National Park. And what a look down it was, with sweeping views of the gorge below including the escarpment where material is mined to make a lot of cement used in Sydney building



projects. Then it was off again for a 113km drive to Ray Morton Park at Queanbeyan for lunch. The park was very crowded and once we realised that all the people were not there to welcome us on our journey but to enjoy the park's facilities, we had to start seriously looking for somewhere to park!

By now it was warming up and our picnic lunches came out with many enjoying the shade of the park's beautiful trees.

Then it was off to our final destination for the day, Cooma. This included an excellent 87km drive along the Monaro Highway into the town. A highlight of this leg was to be a visit to the Snowy Hydro Discovery Centre at Cooma to learn the latest on the Snowy 2.0 hydro project. Unfortunately, being Sunday the Centre had



closed early and while we were unable to view it at the time, some were able to access and view the Centre early the following morning.

Once we had settled into our motel, a happy hour was enjoyed by all with much reminiscing on the days run and enjoying each other's company. The day finished with a hearty meal at the Cooma Ex Services Club

Frank Perry

Day 2. Cooma NSW to Orbost VIC

After the good news of Australia winning the World Cup Cricket final overnight, we had a leisurely departure at 9am. Overcast skies made for a cooler, more comfortable drive for those in non air-conditioned cars.

Most drivers brought their street cars, some disclosing the lack of safety features on their MGs was a factor in this decision. After witnessing some very hairy manoeuvres on the open road by some of our team, the decision to bring safer cars was validated.

The countryside consisted of open pastures initially then green undulating hills with trees and scattered boulders so typical of the Snowy region.

We encountered lots of logging trucks and huge pine tree plantations and the sweet smell of rain for 5 minutes.

Interesting names along the way tell a story or make one

wonder at the origin. Eg Shoemakers Creek, Crankies Plain Road, Dead Calf Creek, Pig Farm Road, Pumpkin Hill, Sardine Creek and Church Creek (next to a cemetery but no church) to name a few.



Morning tea in Bombala, a pretty town on the river, brought the promise of platypus sightings but Don was the only one who saw heaps (I want what he was on).

Lunch was a BYO affair at Delegate Pub. The publican was very happy to wash down the road dust with cleansing ales and such.



A very pretty drive through 200kms of winding road with huge birds nest and tree ferns, saw us come out to a valley with mountains covered in cloud/mist and tall wattle trees, native vegetation and roadside wildflowers. The regeneration of the bush after an obvious bushfire shows the wonders of nature.



Phew, what a scenic but hard drive in an old MG.

Happy hour at our motel followed with the usual laughs and whoppers being told.



Dinner at Orbost Club Hotel was a treat. The hotel was taken over by 4 local boys back in June and it is worth supporting them if you're ever driving through Orbost.

A great driving day with true Aussie scenery and great camaraderie amongst the group.

Lindsey Alderson



Touring the Victorian High Country

Day 3: Orbust to Bright

Quote of the day: "In a normal car, the day would be a drive, in a GT it's like an adventure." This proved very true.

Weather - Drizzly and foggy morning. But we awoke to a beautiful King Parrot on our MG.

Fantastic touring country, there was though, road works in a couple of sections of the Great Alpine Way. Another day of interesting names for creeks and roads, e.g. Dead Horse Creek, Tucker Box Creek and Haunted Stream and lots of interesting old farm machinery such as a very old grey Fergy tractor-

Morning tea was drizzly – Dom decided that we had made too much mess and found a bucket and mop which didn't get much use, but entertained some of the MGer's.

High lights of the day:



The scenery from Orbust to Bright on the Great Alpine Road continued to impress as we wound our way up to summit of Mt. Hotham, even the morning mist did not detract from the beautiful blue colouring of the mountains, which rivalled the Blue Mountains!

1931 Crash Site of the Southern Cloud Plane – Rumour has it that prior to leaving this morning, there was talk about a possible crash site somewhere in the first section of our trip. Around 73 kms from Orbust some of the cars crossed over the road to have a look

around at a lookout unfortunately it proved not to be the crash landing site, (others sailed by), (we later found the site on day 5!). This crash led to changes in Australian Aviation Safety Laws. As there were no visible signs of the crash site, it was decided to have a photo shoot of the MG's in the foreground and a group photo.

Mount Hotham - The Cross Lookout (1845 metres), is the highest place in Australia and a main through-road, sometimes nick-named the Razorback. The blue, green and white colouring is breathtaking, sadly though a bush fire had decimated some areas of the mountains, leaving stark white trees that looked like snow in the distance, apparently the trees take 100 years to regenerate, (according to Locals).

The Mt. Hotham Alpine Resort a little further along has 13 chairlifts, other activities are snowboarding, cross country skiing, dog sledding, colourful flowers (spring) and hiking (summer).

Before descending down the other side of the Alpine Way, we went past the Dinner Plain Alpine Village, then

spotted the Old Coach Road which would have been the transport route in the "old days".

Apart from the fantastic scenery we saw lots of interesting sites including the very old Alpine School at the summit.



The day finished with a great dinner at The Brewery in Bright. Another great fun day thanks to Don's research.

Irene Harrison



Day 4. Rest Day in Bright

We all enjoyed a rest day in Bright on the Wednesday. Some took off touring local vineyards , others enjoyed a long walk along the local river. Not sure what Bob was thinking, with his new found strength! The day finished off with a club BBQ at the resort in Bright.



Day 5. Bright VIC to Tumbarumba NSW

Another good day on the road, however it was noticeably that as we progressed over the boarder back into NSW the country side became less lush. A special dinner was provide that evening by the hotel, with individual menus and name tags mounted on pictures of MGs. The food was top class.



Illawarra Register

Our Final Illawarra register run for the Year will occur just after this article was submitted.

23rd November- Run to Fitzroy Falls and Grandpa's Shed, with an RV at 1030 hrs at the Shed followed by lunch at the Burrawang Pub

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/>

I hope that we get a good attendance at this final Combined Illawarra registers run, and I will provide a report on the event in the first edition of our journal in 2024. Unfortunately, Wendy and I are not able to attend this Nov 23 event due to an overseas trip, so I hope it is an enjoyable day with good weather for a run with classic cars.

This has been a very productive and enjoyable year of social car run events, and on behalf of both registers, I would particularly like to thank Ron Critcher for organising the program. Thanks so much Ron!

For all those who attend and support the Illawarra Register combined events, both Ron and I thank you for your support and we look forward to seeing you again in 2024!

Illawarra Register Runs in 2024 - Suggestions Please

We are finalising our combined run dates and events for The Jaguar Drivers Club of Australia and the MG Car Club of Sydney Illawarra registers, and the dates have been selected.

Here is the schedule for the 2024 run event calendar with several events locked in, but for the remainder, how about giving us some ideas that appeal to you, locations or events that enable you to run the Historic plate classic

Michael Hough

vehicle without using a logbook day, and have a relaxing social event.

2024 Draft Program Dates

February-Saturday 17 Gerringong Lions Club Motofest Gerringong

2nd -3rd March: Our Classic Vehicle display is back at Airshows Downunder Shellharbour 2024

Every year, car clubs from NSW and ACT display their vehicles and add to the airshow atmosphere created by the historic aircraft on display. Vintage vehicle owners can meet and chat to passionate car enthusiasts at the event.

Representatives from a range of classic vehicle clubs are invited to bring and display their cars and bikes on Saturday 2 and Sunday 3 March. Vintage, veteran, classic and modern classic vehicles, and commercial vehicles are all welcome.

I will make the Saturday the MG Illawarra register event.

March-Thursday 28 TBA

May-Thursday 23 TBA

July-Sunday 21 Lunchtime - Christmas in July Mt. Keira Scout Camp

September-Thursday 26 TBA

November- Thursday 28 TBA

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

On behalf of all of us involved in the Illawarra Registers, we extend to you our Best Wishes to all especially for a safe and Happy Christmas, New Year period and the beginning of 2024.

Enjoy your classic motoring!

Michael Hough Illawarra Registrar



1925 Bullnose 14/28 MG Super Sports

My wife Julie and I now have the honour of owning a very rare 1925 Bullnose 14/28 MG Super Sports. It is one of about 9 Bullnose MG's that are known to have survived. A little of its history is as follows.

It was brought into Perth, Western Australia in December 1925 by the owner of a Morris Agent, a Mr. E.J.Darley. Mr. Darley had imported the MG Super Sport for a Mr. Tom Darcey who lived in Belmont, a suburb of Perth. This was an expensive purchase by the time shipping and import costs were added. Mr. Tom Darcey was a well known and very successful jockey who rode many winners not only in W.A., but also in India and later in jump races in Sydney. (Tom died in a W.A. gold mining town in Kalgoorlie in Nov. 1937.)

The Super Sports was discovered in 1958 by Gilbert Ewers in a dilapidated condition in a brick yard in a Perth suburb of Maryland's, only a few miles from Belmont. Gil Ewers began to restore the car. It was displayed as a restored rolling chassis at a Perth Motor Show in 1968. For some reason Gil Ewers did not complete the restoration and the car was passed to Eric Langton.

Eric had been the World Motorcycle Champion in the 1930's. He built speedway bikes to his own specifications after he stopped racing. Those machines were still used by racers all around the world. Eric restored many vintage cars including Rolls Royce's. Once he had completed the restoration on the MG he kept it in his own collection. Eric lived until he was 94 years. He died in 2001. Prior to his death he offered the MG for sale. A man by the name of Ian George purchased the car and brought it across the Nullarbor to Victoria.

In January 1986 the MG was the subject of a road test by Bill Ingham of a local motor club. In a local club newsletter called "The Vintage Driver" Bill wrote that he was delighted with the brisk performance of the car compared with its Morris counterparts!



The MG didn't stay with Ian George for long. It was soon acquired in the mid 1990's by Ron and Julie Craig of N.S.W., avid collectors of Bullnose Morris Vehicles. Sadly Ron passed away in 1998. Out of his collection of Bullnoses, Julie only kept the MG which was now known affectionately as "Muscles". Julie continued to rally the MG until it was sold to us in 2017.

It is now the next stage of "Muscles" life. It has come to the Producers Stable of Morris's. Julie and I feel very honoured and privileged to now be the custodians of this amazing vehicle. It is valued, rallied and loved along with all our other valued, rallied and loved Morris's. We are looking forward to attending the 100 year MG celebrations which are coming up very soon in Tamworth NSW.
Terry & Julie Prodder



Reminiscence Therapy: With an MGB!

On 22nd October, Michael and I participated in our second recent Bay to Birdwood Run. We were planning to take our recently historic plated Austin Kimberley, but "Donna" as we have called her, had other ideas.

Running out of time to make repairs to a leaky exhaust flange, we made the decision to take Cecilia, our delightful (and it appears, much better behaved!) bright blue MGB, to Adelaide for the second time this year.

Our niece, Erin, who lives in Mount Barker with her husband Cameron and her two "cubs", Hayley and Joshua, was excited to see her aunt and uncle again. Hayley only has eyes for Cecilia: she is "Poppy Michael's car". Hayley doesn't speak much, but her enthusiasm for the little blue car makes up for it. It is almost impossible to get her out of the driving seat once she has clambered in and "buckled up". She, I believe, imagines

smiles to people's faces and to have a chat about cars they may have driven over the years.

So, it was all arranged. On the day before the Bay to Birdwood run, we made the very pleasant trek up to the Adelaide Hills and the lovely little town of Strathalbyn, meeting Erin and the kids at the Aged Care Facility at the very reasonable hour of 10.00 am. We were instructed to park the car at the front entrance, where a group of the residents were ushered out to have a look at little Cecilia. This is where the fun really started! Comments ranged from "I remember when my brother had one of these..." to "What size engine does it have?" One lady wanted to know how fast we had driven in it! My suspicions were that she was a bit of a rev head: not that there is anything wrong with that! All were in agreement that she is a very pretty little car.

One thing led to another and we found that soon after the compliments about the car wound up, we were talking with the residents about other things. Our suspected rev head remarked that she was born at St Margaret's Hospital in Darlinghurst: something she shared with Michael, although a few years apart! Another informed us that he grew up around Bundanoon, Berrima and Mittagong, just a few kilometres from where we now live. It is indeed a small world! The assembled group spoke of truck driving and schooling; of family outings and minor and major "mechanical misfunctions".



that she is racing on some far away track, or driving down some treacherous mountain pass. Whilst I had a huge grin on my face as she hunched over the wheel (this time using my MG jacket as some sort of "shield"!), Joshua just shakes his head at her antics, along with the comment of "See what I have to put up with?" He does, however, love his big sister to bits and is a very caring old soul: a testament to his parents.

A month or so before we left, Erin asked which car we were driving down. She had this great idea, if we were up for it, to have us visit the Strathalbyn and District Aged Care Facility with our car. Erin works as an Aged Care nurse at this facility and is specialising in Dementia Care. Of course we were up for it: as I have stated before, we believe that one of the primary reasons why we have these vehicles is that they bring joy to those who see them. It is not about ownership for us: rather, we see ourselves as custodians of our quirky mixture of automobiles. This was one such opportunity to bring



This is what is referred to in the caring sector as "Reminiscence Therapy", but to us, it was merely a chance to visit some great people and share the fun that we have with our car. How amazing then, is it that our visit enabled the residents to reboot their memory banks: the brain is an incredible thing! Hopefully, Cecilia will be the topic of conversation for some time yet! The wallpaper on Erin's phone is a photo of Cecilia from our Easter visit, so I am sure that any of the residents who saw her "in the flesh" will be reminded and ask how she is going.

Michael and I were grateful to be able to spend the time with such a fine group of men and women, just chatting, smiling and laughing. Both of us couldn't wipe the smiles from our faces: it seems that fun is contagious!

We are so incredibly proud of Erin, whose idea this was and who made it all possible, with the help of some of the other dedicated carers and staff. Who would have thought that such a simple idea could have such a huge benefit? Who would have thought that a little old blue car could be the catalyst for conversation and revisiting memories? We are now thinking that this could be a great outing for our Club members en masse: perhaps even a run in the making (I am happy to share some ideas with the run organisers if you are interested!)



If you ever get the chance to visit Strathalbyn, it also has a fantastic motor museum, run entirely by volunteers with all sorts of vehicles and motoring paraphernalia either donated or on loan, tucked away at the end of the town. These volunteers have a wealth of knowledge about the vehicles on display and you could easily while away an hour or two walking around the displays before retiring to a café to have a well earned cuppa.

We had a fantastic day, returning to our accommodation at West Beach Caravan Park in the afternoon to prepare Cecilia for her next big day out. The location of the park is brilliant: it is less than five minutes from the starting point. Despite the cool morning and a short rain shower at the start of the run early on Sunday morning, the Bay to Birdwood run was another triumph, with warm, sunny weather greeting all the visitors to the Birdwood Museum and its environs. South Australians really know how to celebrate when it comes to these sorts of events and it is truly unique to the state.

Now, it is back to reality and the task of getting Donna to behave herself, but hers is another story...

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60th Anniversary of the MGB

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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From: Matthew Anderson <manderson@motorsport.org.au>

Sent: Wednesday, 29 November 2023 3:52 PM

Subject: Social Media Workshop for Motorsport Clubs

Good afternoon all,

We have the last of our online and free Club Business Workshops lined up for 2023: Social Media Workshop for Motorsport Clubs available for registration.

Join our Motorsport Australia Media team as they take you through how get the most out of using social media for promoting your club and communicating with members. During the webinar, we'll explore:

The different social media platforms available

Why and how to promote your club through social media

Club representation and image

Increasing reach and paid advertising

Creating a content plan and

How we can assist with promoting club events through Motorsport Australia's media channels

Webinar Date: 6:00pm (AEST) Monday 11 December 2023

Register: <https://motorsport.org.au/clubs/resources/business-workshops>

The last session recording is now available: Women in Motorsport – Creating Female Friendly Clubs

Additional Resources:

Clearing House for Sport Grants

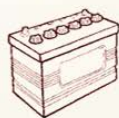
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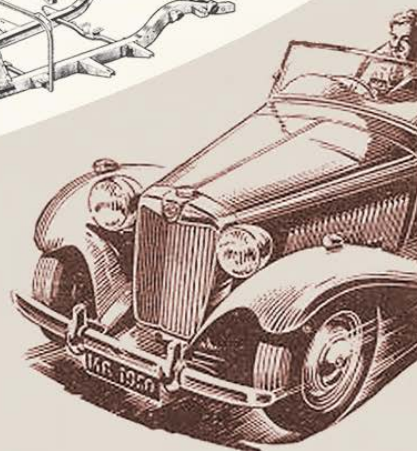
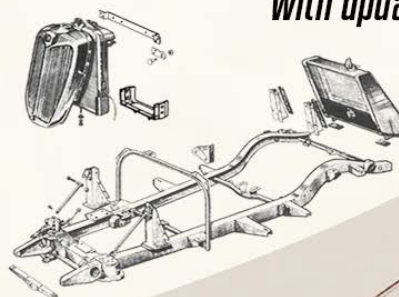


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Tea Gardens Hawks Nest Motor Club Inc

PO Box 177, Tea Gardens 2324

INVITATION

Date: 30th November 2023

Dear President and Members,

The Committee and Members of the Tea Gardens Hawks Nest Motor Club are pleased to formally extend a warm invitation to your Club to participate in our annual Motorfest, which is now in its 20th year. The date is **Saturday March 9th, 2024 at Myall Sports Park, Yamba Street Hawks Nest.**

This event has proven to be very popular with Motor Clubs, local residents, our Business Community and visitors since its inception. Through Motorfest we have raised in excess of \$100,000 to assist many local community aid groups such as our Rural Fire, Red Cross, TGHN Surf Club and our free Clinic Bus.

At our 2024 Event we really want to focus on presenting a great display of Classic Cars, Hot Rods and Motorcycles, including such as those owned by the Members of your Club. We will be awarding a good selection of Trophies covering a wide range of Classic Cars, Hot Rods and Motorcycles and as usual, we will run our Monster raffle. Plenty of good food and drinks will be on offer.

Classic and unique cars and motorcycles are always a huge attraction and a display by your Club would very much assist us with making our Event very special.

Gates will open at 8.00AM and we will wrap up from 2.00PM. Display admission is \$10 per vehicle.

Should you wish to pre-enter for your group please contact us with your details/numbers.

Thank you in anticipation of your attendance.

Ross Anderson, President

0400320611

rossanderson6@bigpond.com

Other Contacts: Mike 0428453009 or Ranaid 0491232055



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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 tach (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



1970 MGB Mark 11

Overdrive. Very good condition. Only 87,000 genuine miles. Chrome wheels and new tyres. On club plates.

Must be sold.

Price: All offers considered.

Contact: Geoff Pearson,
0413 536 930

geoffjpearson@icloud.com

NEW



1959 MGA 1500.

Great car, drives well.

Chrome wire wheels,
Older restoration.

Hardtop, Tonneau cover & soft top
(needs new cloth)

On club plates. Must be sold.

Price: All offers considered.

Contact: Geoff Pearson,
0413 536 930

geoffjpearson@icloud.com

NEW



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



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

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A **FREE** service for MGCC members -
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Please advise the Editor

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or

you wish to continue the ad

for another month

please email:

editor@mgsccsydney.com.au



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 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



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



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

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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

Car Radio & CD Player

Only a few years old and works well.

Comes with mounting box, the 2 removal tools & instruction booklet.

Price: \$80

Location: Dural

Contact: Bruce Smith
0410 867 509



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



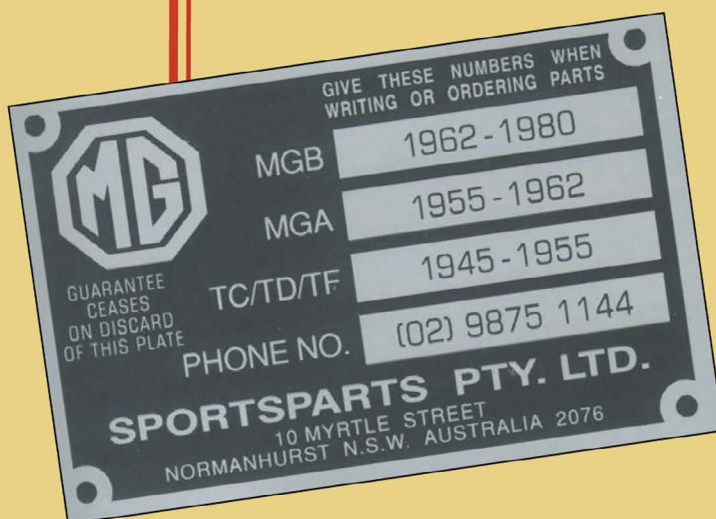
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