



Official Journal of the MG Car Club – Sydney

Opposite Lock



March 2025 In this issue

Battery Types & Measurers

HSRCA Returns to Goulburn

Storming the Hudson in MG's

Front Cover Competition

MGCC Sydney Club Calendar 2025

MARCH

- 2 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 3 Board Meeting, Greengate Hotel
- 11 Members Gathering, North Ryde RSL
- 15 CSCA Supersprint (hosted by Sprite CCA), Sydney Motorsport Park, South Circuit, Max Wasson
- 22 Kimber Run to Frontline followed by lunch at Panania Hotel, Robert Smith
- 27 Illawarra Registrar's Run, Bundeena Club, Illawarra Registrar, Michael Hough
- 29 Social Dinner, Julie Porter-Stephens

APRIL

- 5 MG Racing NSW, One Raceway, Steve Perry
- 6 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 6 Club Run, NSW Rail Museum, Thirlmere, TD Registrar, Michael and Jacqui Gerondis
- 7 Board Meeting, Greengate Hotel
- 8 Members Gathering, North Ryde RSL
- 18-22 MG National Meeting hosted by MGCC Victoria, Albury, Ros Bastian

MAY

- 4 CSCA Supersprint hosted by MGCC Newcastle, One Raceway, Max Wasson.
- 4 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 4 Club Run, Magnette Registrar, Peter Baldry
- 5 Board Meeting, Greengate Hotel
- 13 Members Gathering, North Ryde RSL
- 17 MG Racing NSW, Sydney Motorsport Park, Steve Perry
- 18 CMC National Motor Heritage Day Berry, Jim Lovett & Illawarra Registrar, Michael Hough

JUNE

- 1 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 1 Workshop, MGC & BGT V8 Registrar, Glen Protheroe
- 2 Board Meeting, Greengate Hotel
- 6-8 HSRCA & MG Racing, Sydney Classic Race, Sydney Motorsport Park, Max Wasson
- 8 Breakfast Run, Julie Porter – Stephens
- 10 Members Gathering, North Ryde RSL
- 22 Club Run, TF Classic Registrar, John Chadban

JULY

- 6 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 7 Board Meeting, Greengate Hotel
- 8 Members Gathering, North Ryde RSL
- 13 Club Run, MGF/TF Registrar, Mark Robson
- 20 MG Racing NSW, Sydney Motorsport Park, Steve Perry
- 24 Illawarra Registrar's Run, Stanwell Tops & lunch at Headlands Hotel, Illawarra Registrar, Michael Hough

AUGUST

- 3 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 3 Club Run, Pre-War Registrar, TBC
- 4 Board Meeting, Greengate Hotel
- 12 Members Gathering, North Ryde RSL

- 16 CSCA Supersprint, hosted by Lotus, Sydney Motorsport Park, Gardner GP circuit, Max Wasson
- 16-17 MG Racing NSW, One Raceway, Steve Perry
- 17 Shannons Sydney Classic Display, Sydney Motorsport Park, Jim Lovett
- 29-31 HSRCA Spring Festival, Race & Regularity, One Raceway, Max Wasson
- 31 Breakfast Run, Julie Porter – Stephens

SEPTEMBER

- 1 Board Meeting, Greengate Hotel
- 7 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 9 Members Gathering, North Ryde RSL
- 13-14 Gathering of the Faithful hosted by MGCC of Wagga Wagga, Peter Baldry
- 14 All British Day, Hawkesbury Showground, John O'Neill
- 20 Social Dinner, Julie Porter-Stephens
- 21 CSCA Supersprint, hosted by MX5 Club, Sydney Motorsport Park, South Circuit, Max Wasson
- 25 Illawarra Run, Mt Annan Gardens. Michael Hough
- 28 Club Run, RV8 Registrar, Alan Heritage

OCTOBER

- 5 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 7 Board Meeting (TBC), Greengate Hotel.
- 14 Members Gathering, North Ryde RSL
- 18 MG Racing NSW, Sydney Motorsport Park, Steve Perry
- 19 CSCA Supersprint, hosted by Jaguar, Sydney Motorsport Park, North Circuit, Max Wasson
- 26 MGCC Concours & Display Day, Jacques Calluau

NOVEMBER

- 2 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 7-10 Pre-war MG Register of Australia Biennial Rally, Ballarat, Robert Smith
- 9 Club Run, TC Registrar, John Carter
- 3 Board Meeting, Greengate Hotel
- 11 MGCC Annual General Meeting and Members Gathering, North Ryde RSL
- 23 MGA/MGB Workshop Day, MGA Registrar, Greg Keenan
- 27 Illawarra Registrar's Run, Breakwater Battery Port Kembla, Illawarra Registrar, Michael Hough
- 28/30 HSRCA Summer Festival, Race & Regularity, Sydney

DECEMBER

- 1 Board Meeting, Greengate Hotel
- 7 Cars & Coffee, St Ives Showgrounds, Greg Fereday
- 9 Members Gathering Christmas Party, Hilary Wren
- 25 Santa comes. Get some MG Regalia for under the tree



March President's Report

I was disappointed to hear that many of our members who regularly attend National Meetings went to book recently for the 2025 event in Albury over Easter, only to find that booking had closed as the maximum attendance of 320 registrants had already been reached. I suppose that being only 3 hours up the Hume for those in Melbourne or a day's drive for those from Adelaide has meant that it was very popular with the 2 largest MG Car Clubs. But if you did miss out you can still put your name down on the waiting list. As we found out last year for the National Meeting we ran in Tamworth, there are lots of people who register and then drop out.



If you attended the Member's Gathering last month you will have participated in the presentation and discussion led by our Secretary, Matthew Crawford on the Modern Classics Foundation. You will also have seen the ad in *Opposite Lock*. The Modern Classics Foundation is a charitable organisation set up by one of our members, David Dyer "to train people with the skills required across various trades to ensure the future of the Veteran, Classic, Hot Rod and Muscle Car industries".

David came and discussed this with the Directors at our February Board Meeting.

It has certainly been a concern for many of us that the skills base to maintain and restore our classic MGs has dwindled over recent years as many of the specialists have retired. Current apprentice mechanics don't experience the dark arts of a points based distributor or tuning SU carburettors, panel beaters mostly now don't beat panels, they simply replace them, and there are only very small numbers of young people wanting to take up apprenticeships in trades like automotive trimming and engine machining. The Modern Classics Foundation aims to address this by providing training opportunities in all of these areas. David has already had applications from people interested in taking up these opportunities.

David is looking for car clubs, industry and individuals to donate to get this off the ground. The directors support the aims of the Modern Classics Foundation 'in principle', but it is still early days and there are a few things we would need to get clarification on. So stay tuned.

And if you are interested in finding out a bit more about the Foundation as well as seeing the new facilities of Frontline Australia and some of the interesting things that they do, we have Robert Smith's Kimber Run on Saturday 22 March followed by lunch at the Panania Hotel. You will find details in this edition of *Opposite Lock* as well as on the website.

Well, that's it from me for another month. So take advantage of the great weather we are having, get out your MG and enjoy all of the wonderful activities we have for our members.

John Clarke

New Members

Welcome all to the
MG Car Club Sydney

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

Stephen Hay	MGB
William Lambert	MGC
Bill Milburn	Cyberester

816 Active Members

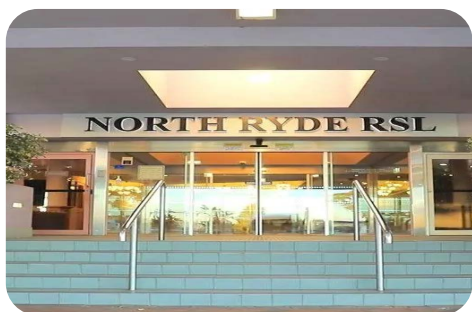


So, you have bought a 'new' MG, or you have unearthed one long lost in the garage or you have finally finished that long, long, longer than you expected restoration & decided to now join the club.

We want to hear your story!

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





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Location for 2025. North Ryde RSL



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March 2025 Cover:

John Udy's MGA on the MG Run in February.
Photo by Hilary Wren.

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Official Journal of the
MG Car Club Ltd, Sydney
ABN 66 000 560 538

Allied with the MG Car Club UK,
CAMS
and the Council of Motor
Clubs Inc (CMC)

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Monthly Club Gatherings are held the
second Tuesday of the month at

North Ryde RSL,
27-41 Magdala Road, North Ryde.

March 2025

Opposite Lock

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Matthew Crawford,

Seth Reinhardt,

John Clarke, Hilary Wren.

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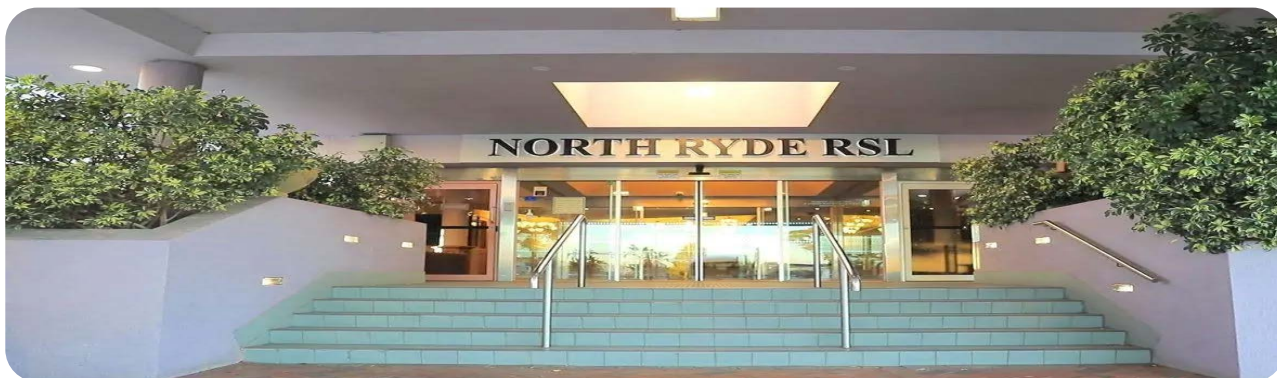
Model Registrars

Pre-war	Ross (Jake) Harris		0427 427 747	jake@mgta.com.au
TC	John Carter	Carol	0416 292 929	johnmartincarter@gmail.com
TD	Michael & Jacqui Gerondis		0411 390 285	mgerondis@optusnet.com.au
TF	John Chadban		0407 960 647	joncity@outlook.com.au
MGA	Greg Keenan		0430 098 514 4626 3218	gregory.keenan@bigpond.com
MGB	John Clarke		0412 890 409	parclose@optusnet.com.au
Postwar Saloon	Dr. Matt Crawford	Margaret	0457 411 681 9546 6215	matcrawford@bigpond.com
Magnette	Peter Baldry	Lesly	0407 102 279	leslyandpeter@gmail.com
RV8	Alan Heritage	Shirley	0418 459 496	alanheritage@yahoo.com.au
F and TF Modern	Mark Robson		0402 435 541	RobboMC1960@outlook.com
C and V8	Glen Protheroe		0408 466 140	stradanut@gmail.com
Midget and FWD	Vacant			
Touring	Don Young		0412 600 415	don.young9636@gmail.com

Club Officials

All British Day Coordinator	John O'Neill		02 9387 7488	director@oneillstrata.com
Concours & Display Day	Jacques Calluud	Lynn	0433 506 668	jcalluud@live.com
Breakfast Runs	Julie Porter Stephens			breakfastruns@mgcarclubsydney.com.au
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Library	Alan Heritage	Shirley	0418 459 496	alanheritage@yahoo.com.au
Member Liaison	Jan McKenzie	Brian	9724 1969 0408 473 037	jbmck1@bigpond.com
National Meeting Coordinator	Ros Bastian	John	0409 693 848	ros@bastians.com.au
Rally	Jim Richardson	Bev	9639 0638	jimandbev@bigpond.com
Regalia	James & Leanne Mc Master		0405 188 741	jame1848@yahoo.com.au
Regularity	Stephen Perry		0434 275 970	windywoofer@gmail.com
Website	Seth Reinhardt			web@mgcarclubsydney.com.au

Members Gatherings 2025 will occur at North Ryde RSL



All our club meeting in 2025 will be held at The North Ryde RSL commencing on 11th February 2025.

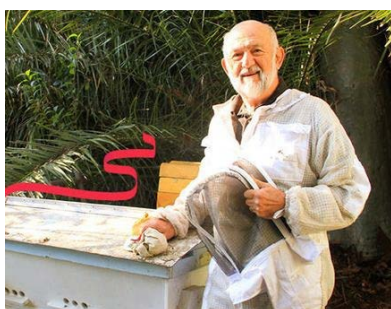
NORTH RYDE RSL, 27-41 Magdala Road, North Ryde, just off Pittwater Road.

They have a large dining facility and bar as well as plenty of car parking space.

As it is an RSL you will need proof of identity and you will need to sign in. Our meetings will commence at 7 pm.

February Members Gathering

We welcomed to our meeting in February Gavin Smith, who was recently honoured with an OAM. Gavin is the Vice President and Bio security Officer of the Urban Beekeepers of the Inner West. He is one of three people to win a prestigious award from Westfield, Burwood.



Gavin, a former teacher, is a member of Urban Beekeepers of the Inner West and is dedicating his retirement to saving bees, which have been decimated by fires, droughts and loss of their natural habitats in urban areas.

He has rescued hundreds of swarms and uses his teaching skills to educate the community that bees are not important only for honey; they are crucial for pollinating 70% of our food crops. He encourages people to plant urban gardens that support Australian native bees and European honey bees.

Following the devastating 2019-20 bush fires, Gavin and Urban Beekeepers of the Inner West initiated Beemergency. They tirelessly raised money for materials to build new hives and worked at collecting bee swarms.

Lynn Calluad

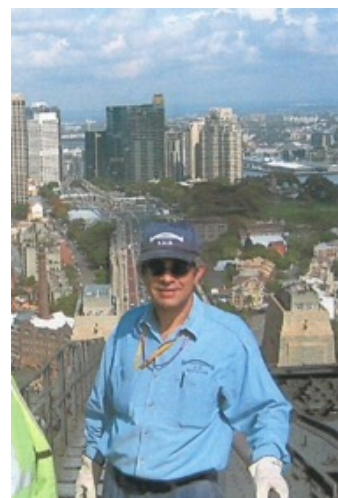
March Members Gathering

The Sydney Harbour Crossings.

On of our Directors, Jacques Calluad will talk to us about the Sydney Harbour Crossings.

Jacques was the RTA Works Manager on the Sydney Harbour Bridge between 2000 & 2004 and the Chief Engineer at the Sydney Harbour Tunnel between 2012 and 2022.

Jacques will cover many unknown and obscure facts about these iconic pieces of critical infrastructure, correct misconceptions that people have about them and show the construction video of the SHT as most of you will have seen the many documentaries covering the construction of the SHB.



Then if there is time we will finish with a Q&A session and some videos of idiots on the road.

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2024 Front Cover Competition



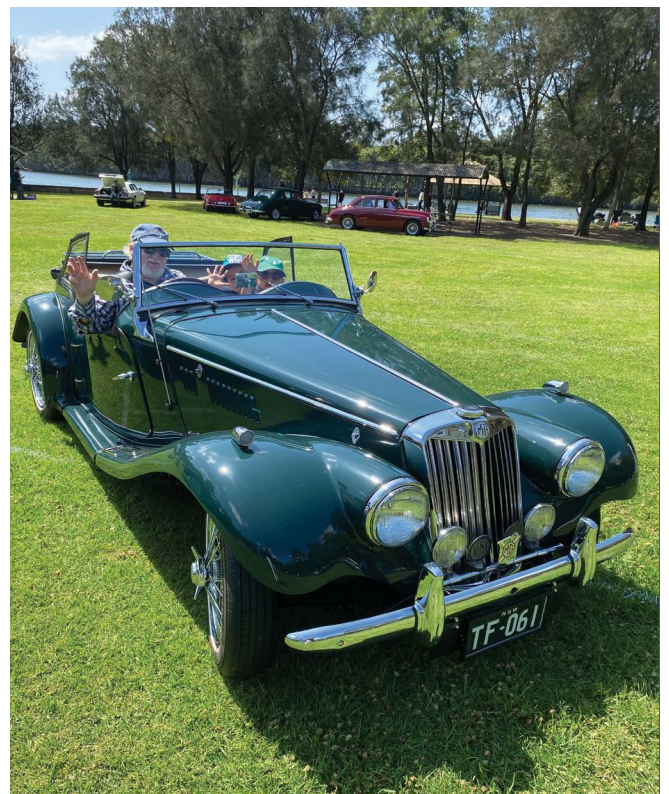
The winner of the *Opposite Lock* Front Cover competition is judged anonymously by the Board. The winning photograph for 2024 is a picture submitted by John Udy driving his daughter to her wedding in his immaculate MGA. John will receive free club membership for 2025-2026.

Second place goes to Hilary Wren of the photo of Syd Reinhardt's winning MGTC at the National Concours Meeting in Tamworth.



Joint third place goes to Richard Exton for his photograph of his British Racing Green, convertible MGB Roadster at sunset & Hilary Wren for her photograph of John Chadban's MG TF taken at our club Concours, taking children for a joy ride.

The competition will run again in 2025, so please send in your portrait photos in high resolution to editor@mgsclubsydney.com.au



Battery Types and Measures.

I have always had an interest in 12-volt electricity, the voltage generally for our batteries in petrol and diesel cars and 4x4 vehicles.

These 12-volt lead acid batteries are like the heart and soul of many vehicles, providing power to get everything running.

During my Dunlop 4-year Cadetship, I worked for a time in our Melbourne based battery factory on the shop floor. Back in those Cadet days, we worked in each Division of the Company, including our Dunlop tyre factory and Industrial rubber products division.

Our company was then, The Dunlop Rubber Company and later Pacific Dunlop, and owned the Chloride, Exide, and Marshall Battery brands.

Marshall Batteries was established back in 1935 by Mr George L Thompson in Canterbury, Sydney, and remains today as a strong National network of batteries stores. You can still "holler for a Marshall" 90 years later and receive 24/7 roadside assistance.

My 65 years old MGA 1600 still has two new six-volt traditionally built lead acid batteries fitted, often referred to as Flooded or Wet cell batteries, requiring regular topping up of electrolyte (mixture of sulfuric acid and water) in each of the cells of both batteries. The two 6-volt batteries in the picture are from my MGA I have kept for interest. They are 35 years old. These old-fashioned Wet cell batteries have been a staple in the automotive world for many decades.



Above: two six volt Wet Cell batteries from an MGA.

Gel batteries are the more advanced lead acid variety technology today, more than likely the type of battery technology fitted in your vehicle, whether it is a classic or later. Gel batteries have the electrolyte mixed with a silica gel, which makes the electrolyte a solid mass. They have no leakage issues, no maintenance needed, and they withstand deep discharges better.



Above: AGM Battery fitted to a Mercedes Benz
AGM batteries (Absorbed Glass Mat) are an
Below left :AGM Battery fitted to a Mercedes Benz

AGM batteries (Absorbed Glass Mat) are an enhanced modern technology again. Instead of the electrolyte being a gel form, the electrolyte is absorbed into a fine glass mat.

They offer enhanced performance, of efficiency, durability, and performance. These AGM batteries are typically fitted to cars with automatic engine stop start function to conserve fuel consumption. They are also popular in marine use and as house batteries in motorhomes and caravans worldwide.

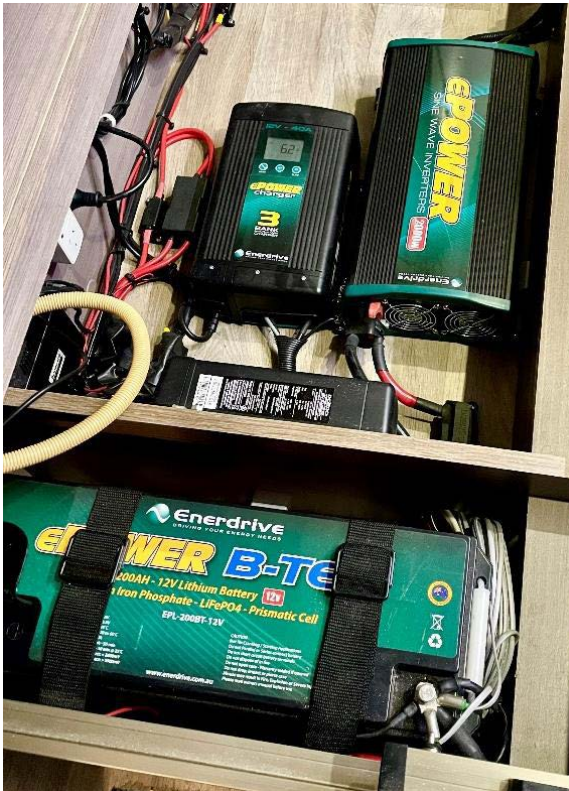
Lithium batteries have taken the world by storm. Lithium battery technology is taking over, powering cars and now, heavy transport.

In Australia, lithium battery electric cars now account for about 10% of all cars on the road. In passenger cars, lithium batteries not only power cars, but can be plugged in to the house solar power battery system from the car to provide additional cheap energy for home use.

In caravans and motorhomes, lithium batteries are groundbreaking in their performance, and at least 50% less weight than conventional lead acid batteries.

One 200 AMP hour lithium battery in a caravan is equivalent to four heavy 100 AMP hour lead acid batteries and will last many years longer with normal use.





Above: The 200 AMP Lithium battery, seen in lower half of photograph, fitted to my caravan with inverter and battery charger seen in the top half of the photograph.

I learnt during my work in the battery factory, and studies at TAFE Cert 3 in Marine Electro Technology about when is a battery is fully charged.

Typically, a fully charged car lead acid battery will measure around 12.6 to 12.8 volts when the engine is off. When the engine is running, the charging system should bring the battery voltage up to about 13.7 to 14.7 volts.

How can you tell the charge state of your car battery and what does a fully charged battery look like on paper?

The following illustrates the voltage for a fully charged battery and that of a flat battery.

% OF CHARGE.... 12 VOLT BATTERY VOLTAGE

100% charged	12.70
75% charged	12.40
50% charged	12.20
25% charged	12.00
Discharged or flat	11.90

A visit to any automotive retailer will have an endless range of multi-meters and system testers to check the charge state voltage of your battery. It also includes the old-fashioned [battery hydrometer](#). It is a tool used to measure the specific gravity of the electrolyte in a lead-acid battery, which can help determine the state of charge.



A cheap, simple, and accurate tester to measure the charge state voltage of your battery, is a plug-in accessory to your cigarette lighter or accessory port.

It is available online or auto retail stores from under \$16.00. The picture above show the simple test meter and readings including inside temperature and USB charger in the 'Three in one' unit.

Your auto electrician can fit a simple accessory plug for your classic car not fitted with cigarette lighter or accessory point.

Batteries and their use are a developing story.

*Kelvin Aldred
MGCC Member*

This article is general information. Please see your battery retailer or auto electrician for specific information on your battery enquiry or replacement.

*MG Car Club of Tasmania – MG Monthly
Motoring News, February 2025*



2025 MG NATIONAL MEETING WOW, CONGRATULATIONS VICTORIA

The 2025 National Meeting is fully subscribed and
registrations have closed.

What a fantastic result!

I do hope everyone from NSW intending to attend has
registered! If you have registered but not yet booked
accommodation then now is the time.

So contact: Albury Georgian Motel
599 Young Street, Albury, NSW 2640

+61 2 60218744

Note: Albury Townhouse is fully booked

Please contact me if you need any help or information.

See you all in Albury Wodonga: Ros Bastian

Contact: Ros Bastian for assistance: 0409 693 848. ros@bastians.com.au



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we'll quote on
it!



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MKII left or right original
equipment
MS23AR/MS23AL

Floor Pan Left or Right MGB MKI or
MKII HZA414/HZA415 or
HZA628/HZA629



\$160ea

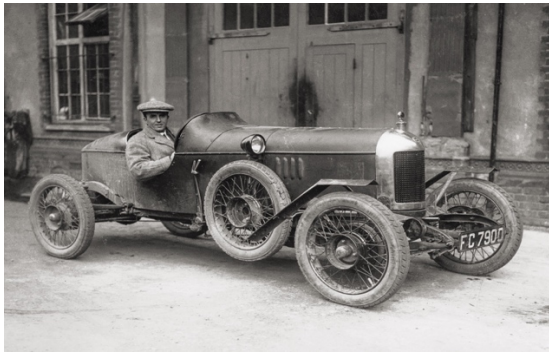
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MG Spare Parts



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2025 Kimber Run.



MODERN CLASSIC CARS FOUNDATION

2025 KIMBER RUN

JOIN US FOR A WORKSHOP TOUR & INFORMATION DAY AT MODERN CLASSIC CARS
FOUNDATION

Date:	Saturday 22 March 2025
Time:	10am – Midday
Venue:	Modern Classic Cars Unit 2 / 361 Milperra Road Bankstown Aerodrome (enter via Murray Jones Drive)
Book via:	MGCC SYDNEY Website



Our host, DAVID DYER, will take us on a workshop tour & discuss details of the cars being built

He will also explain the change from Frontline to the Foundation & what he hopes to achieve with this initiative

A coffee truck will be available around 11am

To finish the day, we will adjourn to the Panania Hotel for lunch (own expense)



MG at 100: Storming the Hudson in Three Joyous Sports Cars



The TF, the first of the machines we tested one sunny summer's day on the roads along New York's Hudson River, is also the last of the T-series. Often viewed as a stopgap while MG finished cooking up a more modern postwar sports car, the TF competed against such estimable cars as Jaguar's XK 120 and Austin-Healey's new 100. Debuting in time for the 1953 model year, kicking off what would be a three-year run, the TF bore familiar but more up-to-date lines, with sweptback fenders and a slanted grille and windshield. Additionally, the TF had the last of the Morris-based engines, designated XPAG/TF, which displaced 1250 cc and was carried over from the TD.

The TF we drove resides in proverbial "incredible survivor" territory, a one-family-owned car from new. Its current caretaker, Dr. Charles McNair, an internist turned war novelist from Connecticut, received it as a well-worn gift from his parents, who bought it new in San Diego in 1954. Members of the La Jolla Sports Car Club, the senior McNairs—avid exponents of the decade's burgeoning sports car movement—flogged the TF the way you might hammer a modern car, regularly inviting the tiny, 57-hp roadster to carry them over what today sound like extraordinarily long distances, including several round trips of thousands of miles to Colorado for mad-dash rallies.



Midgets that stretched back to the '20s. More modern than its predecessors, yes. But with low-cut doors, side curtains, an external fuel tank, and a folding windscreen still in place, the TF is modern only in the sense that a single cheeseburger is more vegetarian than a double.

Wearing a now 33-year-old paint job in its original black, McNair's TF looks rakish and exceedingly handsome, with red leather upholstery and painted wire wheels. Easing into bucket seats (a step up from the TD's bench) and casting my gaze past its banjo-rim steering wheel at a dashboard topped by the car's double-humped cowl (a shout back all the way to the racers and Midgets of the 1930s), I note a generous assortment of gauges, each shaped like the MG octagon—machine-age Easter eggs, if you will.

Charles took over the MG while attending college in San Diego in the '60s, but a grueling stint as a medic in Vietnam intervened before he could return to his education. "My hospital was the first in the evac chain out of Cambodia and took only the most shot-up guys while getting rockets, mortars, and ground attacks the whole month of May," he recalled. Fortunately, McNair made it home in one piece, but finishing college and then medical school in San Francisco meant the TF didn't see much action. It was not until he moved east and brought the car to Connecticut that it was back on the road. "New England is really a perfect setting for it," he noted. Restored in 1991, the TF still resides in the Nutmeg State, with 169,000 miles under its wheels.

Driving McNair's TF today, it's easy to see why it appealed to 1950s sports car buyers. Purists might have denigrated the canted grille (the actual radiator was a separate piece, no longer incorporated into the grille shell as it had been in previous T-series), but to my eyes, the TF was always the prettiest in a long parade of MG



More familiar with the driving experience of later MGs, I expected the TF to be deathly slow and scary to operate—bias-ply blackwalls don't necessarily enhance a modern driver's optimism on this score. Though its straight-line performance—a hair under 19 seconds for the 0–60 run—does make its successors feel positively rapid, acceleration when you're behind its big steering wheel, wind whipping vigorously, is brisk enough. The TF is also low enough, rigid enough, and possessed of enough steering feel to make winding roads fun. Come to think of it, brisk is possibly the wrong word. Flat-out, contemporary road tests suggest, it could reach 80 mph. But as we drove around Bear Mountain State Park, nothing about the TF suggested that this would be a good idea, with somewhere around 60 closer to striking the right balance between reaching your destination and hearing yourself think.

The TF was a smashing success for MG, with some 9600 produced. Yet it was essentially a placeholder and, even in its day, a throwback. MG had recently been merged, along with the Nuffield Organization to which it belonged, with the Austin Motor Company, forming the British Motor Corporation, or BMC, in 1952. An ultimately ill-fated marriage that saw Austin's iron-fisted leader Leonard Lord favor Austin over Morris and its wards, it didn't always serve MG well. Indeed, cold calculation at the top delayed the TF's replacement.



That replacement finally did arrive in 1956. Although one discerns the family relation, just about everything is different in the TF's successor, the MGA. It had an all-new steel chassis whose hefty side rails sit outside of the seating area—you truly feel you're sitting in an MGA, as opposed to a T-series. Side curtains remain, but the cabin is roomier and the MGA's cut doors don't permit drivers to drag their knuckles on the pavement. Gauges are round and, in a further nod to modernity, a proper trunk sits behind the occupants, large enough to hold several pieces of soft luggage. That assumes you've remembered to stow the side curtains in the hanging case behind its two seats, which inconveniently impairs access to the removable panel that covers the two 6-volt batteries that comprise MG's 12-volt system, on top of which also lies the folded convertible top. (Let's not even talk about erecting the roofs on either of the cars we've considered so far.)

The MGA's stout chassis wore an all-new body, its svelte design loosely based on a factory-built race car for a privateer running the 24 Hours of Le Mans in 1951. The Le Mans racer was scrounged up using MG TD mechanicals by Syd Enever, who'd joined the company in the 1920s at the age of 14. New corporate overlord Austin's B-series engine was spruced up for sports car duty with twin SU carburetors. Displacing 1489 cc for the MGA 1500, the model received a boost to 1588 cc

with 1959's MGA 1600. A twin-cam version suffered from underdevelopment and was withdrawn from the lineup in 1960, with only 2111 sold.

One of the most beautiful sports cars of the 1950s, the A was usefully updated over the course of its six-year run, which ended following the 1962 model year. Selling an unheard-of 100,000 units, it was BMC's greatest American success.

Just about everything is different in the TF's successor.



The TF and A are separated by just a few years but look like they come from different planets. DW Burnett

Several of them passed through my hands in the succeeding decades. A 1957 MGA was my first car in 1972, purchased in concert with three friends for the princely sum of \$50. Fire-damaged, it was finally set to run again when someone offered us \$125 for the rear half of its body. Given the year and our 14-year-old mindset, we were, like, "Ka-ching!" and hastily agreed. The body was sawed in half in what would today be considered a monstrous act of sacrilege. (On the bright side, it was the first time I made money on an old car. It was also the last, at least for the next 25 years, but that's another story.)

My current MGA, purchased in 2004 and photographed on these pages, is a 1600 Mk II. A 1962 model, it is outwardly distinguished by its recessed grille, vinyl-covered dash, and yet another set of taillights, borrowed from new corporate cousin Mini, turned sideways and mounted on plinths. The B-series engine, now displacing 1622 cc, churns out a whopping 90 horsepower and 97 lb-ft of torque thanks to larger valves, improved porting, flat-top pistons, and a stronger crankshaft. With a revised gearbox and a lower final-drive ratio, it reaches 60 mph in a bit over 12 seconds. A top speed in excess of 100 mph is attainable, making the Mk II the reliable performance choice among MGAs.



MG at 100: Storming the Hudson in Three Joyous Sports Cars

Compared with McNair's TF, this particular MGA has enjoyed a pampered existence. Sold new to an old man in Connecticut who suffered a stroke weeks after its purchase, the A was dry-stored for a decade or so, then bounced around collectors' garages, winding up in Gulf Shores, Alabama, with only 19,103 miles on the odometer. I spotted it in a classified ad in the North American MGA Register's magazine and detoured considerably from a reporting assignment in New Orleans to scope it out. It was love at first sight. I closed the deal immediately—and fortuitously, as it might well have been lost when Hurricane Katrina pounded the coastal town mercilessly the following year.

A keeper of the first order, it remains tight and rattle-free over the 20 years and 11,000 miles of my acquaintance, requiring nothing but tires (155/R15 Michelins) and routine maintenance.



The MGA was one of the most beautiful sports cars of the 1950s and BMC's greatest American success.

Running through the gears on our day's outing, I was again reminded of everything I love about MGAs: their looks, the raspy sounds of the exhaust, and that rev-happy engine sucking air and fuel through its twin SUs. A manual gearbox with rifle-bolt action retains its title as one of the best I've ever known, beaten only by the Miata five-speed. Direct steering is also about as good as it gets, with low-speed maneuvering made easy by skinny tires and a hefty banjo wheel. A disarming lack of frippery (my car has an optional heater, AM radio, AAMCO floor mats, and that's it) fails to detract from the sense of occasion. Nor do doors that open with a pull of a wire cord in recessed door cubbies. It is far more rigid, with better handling and panel fit, than, say, the Austin-Healey 3000 or the Triumph TR4A, two other "most beautiful" candidates that once adorned my garage. I miss the mellifluous grunt of the Healey's weighty six but not its bendy chassis or congenital scuttle shake.

Indeed, having owned several other British sports cars, I always come back to the MGA.

MG itself, of course, had to move on at a certain point. Which brings us to the third car we sampled on our self-appointed Centennial Day: a 1967 MGB GT belonging to David Silberkleit. Known to many through his Branford, Connecticut, outfit, the Bugeyeguys, Silberkleit has to date restored and sold more than 400 Austin-Healey Bugeye Sprites (the progenitor, it bears mentioning, of the 1960s MG Midget). Silberkleit is a British car lover extraordinaire and keeps (and occasionally trades in) non-Sprite confections like the very neatly restored GT he brought along for our amusement and edification.



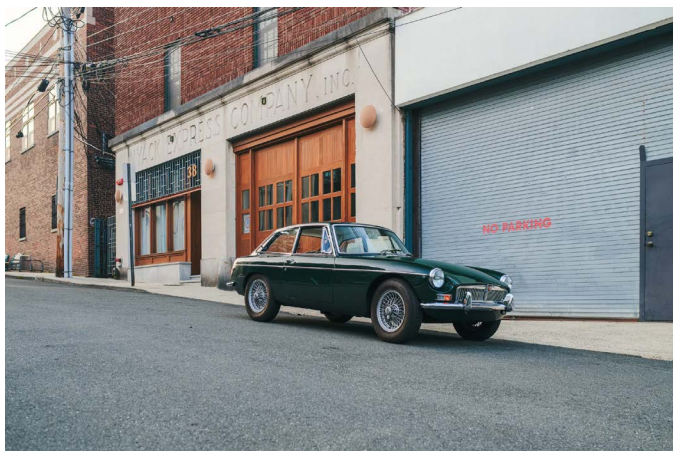
Debuting for the 1963 model year, the MGB was and remains a remarkable sports car, the more so when you consider that its ultra-rigid unibody—MG's first monocoque sports car—and harmonious mechanical components are the result of people working with slide rules, pens, and foolscap pads. History compels us to note, too, the indelible human touch at work on the B, especially the signal contributions of the aforementioned Syd Enever, the creator of the 1951 Le Mans racer who was still around to conceive the MGB in the early 1960s with stylist Don Hayter.



The MGB GT is, among this trio, the closest to what one might call practical, thanks to its hatchback shape. It's also the most powerful and the most tractable at higher speeds.DW Burnett

Credit, too, to John Thornley, an enthusiastic owner and co-founder of the MG Car Club, whose passion was such that he joined MG in the 1930s by persuading Cecil Kimber to give the club an office on MG's premises.

He quickly assumed company duties, rising through the ranks to become the firm's general manager. His dedication, skill, and willingness to run interference against MG's often hostile corporate overseers are borne out by the B's commercial success, which went on to break all MG records, selling 520,000 units over the course of its life.



A quarter of those were MGB GTs, denoting a hardtop with a fastback roof. Handsomely sculpted with an assist from Pininfarina, the GT eclipsed the roadster's looks. It added a healthy dose of weather protection and grand touring capability to the B's already improved accommodation, with its roll-up windows, more spacious cabin, and additional power. There's also a folding back seat that may be pressed into service for luggage and (very small) people.

Further development of the B-series inline OHV four, now with 1798 cc capable of stirring up 92 horsepower and 110 lb-ft of torque, made the MGB zipper than its predecessors. It hit 0-60 mph in the low-12-second region and top speed surpassed 100 mph. Manual



transmissions were de rigueur, though later in life, power-sucking automatics became a rarely seen option.



Our test GT arrived resplendent in British Racing Green, with a black interior, riding on the oversize 15-inch wheels that graced the later MGC (a short-lived yet underappreciated six-cylinder variant). Silberkleit's car is also fitted with an English Ford Sierra's five-speed gearbox, which many owners today employ in favor of finding (or repairing) the optional electric overdrive that made MGBs true highway stars.

The MGB was and remains a remarkable sports car

The B is a better car in many ways than the A. It's torquier and a bit faster. It rides more smoothly and has more cabin room. The heat works a little better and, with its roll-up side and twist-out vent windows, it's more civilized, especially on hot summer days. Veteran factory man Enever, back in the day, noted that the goal of the B was "to give sports car motoring to as many people as possible" and "...to provide the fastest possible car, combined with the greatest possible degree of safety." Silberkleit, who drove his car 90 minutes each way through New York-area congestion in order to partake in our exercise, confirms that Enever and his colleagues hit their mark. "Most British classics of this vintage are a collection of rattles, issues, and punch lists, but you can make these cars quite reliable if you add the right upgrades," he said, adding, "This one's a keeper." It certainly is. Yet much as I long to own another GT (I had a ropy one in college), the day proved to me I'm still an MGA man at heart. Less practical, yes—though more so than a TF—but it's a raw machine that feels sportier.





One lesser-known feature of the Mk II MGA like I own was its provision for mounting three-point seatbelts, which I installed right away after acquiring mine. Three-point belts saved my life once, in one of the dozen MGBs I've owned over the years. One week after installing the belts in my 1967 MGB, I pulled out while passing a tractor-trailer on the George Washington Bridge at night, only to run into a gargantuan early '70s Chrysler stalled with its lights out in the passing lane. I was going 55 mph, yet miraculously, none of the Mopar monster's seven occupants were hurt, and though I pulverized my face and didn't make the dinner date I had that night, I healed eventually. I'm still here, with few complaints.

So I can, for better and for worse, attest to the company's famous slogan—"Safety Fast." It arose in the 1920s after Cecil Kimber suggested the motto "Faster than Most." An unprovoked mutation at the hands of some wag with a paintbrush, who appended the word "Bicycles" to the phrase on an MG billboard, resulted in its quick relocation to the circular file. "Safety Fast!" was a play, author David Knowles reports, on the warning triangle that appeared on many buses of the day with the words, "Safety First!" When people asked me about it in my early MGA-driving days, I explained that I understood it to mean, "Get to safety, fast! Before somebody gets hurt." Little did I know.



New MGs have retreated from our shores, but the TF, A, and B continue to carry out the brand's mission of providing attainable driving fun. A good example of each can be found today for less than \$20,000. DW Burnett

It's now been painfully close to half a century since a new MG was sold in America. The last MGB rolled down the line in 1980, the model's 18th and final year, replete with federal regulation-inspired raised ride height, asthmatic anti-pollution tune, and sad rubber bumpers. Talk about vibe-killers. MG's subsequent decline and death at home took another 25 years, but as far as America was concerned, it was lights out for the storied brand.

Lately, MG's new owners since 2007, SAIC Motor of Shanghai, have been making a strong go of it, though they have no immediate plans to launch any of their electric model range in America, despite robust sales not just in China, but also across Europe and, notably, in MG's birthplace and original home, England. But, as The Bard once said, what's past is prologue and MG's beginnings were humble, not unlike their new Asian masters—who, by Western standards, play things unusually close to the vest. And they're building a plant in Mexico. So who knows? The last chapter hasn't been written yet.

Jamie Kitman , Automotive Journalist. Hagerty Media. Dec 2024

Magnette Registrar Run to Hanna Park. 4th May.



Hanna Park is hidden from the North Richmond proper and suburbs and just a few metres from the Hawkesbury River.

Located at the end of Beaumont Avenue, leisure walks and lovely trees and greenery dot the area, perfect for having a weekend breather. Water activities range from peaceful fishing to more vigorous activities such as boarding small boats, riding canoes or kayaking.

Sheltered picnic areas are available with electric barbeques available for use.

Public toilets and waste bins can be found within the park.

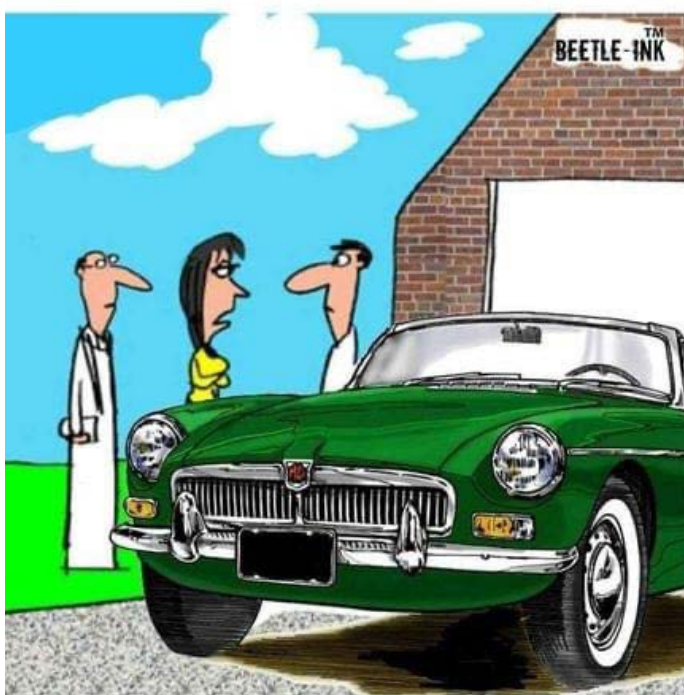
You will need to bring morning tea, lunch and folding chairs (if the shelters are taken) and a thermos for hot water.

We will arrive at 9.30am and have morning tea shortly after followed by friendly conversation prior to lunch.

Hope to see you there in your MG or any other vehicle you wish to bring along.
No booking necessary.



Peter Baldry Magnette Registrar 0407 102 279



"You didn't spend any money on the MG this week,
So the church sent someone over to witness the miracle!"

LUCAS Color codes used in wiring harnesses

Wire Color	Function
Blue/White	High Beam
Blue/Red	Low Beam
Blue	To headlamp dip switch
Red	Side lights
Green/White	RH Turn signals
Green/Red	LH Turn signals
Green/Purple	Brake lights
Black	Ground
Brown	Most non fused +ve
Purple	Most fused constant +ve
White	Non fused, ign controlled
Green	Fused, ignition controlled
Light Green	Stabilized 5 /10v to gauges
Red	Gauge lights not on dimmer
Red/White	Gauge lights on dimmer
White/Slate	Electric 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

HSRCA Return to Goulburn Historic Race Meeting. 1-2 Feb 2025

The HSRCA makes a successful return;



Wakefield Park raceway in Goulburn, well loved by many MGCC drivers over the past three decades, was closed several years ago. After a change of ownership and a huge makeover indeed, it reopened in late 2024.

The Shelley family, Steve Shelley & Cameron Shelley, now own the circuit following a disastrous development application by the previous owners, Benalla Auto Club, who also own Winton Raceway in Victoria. Apparently their submitted circuit improvements were approved by the Land and Environment Court, but had crippling conditions applied including the limitation of only one "noisy" race meeting per month, based it seems on the original DA for Wakefield Park. This forced its sale as it was not commercially viable for the Benalla Auto Club.

Wakefield Park was closed for some years whilst an imaginative redesign occurred, including installation of huge earthen mounds to help reduce noise, and approvals were established to re-open under its new name "One Raceway".

It was 30 years ago that founding HSRCA member Paul Samuels and his partner John Carter opened Wakefield Park after funding its construction near Goulburn NSW, and the HSRCA conducted the inaugural historic racing event there. Then on 1 – 2 February 2025 the HSRCA returned to celebrate the first historic racing event at the new "One Raceway", in 2025.

A Successful Return to Goulburn, on a hot summer's day:

The circuit had been superbly re-invigorated by the Shelley family and features a challenging new layout, indeed some 150 metres longer and wonderful new facilities. The return to Goulburn meeting was the first that the current HSRCA team has run under a "dry hire" arrangement, which only included the circuit itself, and not the plethora of support services needed to run a historic race meeting at this scale. This included the canteen, so food and coffee vans had to be hired.

Hopefully the re-opening of the canteen will occur in the future, as this was a very welcome feature of the old facility, especially as a cool summer, or warm winter respite area with a hot coffee & food consumed by weary drivers and supporters sitting at tables and chairs!

Food and coffee vans don't create the same atmosphere, and are out in the open weather with no seats or tables.

This weekend was reported by the HSRCA "as a great success, with over 200 entries including more than 60 Formula Vees celebrating the 60th anniversary of that wonderful category". The usual historic racing groups such as Group N and Group S, Regularity & Supersprint were there in good numbers, with a few nice MGs to be seen, including a parade of MGs from the ACT MG Car Club from nearby Canberra, on Sunday.



I was only a spectator this time, making use of the new and improved spectator areas on the southern side only on the Saturday with MGCC member Peter Rose. Peter was supporting two of his brothers who competed at the meeting. Michael Rose running a beautiful MGB roadster in Group S, with an aero screen that had a memorable sticker that read "Money Well Wasted", and brother John, also an MGCC member, who ran a pristine 1972 Torana XU-1 in Regularity, a car originally prepared by a now departed & missed brother Geoff Rose.

Thus quite a bunch of colourful Roses were involved, and our Saturday visit included a very enjoyable post event catchup with Richard Caller, ex top MG mechanic at Peninsula Sports Cars under Geoff Morse, with Richard now working as a freelance mechanic in Goulburn. This was followed by a beautiful dinner in town, with quality food & wine supplied at the Rose Café in Goulburn, owned and operated by Mike Rose, and always worth a visit.

Both drivers enjoyed their day, even though Mike in Group S had some early fuel blockage issues arising from solid matter from the fuel tank lining. John had a great time in Regularity with the XU-1 getting quicker and quicker with improving confidence on the new circuit. I was also pleased to catch up with long-time MGB Group S roadster campaigner, MGCC member Geoff Pike, who was also competing in Group S, and it was good to have a chat with Geoff about the many new corners, and racing lines.

There was a well known historic racing TC in attendance as well, the Ross Hodgson 1949 supercharged TC No 49.

This famous car has a long history of competition, as a very successful combo of car and driver. Ross was back at the wheel, belting the little TC around in the Regularity events like it was stolen, with a qualifying practice time that was 4th outright in a mix including many modern cars! Great to see both back in action again.

The event also welcomed Eli Solomon, who competed in Regularity in another famous MG – the 1958 MG ARA Special. Eli, who hails from Singapore, and who has attended and driven at several HSRCA race meetings, is the author of 'Snakes and Devils: A History of the Singapore Grand Prix'. Eli was driving Geoff Piggott's ARA Special, which is based on a Lotus 11 with a space frame chassis and fibreglass and aluminium body, powered by a 1340cc MG XPAG engine. It was raced extensively in the early days of historic motor sport at Amaroo Park & in Geoff Piggott's care for 20 years.

What a magic weekend of motor sport! If readers wish to see race and Regularity results, please head to the Natsoft website and select 'Circuit' and then the One Raceway HSRCA Feb 2025 entry. More information about HSRCA meetings can be found at www.hsrca.com, where you'll also find many more images and news from the Return to Goulburn weekend.

Steve Perry



Mike Rose & his MGB on the dummy grid for a Group S



The Ross Hodgson 1949 supercharged TC No 49



MGs from the ACT line up for the Sunday Parade



The 1958 MG ARA Special at Sydney Motorsport Park 2023



Never TOO Young for Motor Sport .
Photos by Seth Reinhardt.



Ku-ring-Gai National Park Run & Pittwater



John is not only the MGCC Sydney President but also the MGB registrar and so it fell upon him to plan this club run. I suspect he would also be writing this report but he has the President's report to write for **Opposite Lock** as he does every month, so I offered to write this to help out.

As many members will be aware, planning a run is not just about picking a destination and route. Writing up a detailed turn by turn route plan takes time, requires the planner to drive the route to measure the distances between instructions and make sure there are no obvious problems.

It is because of that planning that John changed the route to avoid the many speed humps that would have been encountered on the last leg of the original planned route, which have recently been installed.

15 cars met between on the morning of 23rd Feb at St Ives Showground. We had 1x MGTC, 1 x MGA, 7 x MGBs, 1x MGTF (modern), 1x MGZST, 1 x MG Cyberster and 2 non-marques. We were joined on our run by Brian Applegate from the UK who came with Ian Garrard in his MGB. Brian is a frequent visitor to our members gatherings when he is in Australia.

Other things to note are James and Leanne Mc Alister called John after we had left St Ives to inform us that they had broken down on the way to St Ives.

Stuck in 4th gear I believe !!.



Also Bruce & Sue Smith from Dural set out to join us and unfortunately their MGB failed to proceed and had to be towed to Pete Moxham's garage in Wyong.

After a quick chat, meet and greet, John gave a brief rundown and we headed out and East along Mona Vale road. The weather was perfect for driving along windy tree-lined roads in the Ku-ring-Gai Chase National Park bearing in mind it was already approaching 30 degrees and most of our cars don't have air-conditioning (or even a roof in my case) but the temperatures were in fact perfect for getting along with the windows down and a

nice breeze.

So turning north off Mona Vale road and into the park, our progress to the first stop was only marginally hampered by the many bicycles on the road. Our first stop was Resolute Picnic Area where we planned to park and walk down to the West Head viewpoint. In fact I missed the entry and completed the loop of the West Head viewing area before parking up so sorry to the cars that followed me and made the same mistake!

After a coffee and a short walk to the viewing area to admire the magnificent vistas towards Palm Beach I realised it had been many years since I was last there and will be making an effort to return more often - if you live in Sydney and have never been there, add it to your bucket list - it really is incredibly picturesque.



From there we drove on out of the National Park to McCarrs Creek Reserve where there was plenty of shade for those that stayed to relax under a tree, eat a picnic lunch and have further chats.

For anybody getting to the end of this report and thinking how boring it was, the reality is, the weather was perfect, the company was superb and most importantly, and the only breakdown unfortunately was James & Leanne. There were no incidents with our cars that I'm aware of (unless somebody ran a cyclist over and didn't tell anybody). The only notable "near miss" was when the Cyberster had to do an emergency stop to avoid colliding with a 4WD towing a large boat on a trailer that did not give way at an intersection and I'm guessing it helped that the Cyberster has fat tyres and very modern brakes - if I had been that car in my 65 MGB I'm not sure whether I would have stopped in time but at the very least, I would have been looking for a change of undies.

We headed home through the National Park to re-drive the same magnificent roads we had experienced on the way out and to make best value of the daily \$12 entry fee.

Well done and thanks to John for a great drive and day out.

Iain Frost



Morning tea spot after we had viewed the magnificent Pittwater from West Head , even the goanas wanted to join the party, climbing in and around our picnic table.



MG GNOO Blas Weekend. 7th -9th Feb 2025



Over sixteen members of the MG Car Club drove to Orange for the weekend 7th -10th February for the Gnoo Blas Classic Car Show.

Friday 7th Feb. Meeting at MacDonalds Blaxland, then travelling to Victoria Park, Bathurst, for morning tea.

We then drove on the Mitchel Hwy to Lucknow for lunch at the Two Fat Ladies café. Then onto our accommodation in Orange and dinner at Robin Hood Hotel .

Saturday 8th Feb. GNOO Blas Display Day at Jack Brabham Park ,Forest Road, Orange. A large array of all cars of ages and brands were on display, the weather was kind to us, not too hot nor raining.

There was a formal dinner presentation that evening at the RSL Club for all the winners to celebrate.

Sunday 9th. Feb. A morning car run was organised and enjoyed by all.

Our thanks to Paul Challinor for organising on behalf of the MG Car Club.







Thank you for your interest in the Illawarra register. Our register is a very informal, social run-oriented group, which combines with the local Jaguar Drivers Club of Australia (Illawarra Register) to provide members of either club with the opportunity to take their classic car for an enjoyable run to an interesting location or activity.

Note these runs are combined with, and co-advertised by, The Jaguar Drivers Club of Australia, Illawarra register.

Our Programme for 2025.

February 15 Saturday Gerringong Motorfest.

Unfortunately, although the combined registers had twelve cars booked in to attend, but at 0630 of the Motorfest morning, the organisers phoned and advised that it had been called off due to heavy overnight rain, and the Local Council had banned vehicle access to the grounds on the basis that they were too wet.

We made every attempt to contact our 'Starters' and mostly succeeded, but it was most unfortunate that not only were many car owners inconvenienced, a great event did not proceed, and the organisers (a NFP service club) were left 'out of pocket' with pre-ordered food and beverages, especially because the whole purpose of the event was to enable the local Lions Club to raise funds for charity!

We hope that they will continue with this very worthwhile event into the future, and at the time of writing we have not been advised as to whether they will attempt to reschedule it this year, or not. I'll keep you posted.

Here is the remainder of our scheduled program for 2025:-

March 27 Thursday Lunch at Bundeena Club via Royal National Park. RV at Bundeena Club for 1200 departure.

May 18 Sunday Heritage Motoring Day 2025- Berry RV details TBA

July 24 Thursday Bald Hill Stanwell Tops RV at 1100, Lunch- Headlands Hotel Austinmer

September 25 Thursday Mt. Annan Gardens & Lunch RV TBA

October 26 Sunday Jamberoo Car Show Details TBA

November 27 Thursday RV Breakwater Battery Pt Kembla, then Hill 60 Lookout. Morning Tea Venue TBA

Enjoy your classic motoring.

Michael Hough Illawarra Register

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6-13 th May 2025**

6th May.	9am Meet at Mc Donalds, Windsor Road , Windsor, for drive to Coonabarabran.	
6-7 May.	Clock Tower Motor Inn, Coonabarabran.	02 6842 2444
8-9 May.	Cousins Motel, Inverell.	02 6722 3566
10 May.	Cubana Resort, Nambucca Heads.	02 6568 8044
11-12 May.	Sandpiper on Smiths Lake. Don & Emmy	02 6554 4050



Please bring morning tea & lunch.
Please book your accommodation and then advise.

Our tour Director : Don Young on 0412 600 415



Expressions of Interest for a Proposed run to SA.

**A 19 day Touring Run to the York & Eyre Peninsula South Australia.
July 2025**

Please call Don on 0412 600 415 if interested in this tour, so accommodation can be booked.



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Some Tesla owners have re-badged their car



Tesla owners are disguising their cars as other vehicles in what may be an attempt to avoid vandalism linked to out spoken founder Elon Musk. Photo by Reddit

Submitted by Jock Granger

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granville2@bigpond.com to order.

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mgcarclubsydney.com.au



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

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



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

60th Anniversary of the MGB

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

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

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



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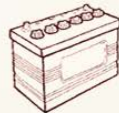


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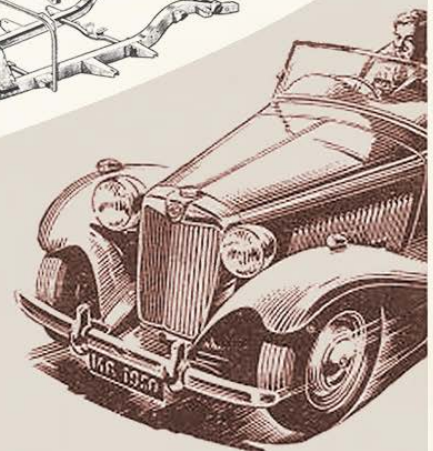
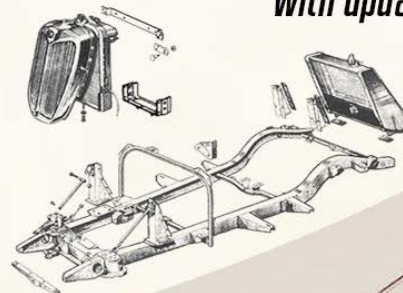


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"Hey Hey we're the Monkey's, we're just hanging around in a MGA! " 1966.

The South Coast Veteran and Vintage Car Club

Is organising a run to celebrate 100 years of existence of the MG Brand.

Sunday 16th March. 100 years of MG – Fitzroy Falls Reservoir Recreation Area from 10am.

BYO morning tea & lunch, BBQs are available.

Access off Nowra Rd. 800 metres south of the Visitors Centre, 400 metres north of Myra Vale Rd.

Option: Leaving together from Albion Park at 9.00am.

Please contact Ken Horsepool the event organiser of the SCWC Club ,on 0421 258 797 if you plan to go with your MG.

I'm sure it will be a good day out to take your MG for a spin.

Michael Hough. Illawarra Registrar

So what's this, then? A Citroen stretch



No, it is a special vehicle Citroen built in 1972 to use as a test vehicle for its range of tyres. It has 10 wheels, so could test 10 different tyres all at once. Ingenueous!



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Classifieds - Cars



1958 MGA

Recently completed ground up restoration to a very high standard.

Some of the details as follows:

- MGB 1800 5 bearing crank engine reconditioned by engine guru Mike Dyre Race Engines
- MGB front disk brakes /new rear drums
- Ceramic coated exhaust manifold
- All new suspension including front anti sway bar and new front splined hubs
- All new leather upholstery
- New Hood and Tonneau in Stayfast material
- Bare metal respray in 2 Pack paint
- New Chrome wire wheels
- Unique stainless steel three eared spinners
- New Michelin XZX tyres
- All new Chrome
- New driving lights
- New petrol pump
- Rebuilt radiator
- Rebuild SU Carburetors
- New Mesh grill (perfect original available if required)
- Mono Lite steering wheel
- Wet weather gear housed in custom made bag



Plus much more, contact me for further details. Selling to finance a new car restoration project.

Historic car registration not transferable. Inspection is a must, for this is a high quality restoration and you will not be disappointed.

Price: \$69,900

Location: St Ives

Contact: Phil 0439 223 031

philoloan58@gmail.com



NEW



1967 MGB MK1 Coupe

Featuring a fibreglass hardtop is available for sale.

2-litre Zetec motor

Toyota Supra 5-speed gearbox

Upgraded front brakes & suspension

Power steering, collapsible shaft

All electric instruments

Electric air conditioning

Cruise control

85-litre fuel tank

15" wheels

Location : Balmain

Price: \$36,000

Contact: Dom David

0414 407 400. Before 7.56 pm please



1950 MG TD 50A This 1950

Available for sale, currently with full registration until 29/6/2025.

Price: Seeking \$25,000 negotiable.

Contact: Peter Logan

0421 165 720



NEW

1972 MG B 1800cc

- Camino Gold.
- Australian assembled and in very good condition.
- Unleaded head, therefor no additive needed
- 4 speed with overdrive
- Electronic ignition
- Cooling 7 blade fan with recovery tank
- No rust :Soft top hood
- Comes with tonneau cover
- Soft top hood
- Historic registration has just expired
- Sadly needing to sell, this has been a great car which my wife and I have enjoyed very much

Location: South West Sydney

Price: \$18,000

Contact: Brian McKenzie

Jbmck!@bigpond.com

0107 543 050



1969 MGC GT

Primrose yellow tourer.

Manual with overdrive.

Full engine & mechanical rebuild Nov 2021 by BMC Performance.

New leather seats, new tyres, new brakes, new exhaust and full suspension rebuild.

New fuel tank and fuel pump.

New electronic ignition.

Drives magnificently. Airconditioned.

RWC. In full registration, 12 months left, with custom plates available.

Full history and Heritage Cert.

Chassis GCDI/6595G

Engine 29 GRUH/4198

Price: \$54,000 Reduced to sell

Contact: Sam on 0412 256 980

horgan@vicbar.com.au



1967 MG C Roadster

3.0-litre manual is offered by its owner of the past 30 years in beautiful condition with 9 months of registration remaining. It's equipped with triple SUs, and sits on four new Pirelli tyres. The odometer reads 58,945

It has always been garaged, and won many trophies over the years. She has spent some years on blocks in storage during a recent move, but has been brought back to a high standard by Moxhams. Sold with service records.

Price: \$55,000

Contact: Diane 0438 180 096



1960 Triumph Herald Coupe

Stunning & immaculate example of a rare coupe version of this classic British vehicle. Original 948cc engine, gearbox with matching numbers. 67,000 miles. Following a complete frame-up restoration in 2016, this vehicle is better than new and any inspection will appreciate the hours of work put into this vehicle.

See slideshow of the restoration.

<https://vimeo.com/661121465>

Manuals, logbook & spare parts.

Y708 Chassis Number: H28/AA3869

Body Number: 2106KB

Gearbox Number: G37017

Colour: Black 258-2222

Reluctant sale and would prefer to sell to an enthusiast.

Currently unregistered but was on historic plates before storage.

Yes, it's not an MG but it is a classic, almost as beautiful as my TF 1500. The Triumph Herald burst onto the scene in 1959, styling by the famed Italian designer Giovanni Michelotti. Further background on this unique model <http://www.triumph-herald.com/index.htm>

Price: \$14,000 (well below purchase)

Contact: Malcolm Bell 0423 975 011



MGTF

Body is in good condition.

Engine & gearbox are out of the vehicle and the cylinder liners require resetting before reassembly. The cylinder head was new ~20,000km ago – it has been hardness tested and is still like new.

A Mike Satur ultimate suspension kit was fitted ~10,000km ago.

The brakes have been upgraded, but the exact system is unknown.

Ultimately the turnaround time on repairs was too long for the owner to proceed so this MGTF is being offered for sale as is, or for parts.

Price: Reasonable offers will be considered.

Location: Queanbeyan

Contact: 0422 099 557

contact@performanceplus.net.au



MGBGT 1964/65. Early Model

58,289mls. Chassis GBDPOOO658

Original straight car with no rust.

All matching nos. Some years ago a full mechanical engine, gearbox, diff, drive chain and running gear rebuild was carried out by a known MG professional restorer.

New fuel tank and SS exhaust

.Head adapted to unleaded petrol.

Interior is original leather in need of work to the front seats/or not.

Cosmetic work to interior carpet and engine bay and more generally could be carried out/or not. Recent duco respray carried out.

Was on historic plates and now a reluctant sale.

Looks good on the road, great fun to drive and reliable.

Price: \$31,500 Negotiable to genuine buyer.

Contact: Russell Turner
0419 980 030



MGB

1964 pull door handle

Currently on Club rego, sold unregistered.

An excellent starter car. Drives well. Body in good condition for its age.

Paint in usable condition.

White with factory red interior

Location: Rooty Hill

Price: \$16,000 ono

Contact: David Newell

0414 001 955

david@sydneydesignanddetail.com.au



MG RV8 1995

Still on full registration although now eligible for Historic Rego so will change to this on next renewal in February.

Saves buyer the stamp duty. Woodcote Green. Just under 42,000km.

All original and in good condition. In the last 2 years regular service as well as a new soft top, clutch plate and pressure plate.

Fuel tank removed and cleaned and given a fuel tank lining, new filters and new Bosch fuel pump. Suspension rubbers replaced as needed. Only non-standard item is cruise control.

Location: Hunters Hill

Price: Offers around \$52,000.

Contact: Jacques 0433 506 668

jcallaud@live.com



MGY 1949

1st Place in Class, Show & Shine, 2024 Sydney Concours, Registration MGY949

Black with red interior this car is a superb example of the MGYA Class. Acquired by the current owner from a former Treasurer of the MG Car Club in 2005. The car was meticulously restored by the owner prior to that and comes with full service history and receipts. Mechanically sound and drives beautifully. Comes with 12 months rego. A range of spare parts are included with the car.

Location: Sydney

Reduced Price: \$22,000 ONO

Contact: Peter Sutherland
0419 314 295



MG RV8 19954

With great regret due to health issues I'm offering my 1994 Woodcote Green RV8 (number 0683) for sale.

Originally this vehicle was exported to Japan, owned by the importer of Audi cars whilst there and then privately imported to QLD for Australian compliance in 2006. The car was purchased by Graham Leese (MGCC member) in 2013 and stored on his property in Little Hartley along with some other lovely cars till 2022.

This car is in absolutely beautiful original condition and is on full NSW rego. It has travelled only 29,200 kilometres and has been kept garaged and covered at all times.

Full Japanese and Australian purchase & service documents including log books & original leather key ring supplied with vehicle.

- Air conditioning
- Original emergency flare
- Original MG cassette deck and 6 stack CD player
- New neoprene gear linkage grommets & bump stops

Price: \$55,500 ono

Contact: Matt Buttenshaw
0412 929 701

matt@machooka.com.au



T-Type aircleaner manifold:

As shown in the photographs, 3 part MG TC air cleaner manifold, which is very difficult to come by, especially the complete set with clamp. I've seen some pretty ordinary ones advertised for up to \$600 US.

If you are willing to part with \$285

Contact: Syd 0418 18 0418



Quick fill fuel and/or radiator cap – Racing type, raw castings

Add additional class and extra glamour to your vehicle.

As shown in the photograph, castings in their raw cast state which will need machining to suit your own application before polishing for the final finish. The photographs show the 6 piece set of raw castings and those images on the red fuel tank reflect the finished result on my TC.

Contact: Syd on 0418 18 0418



Classifieds - Parts

MG TC Parts

- Spare wheel carrier – aluminium centre only \$35
- Spare wheel centre badge only, needs new enamel \$5
- Pair of rear half shafts and hubs, used, with shafts lightly welded in to seal oil \$200
- Retaining clips for crankhandle & miscellaneous bits \$5
- Oil pressure guage \$100
- Side mirror replacement curved glass, needs resilvering \$2
- Bakelite wire terminal cover on back of generator \$15
- Bezels for dashboard indicator lights, some lenses \$5
- Dashboard light switch \$20
- Pair trouble light plugs on base, NOS, not MG but they look the same \$10
- Ignition/light switch, ign post



RARE: Complete set of 5 x 16" spoked wheels

Transform the handling of your TC with wider wheels which provide improved grip, more precise steering and better handling. More robust than the standard 19" wheels, these are 48 spoked wheels. They were straightened and true before I fitted them. Although my car hasn't done great mileage since then and the wheels appear to be excellent, they probably will need to be re-trued by now. If you are quick to respond you can test drive the car with the wheels still fitted. Price without tyres \$180 each, selling as a complete set only. New wheels, when you can find them, cost over \$750 each.

Contact: Syd 0418 180 418

WANTED: Australian Dictionary of Motoring Terms

by Pedr Davis, published in the 1960's.

A motoring commentator of note.

Contact: Jim Hull, if you know where he can get one from, or you may have one available in your collection. 02 9878 4271

- loose \$35
- Distributer DKY4A complete 75
- Tachometer drive gearbox for back of generator, complete but unserviceable due to diecasting distortion, but good for a pattern \$20
- Scroll for steering column below steering wheel, used, tarnished \$10
- Bonnet corner rubbers, 7 in total \$40
- Headlamp rim clip and spring, poor \$2
- Handbrake cross shaft with levers, adjuster, ratchet missing \$175
- Cylinder head, round water passages, large valves, used, complete with valves and seats ground and lapped, rocker gear, rocker cover (not TC), studs, all ready for use \$450

- Water pump, I think it's ok \$20
- Cylinder block (MG casting), 2 sets bearing caps so will need line boring, miscellaneous other associated bits including flywheels, rods, camshafts, timing sprockets, damaged TC oil pump, Wolseley oil pump, oil pipes, covers, front mounting plate, water pump, good quantity of correct bolts and miscellaneous minor items \$450
- Set Vandervel bigend bearings -.010" \$40

Plus, not TC -

Pair Headlamp reflectors with solenoid dipping, perhaps TA? \$30
Full set of wire wheel adapters with knock ons, used \$250

Contact: Rees Mackay 9419 4251.
email vscca40@gmail.com

MGB, Original Handbook BLMC 1969

- MGTF Operation Manual Midget Series TF, reprint of original in good condition.
- MGB Owners Workshop Manual, Haynes.
- MG Series TD, TF, TF1500, MGA, MGA1600, MGB Scientific in MGA Twin Cam Workshop Manual, original BMC 32403, good condition.
- MGA Workshop Manual for MGA, MGA 1600, MGA 1600 MK11 Original BMC 40954.
- MGA Supplement ,1600 MK11, original BMC folder AKD1982 in good condition.
- The Classic MG, Richard Aspden.
- The Immortal T Series ,Chris Harvey.
- Great Marques Poster Book MG ,Chris Harvey.
- MG Cars 1952 - 1954, Brooklands.
- MG 1600 Parts List, Original BMC AKD 1215.
- MG Twin Cam Parts List Original BMC AKD1296.
- MG Magnette ZA and ZB Original BMC AKD 688 .
- MG 1929 - 1934 Reprints of Autocar and Motor articles.
- MG 135 - 1940 Reprints of Autocar and Motor articles.
- Reprints of BMC special Tuning MGA 100 and 1600 AKD 819E .
- Reprint of BMC special Tuning Midget 948cc and 1098 cc AKD 5097
- Reprint of BMC special Tuning Midget 948 cc AKD 1021B
- Road and Track article TF road test, June 1961.
- Reprint Illustrated Parts list TF, July 1955.



NEW

We were the custodian of a TF 1250 for many years and a member of the MG car club for several of those years, the car was extensively restored, hence the collection of books.

Contact: David Hughes 02 9823 3449.

WANTED: Roll Bar for MGB.

Padded chrome steel double roll bar for MGB including half tonneau cover.

Location: South Coast

Price: \$550

Contact: Don 0408 265 427 lftdebbie@gmail.com



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