



Official Journal of the MG Car Club – Sydney

Opposite Lock

April 2025

In this issue

Kimber Run
MG Musings

CSCA Round 1
Old Spirit New Technology

MGCC Sydney Club Calendar 2025

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 Calluud

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



April President's Report

Wow, this year is going quickly – April already. It really does seem like yesterday that we were up in Tamworth for the National Meeting we hosted, running and participating in the events and enjoying the competition and social interaction with other MG enthusiasts from around the country. It was a great occasion for which all of our members who helped organise and run the event can be proud.



And very soon some of us will be heading off to Albury for this year's National Meeting over Easter. Registrations for this year's National Meeting filled up pretty quickly and closed early, so I hope all that wanted to go have been able to get in. At last count we have 30 people attending from our club.

At the March Member Gathering I proposed the idea of a buddy system for new members. My concern is that it can be daunting for a new member to get involved with the club. They don't know how the club works or who the people are. It's not that we are an inhospitable bunch, far from it. But new members come along to their first Members Gathering, Club Run or other event, don't know anyone and find groups of other members talking to their friends. It can feel a little alienating. So, the idea is that a new member would be given a "buddy" who could introduce them to the club and familiarise them with what we have to offer, introduce them to other members and encourage their participation and enthusiasm for the club and the MG marque.

Where possible the buddy would have the same model of MG as the new member. This is not to take the place of the model registrars who still have an important role to play as the focal point and champion for their model of MG in the club.

This idea of a buddy system was well received by the members at the March Members Gathering. Of course, the key to its success will be for you, the existing members being prepared to put your hand up to be a buddy. I will pull together the details with the Board over the coming month or so.

And while we have the National Meeting coming up we also have lots of other exciting things for members in April. We have the run to the very interesting NSW Rail Museum in Thirlmere on 6 April and there is the MG Racing event at One Raceway (previously Wakefield Park) outside Goulburn on 5 April. Even if you are not competing this will be a great day out for MG enthusiasts.

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!

Erwin Wong Cybester

Ross Corney Cybester

Ian Dowson TC

Samuel Mann MGB

819 Active Members



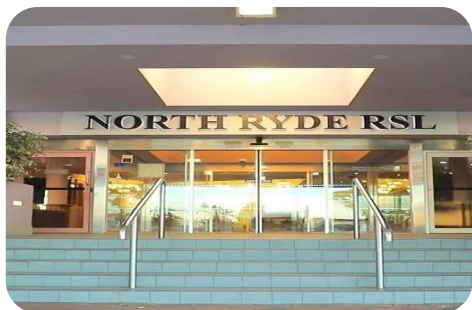
So, you have bought a 'new' MG, or you have unearthed one long lost in the garage or you have finally finished that long, long, longer than you expected restoration & decided to now join the club.

We want to hear your story!

Please send a short story about your car by email

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





Page 6 Members Gathering.
Location for 2025. North Ryde RSL



Page 13 A MG Wedding Special



Page 9 Cars & Coffee St Ives



Page 18-19 CSCA Round 1



Page 10-12 Kimber Run



Page 22-23 Old Spirt New Technology



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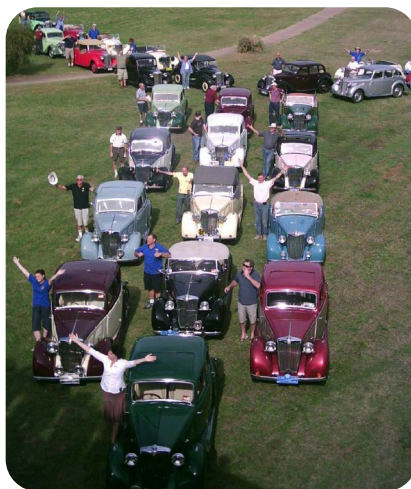
Allied with the MG Car Club UK,
CAMS
and the Council of Motor
Clubs Inc (CMC)

web: mgcarclubsydney.com.au

Magazine contributions:
editor@mgcarclubsydney.com.au

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

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



April 2025 Cover:

MG Y Types at 60th Anniversary in
2007
Photo submitted by Matt Crawford

What's Inside

- 2 2025 Calendar
- 3 President's Report
- 3 New Members
- 4 What's Inside
- 5 Club Contacts
- 6-7 Members Gatherings
- 8 Club Runs
- 9 Cars & Coffee St Ives
- 10-12 Kimber Run
- 13. MG ..A Wedding Special
- 14-15 Is this the New MG?
- 17 Magnette Run
- 18-19 CSCA Round 1
- 21 MG Musings
- 22-23 Old Spirit New Technology
- 24 Illawarra Report
- 28 Regalia
- 31-35 Classifieds

April 2025

Opposite Lock

Contributing photographers:

Thanks To:

Jacques Calluaud, Matt Crawford

Don Young, Robert Smith,

Mark Franklin, Steve Perry,

Brett Stevens, Michael Hough,

Seth Reinhardt, Hilary Wren.

Club Contacts

Directors

President & Registrar Rep	John Clarke		0412 890 409	parclose@optusnet.com.au
Vice President & Communication	Hilary Wren		0407 263 758	editor@mgcarclubsydney.com.au
Club Secretary	Dr. Matt Crawford	Margaret	0457 411 681	secretary@mgcarclubsydney.com.au
Sporting Captain	Max Wasson		0418 431 928	mwasson126@gmail.com
Membership Secretary	Lynn Calluud	Jacques	0433 134 207	membership@mgcarclubsydney.com.au
Treasurer	David Milling		0419 634 909	treasurer@mgcarclubsydney.com.au
Board Position/CMC	Jim Lovett	Claudia	0407 478 866	jameslovett03@gmail.com
Board Position /Concours	Jacques Calluud	Lynn	0433 506 668	jcalluud@live.com

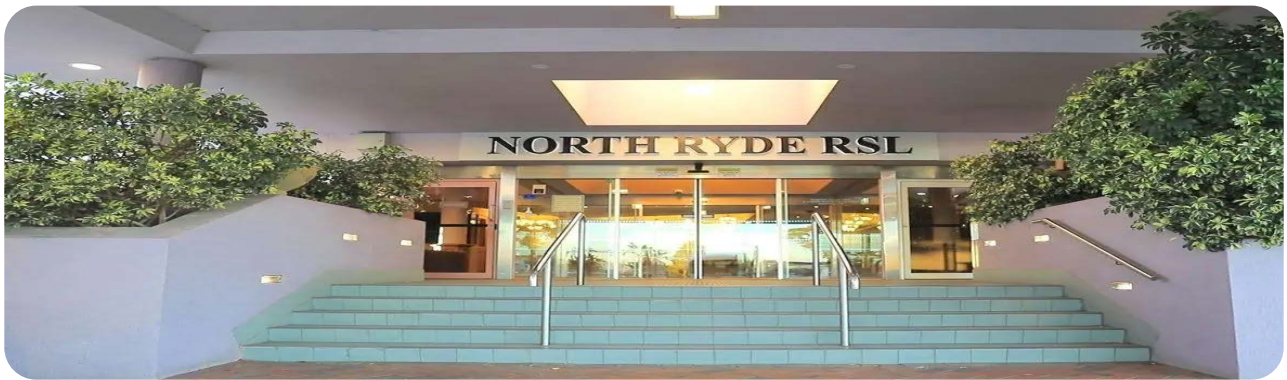
Model Registrars

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
Motor Sport Australia Rep	Max Wasson		0418 431 928	mwasson126@gmail.com
Club Plates	Clive Milward	Kim	0490 242 353	clubrego@mgcarclubsydney.com.au
CMC	James Lovett	Claudia	0407 478 866	jameslovett03@gmail.com
Illawarra Register Coordinator	Michael Hough	Wendy	0418 424 748	mhough5@gmail.com
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



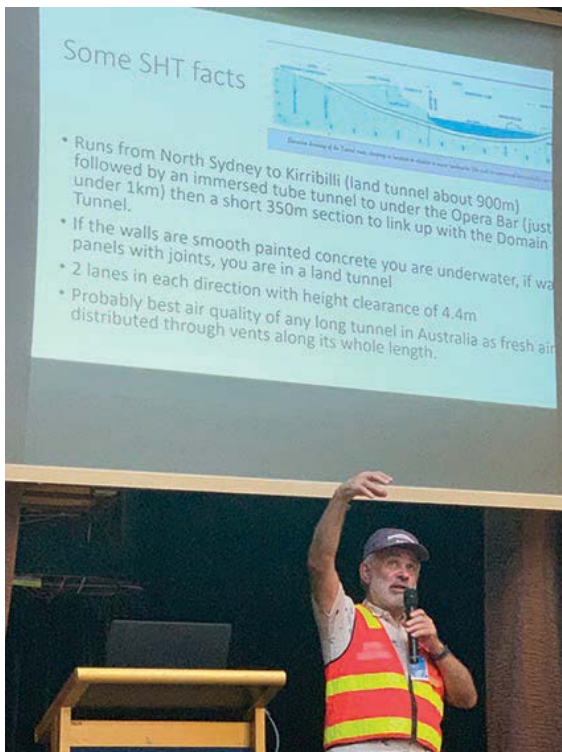
All our club meeting in 2025 will be held at The North Ryde RSL .

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.

March Members Gathering

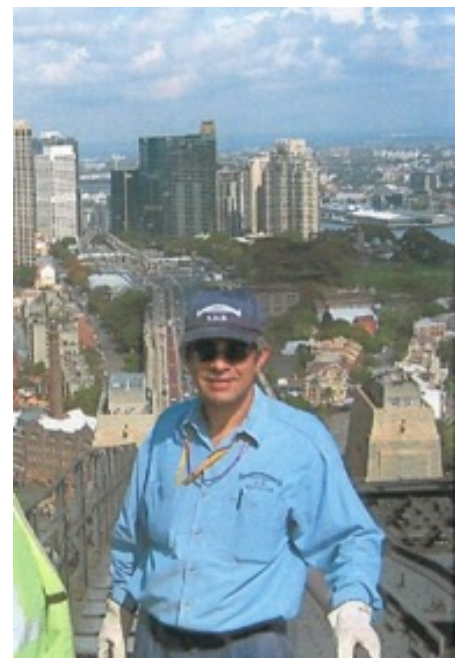


The Sydney Harbour Crossings.

One of our Directors, Jacques Calluau gave us a talk 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 covered many unknown and obscure facts about these iconic pieces of critical infrastructure, corrected misconceptions that people had about them and showed the construction video of the SHT as used in many documentaries covering the construction of the Sydney harbour tunnel.



Jacques Calluau

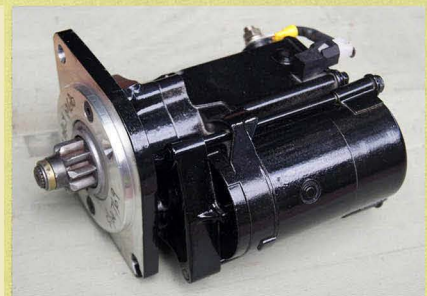
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April Members Gathering

East Timor, a Personal Experience & observations from a defence & security perspective.

Presenter: Captain David Michael RAN, Rtd

We will welcome David Mitchael to our April members gathering. During 2007 & 2008 David Michael served as the Australian Defence Attaché in East Timor during a period of heightened domestic instability and the new nations first election. The international response to assist the Government of East Timor during this period included a United Nations Mission and police force which was supported by the Australian and New Zealand Armies in the form of an International Stabilisation Force. This presentation includes an overview of conditions in East Timor at the time, the presenter's role, personal experiences and observations.

David Michael joined the Royal Australian Naval as a cadet midshipman in 1972 and spent 37 years in the permanent navy and a further ten years in the reserve before final retirement as a Captain in 2019. Much of his time in retirement has been devoted to Australian naval history through his Presidency of the Naval Historical

Society of Australia. His career in the RAN as a dual streamed seaman and supply officer involved postings to almost all elements of the Navy including service in major surface combatants, patrol boats, naval aviation and the submarine force. In addition to appointments in operational units and support bases much of his career was spent in policy, planning and management roles in headquarters as well as diplomatic representation. Career highlights included commands of the Amphibious and Afloat Support Group and the Submarine Training and Support Centre, logistics planning to support RAN ships committed the First Gulf War, Indian National Defence College, and his last posting as the Defence Attaché in East Timor.



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CLUB RUN NSW RAIL MUSEUM AND PICNIC Sunday 6th April 2025

Join us for our Club Run hosted by the TD Registrars on 6th April 2025 to the **NSW** Rail Museum at Thirlmere, followed by a picnic in the grounds. All members and their guests are welcome.

Meet: Pheasants Nest Truck stop at 9.30am on Sunday 6th April 2025.

Leave: 10:00 am to drive to Picton to have coffee or breakfast at one of the many café's in the town before departing at 11:00 am to drive to the NSW Rail Museum at Thirlmere where you will be free to browse the many beautifully restored trains, carriages and other railway history at this fascinating museum. Steam train rides are also available for the kids to enjoy.



Once you have finished browsing at the museum join us for lunch. There is a kiosk to buy food or you can bring along a blanket and a basket of food and enjoy a picnic on the grass. BBQ facilities are also available.

Entry to the museum is \$15 paid on the day. Please register to attend so we can take advantage of a group discount. Click on the link below for the route which you can print out or send the directions to your phone.

<https://maps.app.goo.gl/YiiYhvtLjULpyrT7>

There is also information on the NSW Rail Museum for groups on their website by following the link:

https://www.nswrailmuseum.com.au/files/ugd/367ea5_744eee4d7da74c2c86d3dd80c51a6653.pdf

We hope to see you on the day.

Michael and Jacqui Gerondis mgerondis@optusnet.com.au

Touring Run to Coonabarabran, Inverell, Nambucca Heads, Smiths Lake 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 |



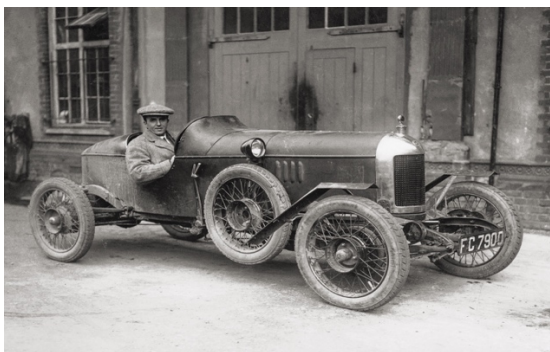
Please bring morning tea & lunch.

Please book your accommodation and then advise.

Our tour Director : Don Young on 0412 600 415

Cars & Coffee. St Ives March





MODERN CLASSIC CARS FOUNDATION

2025 KIMBER RUN

"Kimber Run" visit to the Modern Classic Cars Foundation



some of the problems effecting the classic car industry.

Why: Lack of training for many years has led to an aging work force which has seen a large decline in the number of people with the appropriate skills to maintain our cars due to retirement.

Goals: Train people with the skills required across various trades to ensure the future of the classic car industry.

How: Employing young people, while providing them with the skills required to work on classic cars.

The post-talk discussion quickly revolved around the difficulty people have had trying to find appropriate places to get their cars worked on and when they did the wait time to get the work done.

This was felt across many trades, mechanical, body work, trimming etc.

Another issued raised was the local availability of spare parts and the poor quality of these parts, which effected both the D.I.Y.er and professionals.

It's now not possible to buy a part over the counter from a specialist MG spares supplier in Sydney.

Not a problem when doing a major project, but very inconvenient when you need a small part to get you on the road again.

Coffee truck arrived and gave all some time for a chat and another look at some of the cars and parts in the workshop.

At around 12 noon most headed off to continue their chat at the Panania Hotel.

David Dwyer

This was the first visit we have had by a club since our transition to the Training Foundation.

It was a pleasure to have a great roll up of 45 members to our Bankstown Aerodrome workshop with a spread of MG's covering some 75 years.

The visit started with an informal walk around the workshop to have a look at the 20 plus cars currently undergoing all types of work from general service to full bespoke builds including the various marques of MG, Triumph, Lotus, Jaguar.

I gave a brief run down on why the Foundation was set up, what we hope to achieve and how we hope to solve





MODERN CLASSIC CARS FOUNDATION

Enhancing, restoring & maintaining classic cars whilst training the future generation



Check out the number plate!



MG. A Wedding Car Special



I just wanted to share a few photos from Saturday 8th March. My daughter Rachel was married and we used the MG TF 160 to drive her to the church.

Unfortunately, we didn't get to put the soft top down due to the weather, but that was OK.

It would have spoiled her hair anyway!

We used a friend's restored 36 Ford as the main bridal car.

Mark Franklin

**RUMOR INSISTS ON A MINI-MG FOR 1961
HERE'S SCW's SHOT-IN-THE-DARK**

WILL there be a Mini-MG? Already SCW has had letters asking, letters asserting, letters suggesting that BMC make the obvious move and resurrect the MG Midget, 1960 style.

So far, the gods have done nothing. But any day now our mail could contain pre-release facts on a world-shaking miniature sports car — a didget midget with as much punch as a Healey Sprite and two-thirds its weight.

Why should BMC do a thing like that? Here's why: because it has in Alec Issigonis' brilliantly-conceived 850 twins, the Mini-Minor and the Austin Seven, an ideal basis for something so tiny, yet so quick and so cheap that it will slam open the world's eyes every bit as far as they went when MG came up with the very first Midget around 1930.

First, a quick look at the existing Mini. Basically the car is a steel platform with, literally, a wheel at each corner. The wheels themselves are tiny — 10 in — to save weight and to save interior room. The engine, a BMC A-type four-cylinder destroked to give 848 cc, is mounted across the car ahead of the front wheel centreline. The radiator is set sideways high on the engine's left. Gearbox and final drive share the main engine sump underneath the crankshaft and the differential, driven through 90 deg gears, of course, instead of the usual bevel arrangement. The engine drives direct via jointed halfshafts to the front wheels.

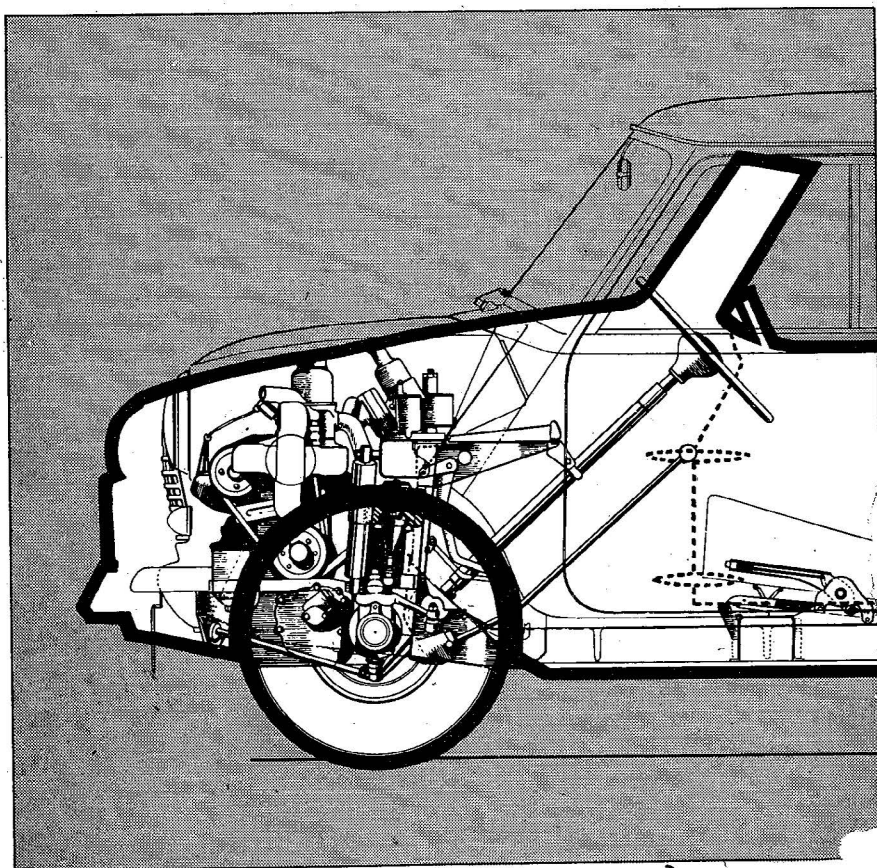
Suspension is by rubber cones loaded through levers connected to the suspension arms. All four wheels are independently sprung, so the floor pan sweeps uninterrupted between the back wheels. Engine, transmission and front suspension all rest in a pressed steel cross-member that attaches through eight bolts to the main frame. The engine and transmission together weigh only 310 lb, thanks to BMC's use of aluminium and magnesium casings.

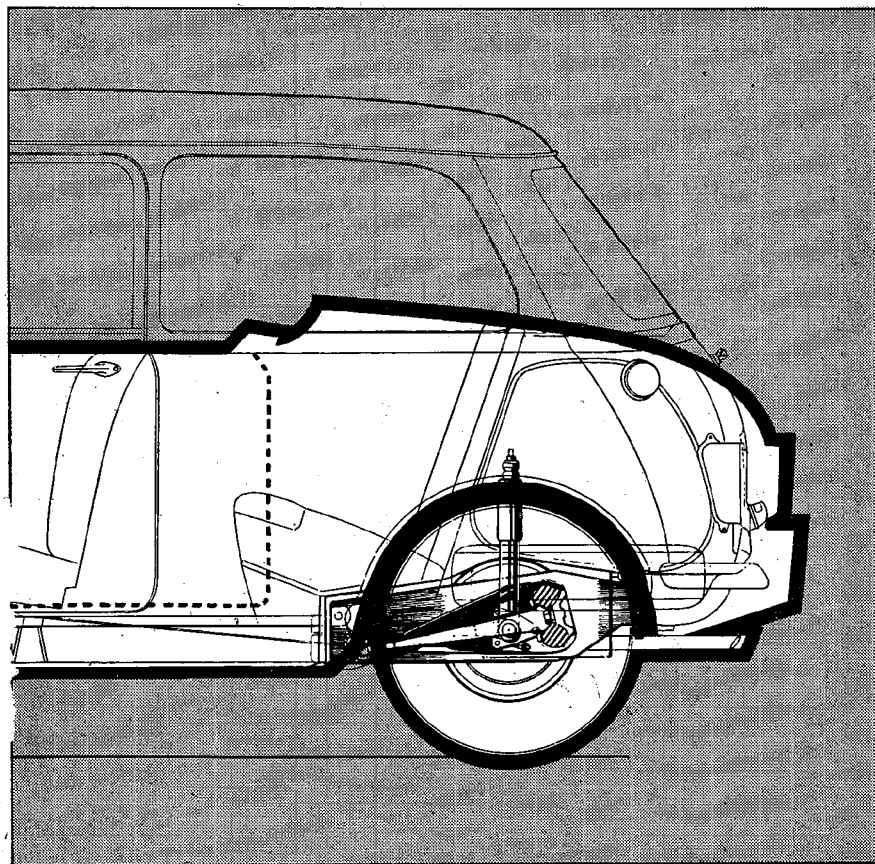
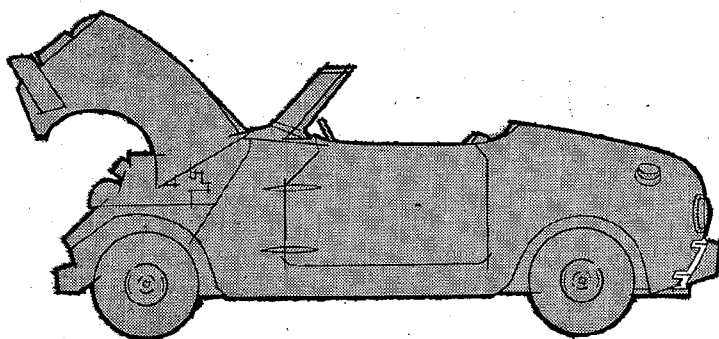
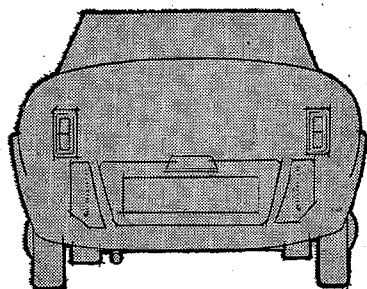
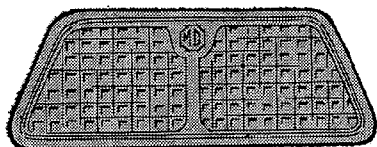
Overall length of the platform is a tiny 10 ft for a wheelbase of 6 ft 8 in. Track is just under 4 ft.

Major achievements of the Minis, apart from their almost incredible compactness (four really big adults are thoroughly comfortable in the sedans), include superb ride and staggering road-holding.

Maybe you're beginning to see what we mean about sports car application. As a sedan, the Mini-Minor (with which we've had considerable experience) is an exciting road performer. Its 37 bhp at 5500 is enough to produce 0-50 times around 18 sec. Four well-chosen ratios — although second could be a little higher for sports car use — give 22 mph in first cog, 38 in second and 58 in third. Top gear is not high at 14.85 mph per 1000 rpm, but 60 and 70 mph cruising is no dream.

IS THIS THE NEW MG?





The little 850's cornering power is up with that of many sports cars already, and with none of the vices often associated with front wheel drive. Reason for the Mini's immunity is a system of rubber universal joint bushings evolved by the same BMC-sponsored experimental plant that came up with the rubber suspension system. The inner bushed joints work in conjunction with Rzeppa constant velocity outer universals, eliminating low-speed snatch. Technique in a tight turn is to punch the car in with the throttle wide open and simply steer it through. We failed in four days with two Mini-Minors to induce any sign of rear-end breakaway. The worst that can happen is that the car will slide bodily toward the outside of the bend. Understeer is, of course, the predominant characteristic.

Brakes — tiny, conventional drummers are smooth and efficient.

Adaption of Issigonis' basic design would, as we see it, be quite straightforward. Briefly, the process would involve substitution of a simple two-seater shell for the present four-seater body, using small pressings for minimum tooling cost and quick amortisation. Styling had best follow the broad lines of the Austin Healey Sprite, although we see no need to retain the Sprite's bug-eye headlamps. The same rules for space-saving, accessibility and strength apply to the smaller car. That means we can look for a one-piece back-hinged front assembly, a single tail panel and consequent boot access through the cockpit.

Those considerations alone will in part dictate the new car's styling. Other obvious criteria are the extreme forward engine mounting, making for a high, blunt nose, and the wheelbase/overall length ratio, which makes big overhangs unlikely. Assuming BMC will use as many unaltered Mini parts as possible, that leaves a pretty definite outline.

For SCW's ideas, see the illustrations. Your own may well be different — after all, your guess is at this stage as good as ours.

Underneath, look for a specification almost identical with the sedan's. A power increase is almost certain, although whether BMC will simply add another carburettor to the potentially high-revving short-stroke 850 or substitute a full-house Sprite top half we know not. Even with the first arrangement, maximum power should reach at least 40 bhp at 6000 rpm. Assuming the sports car's designers can pare a hundredweight and a half from the Midget over the Miniminor's 1320 lb kerb weight, power-weight ratio should emerge at a healthy 80 bhp per ton or so. That alone should give the car a road performance close to the MGA's.

Finally, price. Information to which we alone (so far) have access suggests something between £750 and £800 Australian. A thrilling prospect? That's what we said in the first place! #



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\$900

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it!**



\$440ea

**Full length Floor Pan Sprite MKI &
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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Email: mgspareparts@gmail.com Web: www.mgspareparts.com.au



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

Magnette Registrar Run to Hanna Park. 4th May.



Hanna Park is hidden from North Richmond and the 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.

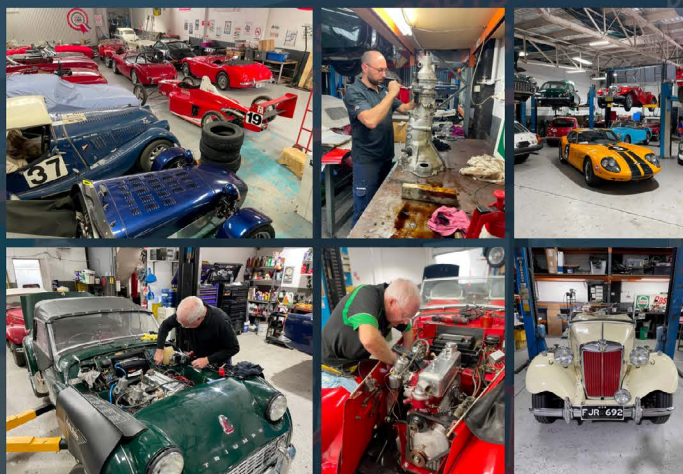
Hope to see you there in your MG or any other vehicle you wish to bring along.
No booking necessary.



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CSCA Round 1: Sprite Car Club SMP Amaroo Circuit 15th March

We had the following five MG club members join the Combined Sports Car Association: CSCA Supersprint Series fray on a stinking hot Saturday for the Sprite Car Club CSCA Round 1; in a full field of just under 100 entrants, with some on a waiting list. The MX 5 Club of NSW has rejoined the CSCA again in 2025, and the extra entrants were very welcome in helping to fill the entry list!

Late entrants this time went on a waiting list – something that has not happened for many years.

Gary Maher (Ford Escort MkII), Greg Smith (Toyota 86), Alan Nolan (MGB GTV8) and Craig & Steve Perry (MGCGT).

The Sprite Car Club had organised and run a very polished event indeed, with very few issues, meaning we got through each of our Groups of 14 in around an hour and ¼. Unfortunately here were two drivers in another Club, who did not uphold the normal driving standards we require in the CSCA, and there will be follow up discussions with each on their general attitude to see if they will be permitted to compete again. One car – a Nissan 370Z lost traction out of Turn 1 and had a tank slapper than slid into the wall, but was able to limp back to the pits, leaving the driver with a bruised ego but otherwise OK, and some panel damage. Another driver collapsed in the pit area with heat exhaustion, and was treated and later OK.

It was a real shame it did not warm up much from the icy start at SMP at around 25 degrees, as it rose to at least 37 degrees when the nice cloud cover was burnt off by the big ball of fusion after lunch.

Great to see a few from our club competing including the ever green and smiling Gary Maher, and return of Greg Smith - well done Greg, as it was good to catch up again and see him compete in a different car this time – a very smart Toyota 86 with a rear wing big enough for an A380. (Greg had all sorts of excuses for not competing in recent times as he suffered a huge race accident on the main straight at full noise in his well prepared MGBGT at SMP some years ago, requiring a holiday in hospital for about 5 days, and a resulting much shortened MGBGT at both ends, then he followed that up much later on with some primary pump issues that needed surgery). So I guess we have to accept his excuses! Greg enjoyed the day punting his 86 around very smoothly indeed, and he and Craig Perry had some close runs together in the same Group, putting in some fast close times.

Greg's son and family also turned up in the heat including a future driver in his 2 year old grandson who kept wanting to walk towards the track and all the noise, so he must have some (non electric) driver genes.

Alan Nolan was competing in supersprints again this year in his concourse quality MGB GTV8, which he has to fit into a rather tight competition schedule which includes his big Nola Chev 5 litre historic sportscar that his nephew Daniel Nolan drives in Historic Race Meetings, and an RX-7 that Daniel drives as well. Nice to see member Lindsay Trevitt come along with Alan to assist him with unloading & car prep etc, as he does for the Nola Chev. Shame Alan then developed a problem or two right from the start with his beaut MGB GTV8 in the first run, as it refused to rev, and he had to retire very early, with what might be an electrical issue

to be investigated, as Alan said it would not rev over 4000rpm and then the V8 completely refused to start. (Maybe the V8 was smart enough not to want to run on such a hot day!).

My son Craig and I had a great morning in the dual entered MGCGT while the clouds were about, but I got rather too hot in the afternoon, but Craig was happy to keep pushing the MGC in the heat, doing his best time on his last run, which was surprising given bitumen usually has less grip the warmer it gets at SMP.

The MGCGT has some additional cooling vents in its nose & bonnet ("hood" if you speak American), which kept the water temp at just on 100 degrees – a good test. It was not happy idling or accelerating when it came in off circuit however, probably due to some race fuel trying to vaporise in the hot engine bay. A few attempts to re-start by myself and Craig in successive runs resulted in a low battery charge, and we lost an hour re-charging it. This circuit is hard on brakes, and I noticed a lot of brake dust inside the front wheels.

Gary just kept running his Escort hard all day – so good on him (just quietly, Gary is over 80!). Gary is a very smooth driver running clean lines, and keeps out of trouble while happily revving the Escort's modern Zetec engine to beat his previous time.

I am hoping we can all get together again on Sunday 1st June for our first CSCA event at One Raceway in Goulburn, to be run by MG Newcastle, and they need a big competitor field to cover costs (now double the cost of what Wakefield Park hire used to cost!).

Any other members out there who would like to join us??

MG members' Results for Round 1.

A big field of 96 Drivers.

Class Results, also available on the Natsoft website.

Craig Perry	1st in Class CD2 1:06.86	MGCGT (27th Outright)
Steve Perry	2nd in Class CD2 1:08.88 (47th Outright)	MGCGT
Alan Nolan	2nd in Class CD3 1:22.19 (with issues)	MGB GTV8
Greg Smith	2nd in Class P2 1:07.52 (35th Outright)	Toyota 86
Gary Maher MkII	9th in Class R1 1:13.11 (72nd Outright)	Ford Escort

Fastest Time of the Day (FTD): Williams Sports Racer
1340cc 0:58.33

Steve Perry





Steve Perry



Alan Nolan



Gary Maher



Greg Smith



Craig Perry



Steve Perry

Photos by Brett Stevens

Club Sebring- Le Mans Replica **FOR SALE**



The MGCC NSW's stunning 1969 MGB in the style of the famous Sebring and Le Mans cars is for sale.

A fabulous and easy to drive fast road or track car, this would have to be one of the fastest and best handling MGBs on the road and is being sold at a fraction of what it cost a previous owner to build.

Amongst many other things it has a re-bored, modified and tuned engine running a Weber carburettor, 4 pot front disc brakes, Frontline 5 link rear suspension, 5 speed gearbox and sits on 15 x 6 inch Minator alloy knock off wheels.

A full specification of the many enhancements is available.

Meticulously maintained by Peninsular Sports Cars and Moxham's Garage, the car is in Concours condition, has engineering certification and is currently registered on the NSW Classic Vehicle Scheme.

Price: \$43,500

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mwasson@126@gmail.com

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MGB Musings

MGB TYRES

I often get asked "what sort of tyres should I put on my MGB?"

Well recently I had to ask myself this question as I decided to 're-shoe' the BGT.

The first thing I would say is to get the best tyres you can afford. You can have the hottest engine, and the most fancy upgraded suspension but it means nothing if the your tyres are rubbish. You only have about a hand print size of rubber on each tyre between you and death. You want to make sure it is good rubber.

The problem now days however is that the choice of good tyres for an MGB is becoming increasingly difficult as there are less and less cars in general that use tyres of the right sizes for an MGB. Most MGBs in Australia have wire wheels and these were 14 inch diameter and 4.5 inches wide. If you have an MGB with original steel wheels then these were 14 inch diameter by 5 inches wide. The original MGB Roadster came out with 14 x 5.6 inch cross plies.

Later these were changed to 155R14 radials on the Roadster and 165R14 radial the MGBGT. If absolute originality is your thing then there are specialist suppliers that can provide old pattern tyres in these sizes. However they are expensive and tyre technology has moved on significantly since then.

The problem in getting modern tyres of the equivalent size is the side-wall height relative to the width, referred to as the profile. Although no profile was specified, the original radial tyres had an implied profile of 82, usually rounded down to 80. With most modern cars having low profile tyres, some as low as 25 on high performance European cars, the only non-specialist tyres you are going to find with an 80 profile now-days are light truck tyres, which I wouldn't recommend for an MGB.

However, if you reduce the profile and maintain the same width of tyre you will be reducing the rolling diameter of the tyre impacting the gearing and speedo reading. (Interestingly however, despite the difference in tyre size and therefore rolling diameter between the Roadster and GT I cannot find any evidence that MG actually fitted differently calibrated speedos. There is also no difference in part numbers for replacement units.)

Most of us are probably after a wider tyre than the 155 original in any case, so the question is what is the best combination of profile and width for an MGB? Below is a table* that shows the original tyres and their rolling diameter, and some realistic alternative sizes. I say realistic because the maximum width of tyre that can be fitted is determined by what will safely fit on a 4.5 or 5 inch rim without coming off, and also what will clear the inside of the guard without rubbing. While the internet abounds with stories of people who have fitted 205 width tyres on original rims to an MGB, the general opinion is that 185s are probably as far as you can reasonably and safely go on 4.5 inch rims. Rubbing is particularly a problem on some, but not all MGB Roadsters where the left rear tyre tends to rub when cornering, even with good rear springs. I had this

John Clarke



problem a few years ago with some 185/70 tyres Pirelli's. You can however take a millimetre or two off the inside lip of the rear guard if you are game to take to your pride and joy with an angle grinder.

Tyre Size	Rolling Diameter mm
• 155R14	597.4
• 165R14	613.0
• 165/75R14	603.1
• 175/75R14	618.1
• 175/70R14	600.6
• 175/65R14	583.1
• 185/70R14	614.6
• 185/65R14	596.1
• 185/60R14	577.6
• 195/60R14	589.6

You will see from the table that the 175/70 closely matches the original rolling diameter for the Roadster, and 175/75 the GT. However like the 80 profile, I have found that the range of 75 profile tyres is very limited, mostly for light trucks only and in little known brands.

All things considered therefore I have decided upon 175/70/R14s for both my Roadster and GT and have now had several replacements of tyres in this size. 175/70 still provides a reasonable rolling diameter for the GT. It is not too wide for the rim and should not rub on the inside of the guard on the Roadster. Importantly there is also still a reasonable, if not large selection of good quality, brand name tyres in this size.

*Some of the information for the table is from Skye Nott, MGB Tire Sizes, The MG Experience 2006-04-02 (mgexp.com). I would note that there are other sources that cite slightly different diameters for each tyre size.



John Clarke

MG Cyberster: Old Spirit, New Tech



A contender in this year's Wheels Car of the Year award, the MG Cyberster has now properly arrived in Australia after much anticipation last year about the all-electric convertible from the company that – in its earlier incarnation mid last century – made sports cars truly cool.

Slick exterior styling including showstopping electric scissor doors opening upwards certainly ensured Cyberster made a splash when unveiled, as MG seeks to address the perception it only makes SUVs these days.



And while there have been quibbles about the roadster's drive quality over less-than-perfect road surfaces and its lack of engine noise (though with the option of 'fake' engine noise), there is no questioning its impressive basics: an electric motor on each axle making 375kW and 725Nm and delivering all-wheel-drive acceleration for a claimed zero to 100km/h sprint of 3.2 seconds, combined with a claimed 443km driving range.

And as we discovered during COTY testing, the MG Cyberster is seriously fast in a straight line, a sensation enhanced with the roof down and the air howling around you. It's ability to dart into the distance is enhanced by its classic roaster proportions and aerodynamically designed 'Wind Hunter' front for maximal airflow.



Hi-tech interior

Inside, we're a long way from a 1955 MGA, with three screens set up in a futuristic cockpit to keep the driver fully informed. The central 10.25-inch instrument cluster displays driving information including speed and the customisable ADAS system, while the left touchscreen displays navigation, radio and phone mirroring via CarPlay or Android Auto. The right screen displays battery status and 360-degree camera when activated.

Alcantara racing-style seats befit the convertible's sports car spirit and feature electric adjustability and lumbar support, while the Nappa leather steering wheel is lovely to hold.

Dual-zone climate control, eight-speaker BOSE audio system and Apple CarPlay & Android Auto make the effort getting into the car totally worth it. As in any new-gen car, driver safety and assist programs are on tap via MG Pilot Technology Safety suite.

wheels "WHICH CAR?" March 4th 2025.



Heritage-inspired exterior

Of course, it's the exterior where the Cyberster comes into its own in the head-turning department. Power-folding fabric roof (which can be raised or lowered in 15 seconds), LED head and tail-lights, 20-inch alloy wheels and an overall shape inspired by the MGB roadster. The scissor doors are naturally the focal point when getting in and out, raising directly into the air for a show-stopping trick.

Paint choices are sports car hero colours, from Diamond Red Metallic to English White, Camden Grey Metallic, Sterling Silver Metallic and Royal Yellow Premium.



Driving Experience

As Wheels discovered during COTY road testing, the Cyberster behaves more like grand tourer than sports car around bends and over uneven road, but no one can question its thrilling acceleration, particularly in Sport or Super Sport mode.

Activate Launch mode – signified by a rocket logo on the instrument panel – and that instant acceleration is a thing to behold. Steering can be a little airy, while the suspension could do with a tuning for Aussie conditions, but the tech also allows for plenty of adjustment to the ride.

And it's hard to argue with ride quality when the top is down while opening up on a country lane.

Range

MG claim a 443km range from a full charge of the 77kWh lithium-ion battery, or nearly 400km from a recommended 90 per cent battery charge.

Full charge is reached in approximately nine hours from the 11kW AC on-board charger (around 6 hours and 15



minutes to charge to 90 per cent), or closer to 11.5 hours on a 7.4kW home charger. On the road, the Cyberster manages a maximum charge rate of up to 144kW, which facilitates a 10–80 per cent top-up in about 40 minutes.



MG Cyberster – Essential Specs

- 375kW combined max power
- 8 Speaker BOSE® audio system
- 725Nm of combined torque
- Apple CarPlay® & Android Auto™
- 443km of range (WLTP)‡
- 20" alloy wheels
- Scissor doors
- Rear light-inspired Union Jack
- Dual motor
- Front Brembo fixed brake calipers
- 0-100km/hr in 3.2 seconds
- Ambient lighting
- Wraparound 3-screen cockpit
- Heated front seats and steering wheel
- Full electric hood



Illawarra Register

Welcome to another month of classic motoring, and I hope that you are enjoying taking a classic car for a run.

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.

Illawarra Register Program for 2025

I reported in last month's *Opposite Lock* that the Lions Club organised Gerringong Car Show was called off at the last minute due to heavy rain, and we do not have another Illawarra register event scheduled until after this edition's deadline see our 2025 schedule following

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.

- **March 27** Thursday Lunch at Bundeena Club via Royal National Park. RV at Bundeena Club for 1200 for lunch.
- **May 18** Sunday Heritage Motoring Day 2025- Berry or at the Illawarra MotorLife Museum TBA. Unfortunately, we have just been advised by the NMH Berry organisers of significant extra costs to

Michael Hough

attend the day (up to \$A20 / car a and each extra person will also be charged, and prepayment required. This may deter many of our attendees.



On investigation, we have found that the fee increases are caused by Council increased hire fees for the Showground, plus increased insurance premiums. This trend is becoming very concerning, and I will use next Month's magazine to suggest some remedial action by combined car clubs.

- **July 24** Thursday Bald Hill Stanwell Tops. RV at 1100, Lunch- Headlands Hotel Austinmer.
- **September 25** Thursday Mt. Annan Gardens & Lunch
- **October 26** Sunday Jamberoo Car Show
- **November 27** Thursday RV Breakwater Battery Pt Kembla, then Hill 60 Lookout & Morning Tea

I attended the HMAS Albatross Open Day in early March 2025 and attach are some photographs of the display- especially the HARS historic airframes ,Auster AOP & Huey helicopters. Enjoy.

Michael Hough Illawarra Register



HMAS Albatross Open Day in early March 2025





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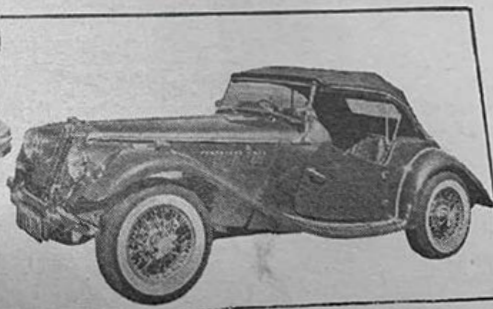


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Bomber jacket- a retro style black poly cotton twill jacket with red highlighted trim and taffeta lining. Press stud front. Embroidered silver club badge on front and large embroidered MG Octagon and Safety Fast motto on back. \$150



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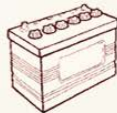


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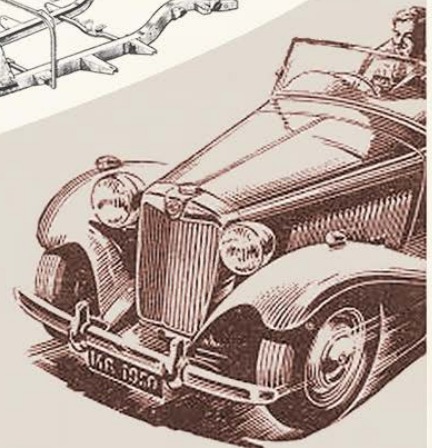
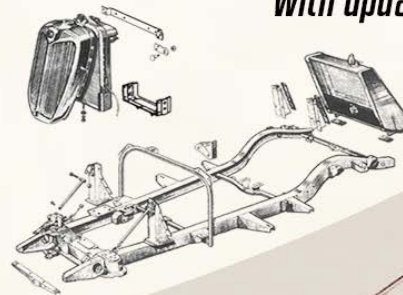


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Long time club member Brian Mc Kenzie kindly recently loaned his MGB to feature in a video.

The video was shot at Bondi Beach to promote a 1980's British band. The Kooks.

Please click on the below link for your visual and audio pleasure!!

<https://youtu.be/GXr7LQoWm2Q?si=aFEecbBkfoBlkJqs>



1968 MGB Mark 2 Roadster

I am regretfully selling my Snow White 1968 MGB Mark 2 convertible roadster equipped with an 1823cc engine and four-speed manual with overdrive. This is vin number 685 with engine number 18GDRWEH1832.

It's been a great little car and drives well.

Owned by an enthusiast, the MGB has always been garaged. The car is currently registered on club plates.

A soft top and rain cover will be included in the sale.

Location: Wagga Wagga NSW

Price: \$21,990 ono

Contact: Martin Breustin

breustm@live.com

Kim: 0421 619 119

Classifieds - Cars



MG TF 1954

Registration number MG 5907

I've been a club member for a few years now and unfortunately I've reached the conclusion I need to let my car go and believe it will find a good home if advertised in the club classifieds.

Location: Wahrenonga

Contact: Greg Best with expressions of interest

0407 899 636

bestgr61@gmail.com

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Classifieds - Cars



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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

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philoloan58@gmail.com



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Upgraded front brakes & suspension
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All electric instruments
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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



1972 MG B 1800cc

- Camino Gold.
- Australian assembled and in very good condition.
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- 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

0407 543 050



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



NEW

1972 MGB GT with Overdrive.

Sunroof & Power Brakes in Damask Red
It has undergone a restoration/rebuild over the past 10 yrs. Sale due to ill health
The car has had rust cut out & replaced with either new or remanufactured panels
It has all matching numbers ,engine, gearbox & diff are in excellent condition.
The paintwork would benefit from a respray. Below items are all new:

- Front Windscreen & rubber seal
- Rear windscreen rubber seal to be fitted with brightwork trim
- Oil Cooler with braided lines
- Accu-Spark Electronic Ignition with new coil and plug leads
- Alloy Tappet Cover.
- Heater Switch & controls
- Clutch Master Cylinder, seals on slave cylinder
- Headlights & LED globes
- Woodgrain Dash Board trim
- Clutch & Pressure Plate
- Ramflo's on SU carbies
- GT Rear Springs
- Rubbers gaskets, gaiters & links arms to fully refurbished front end
- Front disc pads, bearings, brake lines
- 74 V8 style Chrome & Black Grille fitted in lieu of fishmouth grille
- Fuel Tank . > Choke cable
- Handbrake Cable fitted
- UK made black with White Beading Seat Covers
- "MG" logo rubber front mats & new carpet set throughout
- Canvas cover fitted to sliding roof
- 185/70R 88H white wall radial tyres x5 on refurbished Rostyles chrome rings
- 12v Battery conversion
- Rear chrome overrides
- Seals & gaskets fitted to fuel pump

Location: Randwick

Price: Offers around \$25,000

Contact: Roy Morgan

0422 892 374

morgan@optusnet.com.au



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



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

jcalluaud@live.com



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



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

rturner.architecture@gmail.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 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



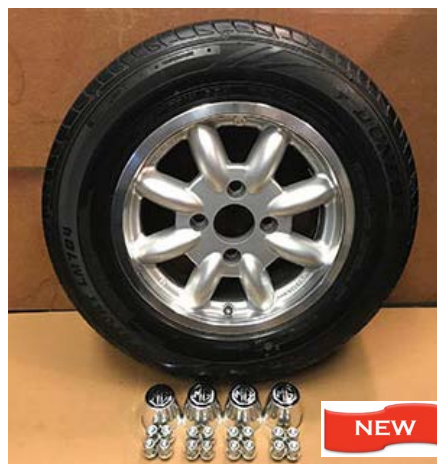
Quick fill fuel and/or radiator cap

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. \$85.00 plus postage.

Contact: Syd on 0418 18 0418



MGB 4 Minilite Wheels & Tyres

Genuine Minilites from the UK, not replicas

14" x 6" with ET22 off-set

Silver with diamond cut rim, new MG centre caps and nuts

As brand new and unmarked

185 / 70R14 Dunlop SP Sport tyres (used approx 2,000 miles)

Fully balanced, ready to fit any "bolt-on" MGB

Price: \$1,000

Sebring Headlight Covers

As fitted to factory "Sebring" race cars

Brand new, still in box, never fitted

Price: \$100

Contact: David on 0414 576 376

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.



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



Sportsparts Pty Ltd.

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GREAT NEWS WE'RE STILL IN BUSINESS NOW TRADING ONLINE

- We've specialised in original and reproduction MG parts for over 30 years
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- Check that your postal and payment details are up to date
- Parts will be packed & posted with shipping costs calculated

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