



Official Journal of the MG Car Club – Sydney

# *Opposite Lock*



June 2025

In this issue

National Meeting 2025

Master Cylinder Faults

Touring Run to Northern NSW

MGs in Education

# MGCC Sydney Club Calendar 2025

## 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

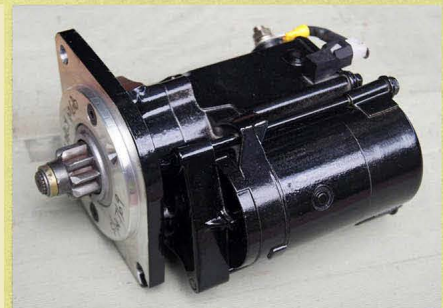
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## June President's Report

As John Snow (for all of you Game of Thrones fans) famously said, "winter is coming". It is hard to believe that it is June already and that we are halfway through the year. But don't worry there are lots of activities still in store for us to enjoy with our MGs for the remainder of the year.



Our current Club Plates Official, Clive Milward is relinquishing the role, and I was really pleased to get such a good response to my call out for volunteers for a new Club Plates Official. Being able to provide cheap concessional registration under the Historic and Classic schemes is a key benefit we provide to our members, so this is a really important role in the Club. I will let you know who the new person is shortly and would like to take this opportunity to thank Clive for his contribution. Thank you, Clive. We are a volunteer club so we rely on you, our members to fill positions and help with activities for the benefit of all of our members.

I am concerned that the number of members attending our monthly gatherings seems to have dropped off over the last couple of months. I know the weather hasn't been the best recently, but are there other reasons? Please let me know if you think there are.

Our members gatherings are a great opportunity for you to have a good night out, a nice meal and engage with other MG enthusiasts. We do try and get interesting guest speakers on MG, car related and general interest topics to keep everyone entertained. However, it is a difficult task to come up with guest speakers for each meeting. If you know of someone who has an interesting story to tell, or for that matter if you would be prepared to get up and talk yourself about your MG history, a restoration, a technical subject, your competition exploits or any topic that would be of interest please let me or any other of our directors know. We are always on the look-out for guest speakers.

Well, that's it from me for another month. Don't let the colder weather dampen your MG enthusiasm. Remember MGs are English cars and our winter is much like their summer so rug up and enjoy your MG.

*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!

Jan Sialana	Non-marque
Peter Snowdon	TC
David Wear	TF
Kurt Waters	MGB
Mark Robertson	MGA

832 Active Members



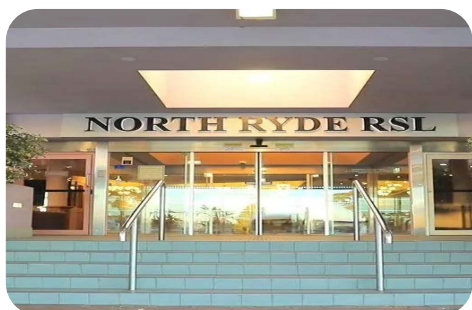
So, you have bought a 'new' MG, or you have unearthed one long lost in the garage or you have finally finished that long, long, longer than you expected restoration & decided to now join the club.

We want to hear your story!

*Please send a short story about your car by email*

*and do not forget some pictures!*  
to: [editor@mgsydney.com.au](mailto:editor@mgsydney.com.au)





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



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Page 12-14 Tour of Northern NSW



Page 18-20 MGs in Education



Page 24 Illawarra Report



Page 25 Fake News



June 2025 Cover:

Silo's at Merriwa NSW taken on recent MG Touring Run to Regional NSW.  
Photo taken by Hilary Wren.

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June 2025

### Opposite Lock

Contributing photographers:

Thanks To:

Jacques Calluad,

Matt & Margaret Crawford

Michael Hough,

Hilary Wren, Paul Harrison,

Claudia Lovette,

Alan Hertiage, Scott Bailey

Peter Baldry, Ian Garrard,

Richard Exton

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web: [mgcarclubsydney.com.au](http://mgcarclubsydney.com.au)

Magazine contributions:  
[editor@mgcarclubsydney.com.au](mailto: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.

# 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

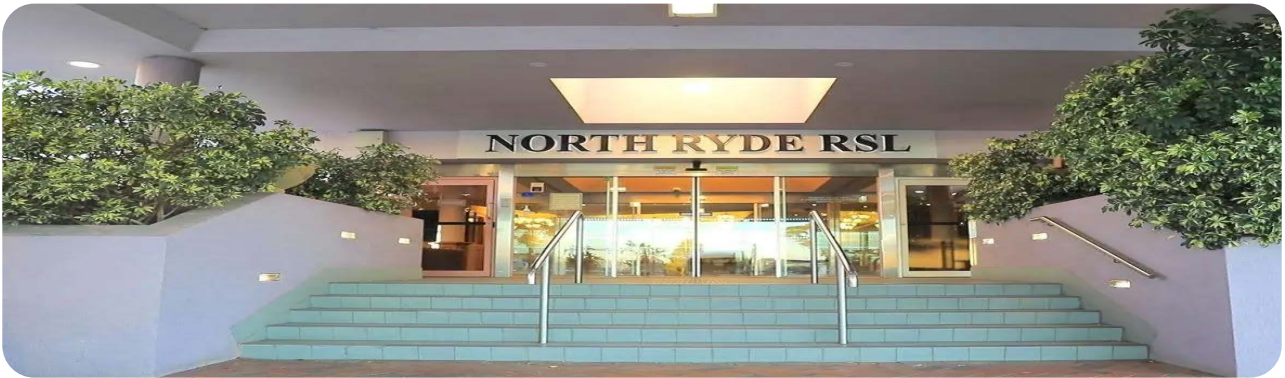
## Model Registrars

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	Vacant			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	Dom David		0414 407 400	dom.d.david@gmail.com
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 be held 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.

## Membership Renewals

**A reminder that all membership renewals are due on the 1st July 2025.**

To help our volunteers it has been decided by your board, to move away from cash, cheques and EFT and all payments will need to be made by card through the website using either credit or debit card.

If you are unsure how to pay on-line, have a family member or trusted friend to help you. You may also call Lynn, Membership Secretary on 0433 134 207 to assist. If you can only pay by cash, please put the money in an envelope with your name & membership number, bring it to a monthly gathering and give it to the Membership Secretary or the President.

You are encouraged to renew your membership, along with any family members before this date to keep your membership current. As in previous years, our

### Membership Renewal

**by credit or debit card only**

Click on the link in your reminder email

**OR**

go to

[www.mgcarclubsydney.com.au](http://www.mgcarclubsydney.com.au)

click on → **Member Profile**

click on → **Renew 1<sup>st</sup> July 2026**

You will be given the option to download & print your membership card or save to your phone ... that's it - easy as



ABC

membership system will automatically send a reminder email that membership is due. The email will contain a 'renew now' button. By clicking this button, you will be directed to your profile page where you can check that your personal and car details are up to date, then follow the prompts for payment. This is the easiest option and your membership will be instantly updated.

You can also renew your membership at any time by logging into your profile via the MGCC website

<https://www.mgcarclubsydney.com.au/> click the Members button, log in and then the renew button and follow the prompts to action your renewal.

Whichever on-line option you choose, a confirmation of your renewal and a payment receipt will be automatically forwarded to you by email. Your profile will also be automatically updated to reflect your new renewal date, as will your membership card and your ability to download it, if you wish to print out a hard copy.

We are delighted to say again this year that there will be no increase to membership fees, they will remain unchanged and are as follows:

- Renewal Individual Member \$100
- Renewal Family of two \$115
- Renewal Family of three \$130
- Renewal Family of four \$145

We appreciate your support and involvement with the Club and look forward to your renewed membership for the coming year.

Membership Secretary 0433 134 207

[memberhsip@mgcarclubsydney.com.au](mailto:memberhsip@mgcarclubsydney.com.au)

*Lynn Calluad*



## June Members Gatherings



Please joins us at our members gathering on Tuesday 10th June at North Ryde RSL, where we will welcome Damien Duigan who will talk to us about Donington Auctions at Amaroo Park. Donington Auctions and Sales are Specialists in Collectors' Cars and Motorcycles, Tractors, Automobilia, Heritage Registration Plates, Antiques and Collectables.

## THE MG CAR CLUB



## WE NEED YOU

### POSITIONS VACANT

#### CLUB PLATES (Historic Rego) OFFICIAL

Historic rego is a key benefit for our members and this is a key position to fill for our club.

We are a volunteer club and rely on our members to fill positions.  
Unless these positions are filled we may not be able to host certain events.  
Can you help? Please contact any of the Directors.

## Breakfast Run Sunday June 8th



Join us for a fun drive along Old Bathurst Road & the Great Western Highway, followed by a casual breakfast:

**Sorensen's Glasshouse & Gardens Cafe, Leura.**

Sunday 8th June 2025.

**Meet:** a) 7:45am at McDonalds ,4 41 Great Western Highway, Wentworthville NSW 2145, for 8:00am departure.

**OR:** b) 8:15am at Glenbrook Visitor Information Centre, Hamment Place, Glenbrook NSW for 8:30am departure.

**Navigation:** The run will take approx. 120 minutes from Wentworthville or 40 minutes from Glenbrook - click on the below link for directions:

<https://maps.app.goo.gl/vSLtEiDN6j5jfAbZ7>

**Breakfast:** Members and guests can choose from the menu and pay on ordering.

**Bookings:** by 5pm Wednesday 4 June 2025 via the MGCC Website. Limit: 30 places.

**Enquiries:** Julie Porter-Stephens: [breakfastruns@mgcarclubsydney.com.au](mailto:breakfastruns@mgcarclubsydney.com.au)

## 2025 MG National Meeting Albury -Lap Dash

Monday 21st April 2025. – Logic Centre Barnawatha North, Wodonga Tafe Driver Training Complex., located 15-20 minutes drive south of central Albury.

The Lapdash Sporting Event was offered as an alternative to the Discovery Run on Easter Monday.

The circuit is a sealed bitumen track 1.6 km long and the event was run in two sessions : Classes A to Q in the morning and Classes R to ZZ in the afternoon. The event was really well run with competitors in each session being sent out in groups of up to eight entrants for 3 separate 10 minute sprints. Timing was measured by Dorian electronic timers.

We were very fortunate with a clear sunny day for the event and despite the threat posed by ominous clouds. Of the 80 competitors entered, 40 were from Victoria, 9 from Newcastle, 7 from Queensland and 4 from Sydney Club. Despite a few withdrawals with mechanical issues and a few "offs", I believe all competitors survived the event intact.

The results from the day again appeared to favour the smaller and more nimble cars with the Fastest Aggregate Time of the event being recorded by Rodney Wells (Vic) (with a time of 00:58.72) and Tony

Vollebregt (Vic) both in MG Super Specials and Cameron Lepp (Newcastle) in his MG Special (Post MGTF).

Sydney club fielded 4 competitors Syd Reinhardt in his MG TC Special Class – 1st place (01:12.4427); Alan Nolan MGBGT V8 Class – 1st place (01:03.4783) ; Warwick Protheroe, MGBGT V8 Class – 3rd place (01:16.4808); and Alan Heritage, MGC GT Class – 1st place (01:15.6655).. all earning valuable points for the Sydney Club.

Spectators saw Peter and Delia Rayment (Qld) again competing in their now 51st MG Natmeet in their trusty MGTC and although not clinching a best time of the day, they were there competing and earning valuable points for their Club. It was great to catch up with fellow competitors from across our nation (and across the ditch) and including Antoinette Redhead (Newcastle), daughter of Phil and Marta Redhead (ex Sportsparts), driving an MG Special (post MGTF).

In 2026 we are to be hosted by the South Australian Club at Hahndorf, SA and competitors will be able to test their mettle on the Bend track (Tailem Bend) a 45-50 minute run from Hahndorf.

*Alan Heritage*



*Alan Nolan Silver grey MGBGT V8*



*Alan Nolan Silver grey MGBGT V8*



*MG Midget engine bay 1800 cc K series 16 valve engine*



*Phil Reedhead preparing Antoninettes MGB Special*



*Alan Heritage's red MGC GT in the pits preparing for the attached action.*



*Syd Reinhardt on the grid preparing to race in his TC .*



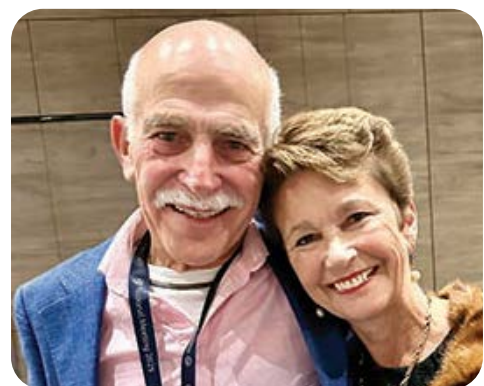
## ***Observation Run***



## Observation Run



## National Celebration Dinners



## FOUNDING THE MG CAR CLUB

Although MGs were made from about 1923 onwards, it was the M Type Midget, first produced in 1929, which caught the public eye. This fun-cum-fuctional machine was distinctive in appearance and owners waved to each other as they passed. It was inevitable that someone should suggest an M G Car Club and this was done in a letter from the late Roy Marsh which was published in the Light Car and Cyclecar of September 5th, 1930.

Five people: S.A. Cooke, Norman Eames, Roy Marsh, John Thornley and George Wood, met at Marsh's house in Highbury a week or two later and decided to go ahead. John Thornley was requested to contact the factory at Abingdon to secure their approval and, if possible, their co-operation. Cecil Kimber, Managing Director of the MG Car Company, greeted the idea with enthusiasm and, thus encouraged the group went ahead and planned a rally. The idea was that they would meet at lunchtime on Sunday October, 12th at the Roebuck Inn, north of London on the Great North Road, and during the afternoon drive across country - route unspecified - to the King's Arms at Berkhamstead, where tea would be laid on.

Two points worthy of comment are 1. the very first meeting of the MG Car Club was an event such as has since come to be known as a Noggin and Natter, and 2. for the meeting to be held within five weeks of the original suggestion that a Club be formed indicates that those concerned did not drag their feet.

Some 27 MGs appeared in the Pub yard that day, 22 of them being M Types. The short journey to Berhampstead turned out to be more fun than expected, the-best-way-to-go being even less clearly defined than it is today so that, in the course of the afternoon, most people met someone going the other way!

They were greeted on arrival at the King's Arms by Cecil Kimber himself, who had brought members of his family along together with a number of senior staff of the Company. Over tea an impromptu meeting was held, the nucleus of the Committee was formed, and John Thornley, later himself to become Managing Director of the Company and the present Chairman of the Club, was appointed Honorary Secretary

---

*• From The Octagon Queensland Jan. 1986*

*Opposite Lock - 17*

# ***Touring Run to Coonabarabran, Inverell, Nambucca Heads & Smiths Lake***



## **Day 1 6th May. Windsor to Coonabarabran. 440km.**

Six cars, four of which were MGs with 9 participants assembled around 9am at Mc Donalds carpark Windsor on a fine but foggy morning for the first day of our week away, planned Don Young. This first day was to see us ending in Coonabarabran for a stay of two nights.

Leaving Windsor a little latter than anticipated due to the heavy traffic through Sydney, our route took us up the scenic Putty Road via Colo Heights with a morning tea stop at the Gray Gum Café, Putty. The road provided good driving however we encountered several road work sites most with controlled traffic light stops along the way.

The Putty Road ends around Bulga and this is where we joined the Golden Highway to take us on, passing some vast Hunter Valley coal mines and famous Horse Studs. With a break for lunch at a park in Jerrys Plains, we drove on to Merriwa, where midafternoon we met up with Hilary & Richard in the blue B-GT at the painted silo park on the edge of town.

After leaving Merriwa we left the Golden Highway near Cassillis and took the road on to Coolah and our motel destination at Coonabarabran. Unfortunately, Irene & Paul driving their B-GT suffered an oil cooler hose leak outside Coolah. Di & Don provided road side support until the arrival of the NRMA, just on sunset. The car completing the remaining leg on the back of the NRMA tow truck to the motel in Coonabarabran, where a successful repair was undertaken the following morning.



*Paul & Irene Harrison*

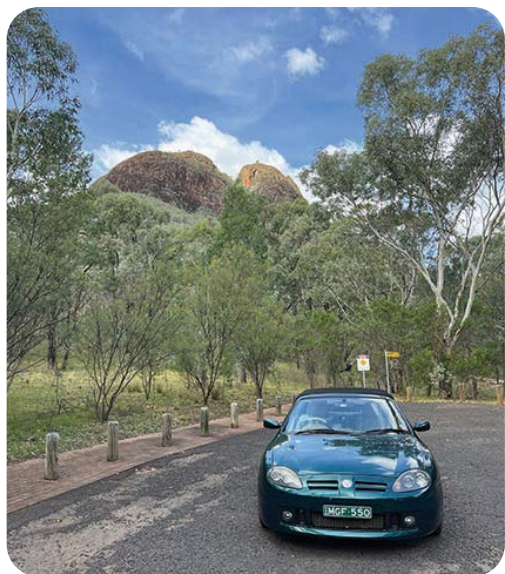
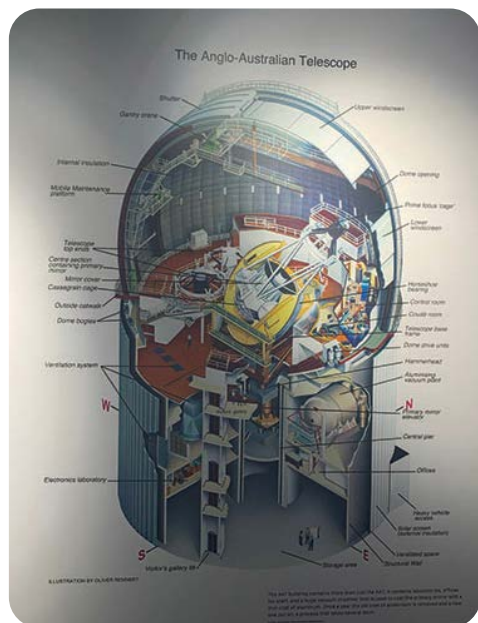




A blinding, yet beautiful sunset as we drove towards Coonabarabran.

## Day 2. 7th May. Rest Day

Rest Day in Coonabarabran. The group headed to the Coonabarabran Observatory at Siding Springs in the heart of the Warrumbungles and spent an interesting few hours in the education centre as well as viewing the Anglo-Australian Telescope. Opened by Prince Charles in 1974.



Wow what a trip away with Don it had everything. Great weather ( except last bit) great locations , great roads, great company, food and Cold Beer, not to mention adventures galore, MGs attracting attention of Kangaroos, with a couple trying to hitch a ride, Armco also trying to rearrange some near side panels, oil hose leaks & engine oil leaks, just to make it more interesting for the budding mechanics, then add some interesting people and their interesting views, great way to spend a bit over a week, in some fantastic locations, Coonabarabran, Inverell, Nambucca Heads, and Smiths Lake. Don You Have Done It Again, If It Is Don It Is Good. Thanks to all who went and helped out in different ways, to make a Great Adventure even Better.

*Glenn Smith*

**Day 3. Coonabarabran to Inverell. 300 km**



Autumn colours in Coonabarabran



Dandewar Wilderness Area



Paul refueling at the motel in Inverell, since when was a MGB electric? What modifications have you done to your car Paul, that we don't know about?

**Day 4. Rest Day in Inverell. National Transport Museum**



**Day 5 Inverell to Nambucca Heads 300 km.**

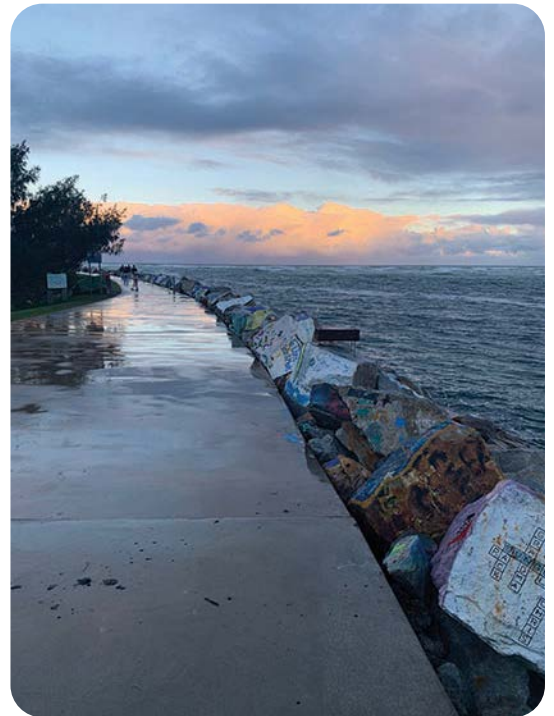


A cold morning tea in Guyra and then navigating the wild life on the trip to the coast, with rain & storms brewing.



Lunch at Ebor Falls near Dorrigo, in the pouring rain.

Sunset on a wet evening in Nambucca Heads.



Dinner at our resort in Nambucca

**Day 6. Nambucca to Smiths Lake. 240 km.**

Here the weather turned for the worst with torrential rain as we headed into Forster for lunch, before proceeding on to Smiths Lake for our last two nights on tour.

**Day 7.** We all enjoyed morning tea at the Frothy Coffee cafe at Smiths Lake before heading to the light house at Seal Rocks, with a final roast dinner to finish off a great week away. Thanks again, Don for a terrific tour.

s Hilary





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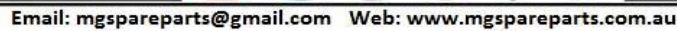


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email us today at [mgspareparts@gmail.com](mailto:mgspareparts@gmail.com)



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## 2026 MG National Meeting -Hahndorf South Australia

Next year it'll be held in the Hill Town of Hahndorf about 30 Km south east of Adelaide.

Unlike previous years this meeting will NOT be held over Easter. It will take place three weeks AFTER Easter, between Monday 27th April and Friday 1st May.

We have had past meetings in Adelaide in 2002, 2010, 2017 and recently in 2023.

MGCC South Australia have booked the whole of Discovery Events - Adelaide Hills Convention Centre accommodation, exclusively for MG Car Club Members.

<https://www.discoveryholidayparks.com.au>

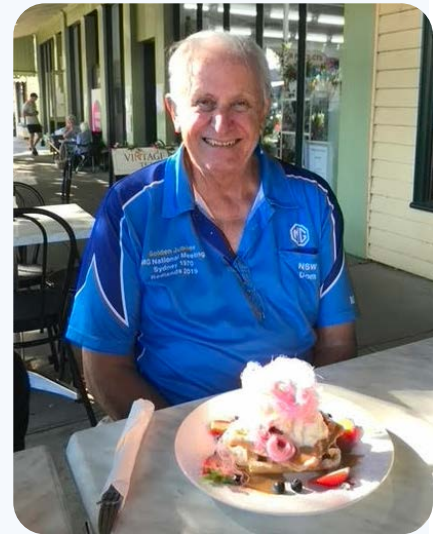
[hahndorfconferencestays@discoveryparks.com.au](mailto:hahndorfconferencestays@discoveryparks.com.au)

145a Mount Barker Road, HAHNDORF.

08 8338 7921

You need to book a room / cabin as soon as you are able. Mention Sydney MG Car Club and my name. Speak with Sarah or one of her staff.

You need to do the booking yourself. I'm not able to do your booking.



As in previous years, I'll be asking for the following information now, then more info as we get closer to the event.

Name/s, email, mobile/s, MG Model and car registration number.

Even if you're not sure of attending, please send your details to me and Frank Perry. You can always change your mind depending on your circumstances. Booking early ensures a spot at the Nat Meet and accommodation and you can cancel if necessary.

Thankfully as in past years, when I was Nat Meet Coordinator, Frank Perry will be assisting me in preparing a spreadsheet with all the above information which will then be provided to you. From past experience we know this information can be most helpful in travelling to the event.

Dominic David      [dom.d.david@gmail.com](mailto:dom.d.david@gmail.com)      0414 407 400 (Not after 7.56pm please)

Frank Perry      [frankp2341@gmail.com](mailto:frankp2341@gmail.com)

## Magnette Registrar Run to Hanna Park, 4th May



The morning was overcast and cool but by 9.30 the sun came out and it turned out to be a lovely day. 15 people came from near and far to gather under the shelter and enjoy the company and scenic outlook. 9 MGs turned up 3 Magnettes, 3 MGBs, TD, Modern TF and a MGHS. A great time was had by all with the decision to do the same next year but to include outdoor field games.

*Peter Baldry*



## MG's in Education

As a baby boomer growing up in Sydney over the 1960's and, particularly if sports got washed out on Saturdays, one was left with the Motoring section of the Sydney Morning Herald. The pages would be scoured for signs of that 'must-have' buy. You know the one, often called a distressed sale where the seller was in need of quick cash and adjusted the price accordingly.

Living in a family that veered more to British vehicles than Australian GM or Ford products, the reviewed cars tended to be MG's. At this time the MG "T" series was viewed as getting near the end of its time and the MG A and B models, though highly desirable, were "dream" machines and beyond the budget.

Moving on a number of years, a Driver's License was secured on the very first day possible, being my 17th birthday. Great for the occasional, though guarded, borrowing of the family transport but the urge for personal transport and independence grew and grew. Still at school a motor bike was purchased much to the chagrin of my mother. You see she had worked in a GIO motor insurance office and considered motor bikes as death traps whenever a journey commenced.

Education intervened and a year in a USA high school saw the sale of the bike.

Upon returning and the need for a 5:30am starts to my summer swimming pool attendant's job saw a second bike purchased and enjoyed. I think it an unequalled pleasure to be riding (on a sunny day, in the open air) on a winding road enjoying finding apexes... just exhilarating.

Education again intervened. This time it was off to a country University for which the motor bike was, arguably, not suitable. Rather, I had to resort to train travel; the 13 + hour trip was no great panacea. Nor did it enable the paraphernalia of clothes, books and music to be transported. I did stick it out for the year. In part to see if I actually passed my courses and for some peace of mind for sponsoring parents.

### Year 2.

Delighted with a successful year 1 and at the prospect of three more years of Sydney to Armidale (NSW) commuting, action was needed on the transport front. If one experiences a winter on NSW's Northern Tablelands you quickly appreciate the cold, wet and occasional sleet are not overly conducive to a (third) return to a motorbike. Also, while delightful in the right conditions, long night-time hauls were a real risk when shared with semitrailers, cars and wildlife, especially along the Putty Road from Singleton to Windsor. More on this topic, later.

There was no way an insurance company would take on an early 20's person apart from the most basic 'Fire and Theft' option available at the time. Thus, the option was to simply insure oneself. This meant a choice of car types was available albeit on a student's budget. So, an MG, which can be enjoyed in the open air but covered with a soft top,



seemed to be a good choice.

The hunt was on, over the Xmas break, for a suitable candidate that matched my somewhat meager budget for purchase and operation. A few inspections and then I (in my opinion) struck gold. It was an MGA Mk 2 in Oliver green, with a black vinyl hard top, soft top, tonneau, a chrome luggage rack and on wire wheels with front disc brakes.

A quick release hand brake was present. It had tan trim, a (nonfunctional) heater and a heater fan (well past its prime). These deficiencies would be targeted in the long term as the most important thing was that it was reliable. Mechanically it seems pretty good, apart from the exhaust manifold. An extractor had been fitted and routed, precariously under the front cross member, guaranteeing damage.

It also may qualify as a "distressed sale" as a few people had inspected the MGA over the past weekends but the terrible (almost open) exhaust note had seen prospective buyers evaporate. Thus, the seller was open to an offer. One was made. Temporary repairs (muffler tape) applied and the vehicle drive home, it still being under registration. A standard exhaust manifold and front exhaust system was fitted. A complete engine and gearbox fluid change, radiator flushed and brake check saw the MGA ready for a few short test runs before the 350-mile trip to Armidale. All seemed well.

### Back to Campus

The February trip back to Armidale went well. Well, it did for the MG. I found, on the long trip, the suspension harder than anticipated and the (unseen) pot holes on the Putty Rd (again more on this later) generated a jarring experience that would knock the MG offline to quite a degree. However, it had been fun. Far better than 13 hours on a train and I had space for suitcases and gear. Economy was pretty good and the sliding Perspex windows could be adjusted for good air flow versus rain infiltrating the cabin.

At the trips end I found it necessary to address the kinks in my back and progressively re-align and straighten it. It made me wonder how the T series MG drivers accompanied the long hauls and long-distance pre-war races?



The main role for the MGA was the Sydney commute. Living on campus meant one could easily walk to lectures and boarding colleges, as needed. Thus, the MGA would reside under a canvas cover until the weekend when short drives to the nearest town would turn things over and be a weekend treat with hardtop removed and tonneau in place.

### *A spark of interest*

Because the MGA had a pretty low profile on campus, spend most time undercover, I was surprised at the level of interest it generated. A request to drive in a Miss Armidale (Uni) parade, as an example.

A fellow, who I had not previously met, appeared one weekend when I was checking over the MGA and asked would I mind if he had a look over it?

"... no, of course, be my guest". Then it was, Do you mind starting up? No, I was going into town, anyway. Great, can I come?

What? It became clear that agreeing to this request may be the only way I might be able to relieve myself of my new very best friend. I found out he was from South Australia, spoke with a slightly English twang (not unlike Alexander Downer, if you can recall him)? He wore a tweed jacket with leather patches on it.

It came to pass that his interest in the MGA was not so much about motoring, but rather emanated from him being keen to improve his image on campus which the current VW was not achieving.

This was bit of a revelation as, to me, cars were for transport and MGs for enjoyment when driving... not an image improver?

### *An MGB... you must be kidding!*

Anyway, a long story short, he wanted to buy the MGA. I initially declined as I had just got it myself and it was achieving the Sydney-Armidale commute. Over the next period, the offers got higher and higher until it struck me, we were now talking a substantial amount towards a used MGB. Previously this prospect was not even considered.

A call to my father initiated the search and a short list of privately owned used MGBs prepared. An uncle (excellent with BMC products) inspected the top two. Though a strong engine, the first, in BRG, was rejected on a small but telltale sign of bubbles

on the front mudguard seam. The second, a Tartan red 1966 car, was give the all clear and came with a chrome luggage rack. I was the third owner. Again, no heater but a soft top and tonneau.

Subsequently, the deal was done and the MGA was off to a new owner and I had an MGB.

The MGB was more spacious, had about 20% more power and commensurate improvement on performance but a similar economy. It was stiffer in the body, being unitary construction, and, from my perspective, more softly sprung. The extra 2 gallons in fuel tank capacity would assist my commutes.

The soft top required a few gaps, around the wind-up windows, to be filled with soft clothes to stop rain and draughts. However, my back did not require the realignment which had been obligatory post the MGA trips.

Another featured I enjoyed, relative the MGA, was that in slower corner on the Putty Rd, it was possible to (briefly) drive on the throttle in that the degree of cornering (over or under steer) could be managed while retaining the steering wheel at the same angle. Great, if rare, fun!

The MGA's shape was far prettier; a truly beautiful little car. Yet, at that point in time, practicality was paramount over looks (or should I say "image"). Yet once washed and cleaned and with its chrome wire wheels gleaming, the MGB was a picture.

Shortfalls of the MGB related to touring aspects, namely roll over protection, poor lights and lack of heater. A Colin Bond driver-passenger roll bar resolved the first issue earlier on in ownership. Also, at that stage, one could purchase a chrome crash (light) bar and one was given as a 21st Birthday present by my then girlfriend (now wife) and a set of driving lights from parents. What a difference these changes made and enhanced the safety of night driving.

The heater issue was not so easily solved. 'Yes', Original Equipment Manufacturer (OEM) MGB heaters could be purchased but were well beyond the resources of a student. Secondly, unlike 'normal' car heaters, where air blows 'horizontally' through the matrix to be heated, the MGB's air flows 'vertical' down through a matrix.



Again, my father who was very handy bought a truck heater, cut it in half, inverted the halves through 90 degrees soldered on bases to form header tanks and joined the tanks up. The fan was mounted on the heater covers he made in the same manner as an OEM MGB heater. Pipe work, heater temperature control and electrics to the fan added. From the reports of (poor) OEM performance, I think I had the better unit. The homemade heater worked well for over 40 years. It has only recently been replaced and only because the truck matrix, itself, failed, not my father's construction.

### *Trip Anecdotes*

Most on my commuting to home involved a re-fuel at Singleton and a trek down the Putty Rd. to Windsor and on to western Sydney. The trip was performed many times and some anecdotes that I can recall are outlined below.

1. Armidale to Singleton was 200 miles and could (in those days) be completed, comfortably, in 200 minutes.

2. While a great drive, Putty was notorious for pot holes. You had a fighting chance during the day but the pot holes would always win on a night trip. This reality required acceptance and a responding operational strategy, namely at least two (and I seem to recall maybe even three) complete exhaust system from the manifold to tail pipe. Thus, the morning after the trip it was normal practice for my father and I to remove the (defeated) exhaust system and bolt on the 'spare'. We got quite proficient at it with the securing

nuts well-greased and the rubber support blocks reinforced with small nuts and bolts. The old exhaust system was repaired/welded, a squash ball inserted into the tailpipe and the system filled with sump oil until called upon to again function as the 'spare'. Needless to say, the first start-up of the spare exhaust system put James Bond's smoke screen to shame and was best performed in the night.

3. Just on dusk on one trip, I turned a corner to find a flock of Rainbow lorikeets in the middle of the road and, unfortunately, struck one. The bird flapped off into a gully and my passenger (who later became a National Parks Ranger) went after it. It firmly affixed itself to his finger but was retrieved and, once placed in a box, finally settled down. The bird recuperated and was released where we found it on a subsequent trip... all ended well. 'Well,' except for my mate's finger which took longer to come good than the parrot's recuperation.

### *Today*

The MGB ran well in its Sydney to Armidale community role for three more years and I still have the car today, after 42 years of ownership. It has been a family car, a hibernation car when overseas, an off-the-road restoration car and, finally, a restoration/enhancement project which, for all intent and purpose, is complete. Well, I guess you never ever really completely finish a restoration project but it certainly is in a state where the future holds well for our 1966 Red MGB.

*Ian Garrard*

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## ***The Gathering of the Faithful***



### **Friday 12th - Sunday 14th September 2025**

#### **Friday 12th September.**

7.00 pm for dinner at 7.30 pm.

#### **"The Gathering of the Faithful Dinner & Dance"**

This will be held at the Wagga RSL Club, Dobb St Wagga, in the Mirage Room.

Please wear something bright, such as a Hawaiian shirt. Entertainment by the excellent John Martin.

#### **Saturday 13th September.**

**8.30am** Registration: Meet at the Cross St car park and collect your GOF registration and goody bag. Then take some time out with a short stroll to our wonderful city or stay and have a coffee while we judge the cars.

Please don't forget to attach your number sticker to your windscreen for judging.

**11.00am** Car Judging: All entrants' vehicles are on public display at the Cross St car park.

Cars will be judged Saturday so you can all have a more relaxed start to your Sunday morning.

**1.00 pm** Fun run: What better way to enjoy your MG than by sharing your experience with other owners.

**2.30 pm** Afternoon tea: After the run, a delicious afternoon tea provided by the Country Women's Association.

**Saturday Evening.** Spend a relaxing evening exploring the many pubs, clubs & restaurants in Wagga Wagga.

#### **Sunday 14th September**

**8am** BBQ breakfast: Start your day at the Cross St car park, freshly cooked by the Sunrise Rotary Club of Wagga.

**"The Gathering of the Faithful"** The winners of the trophies are announced after breakfast

- who knows, you might be one of them!

The closest motels to the RSL are:

# Wagga RSL Motel & Apartments, # Quest Wagga, # Mantra Pavilion Hotel, # Prince of Wales Motel Inn

Please bring and wear your club badges again this year. This array of colours and styles demonstrated the wonderful variety of entrants from different clubs all over Australia.

Please log onto [mgccwagga.org.au](http://mgccwagga.org.au) for the flyer and entry form.

**Contact:** Darryl Ross for any questions, 0407 911 022 or [deejay2650@gmail.com](mailto:deejay2650@gmail.com)



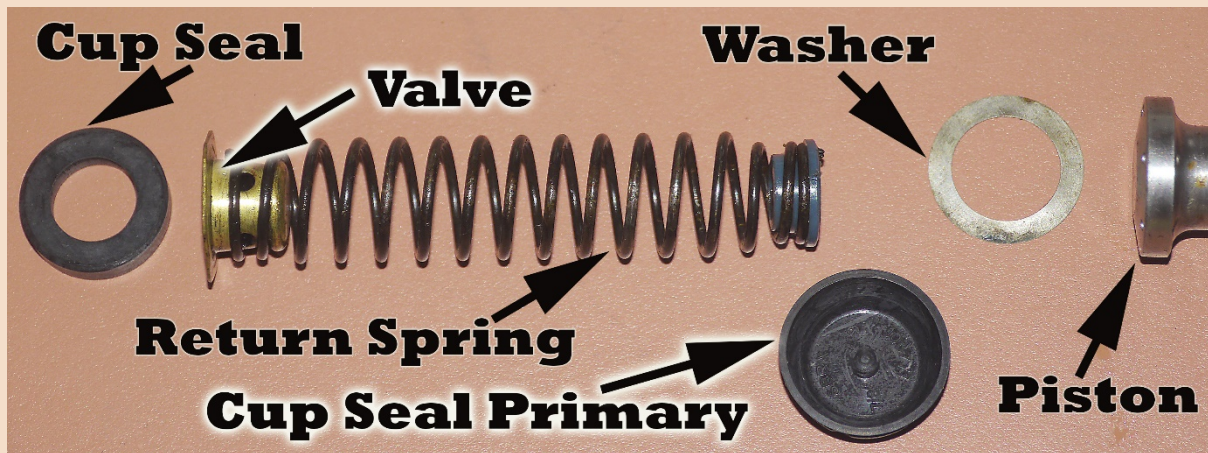
For the past four months my beloved 1953 MG TF Roadster has been sitting in the local MG Showroom behind the plate glass window, nose to nose with the new \$125,000 MG Cyberster. This new electric car with its doors opening to the sky.

During April the opportunity arose for a photo shoot next to the Wyong River on the central coast, on a beautiful hot sunny day, for the two cars to glisten.

*Alan Lett*

## ZA/ZB Series Magnette & MGA Master Cylinder Faults

### Master Cylinder – Referencing the hydraulic braking components



Pic. 1 All brake components fitted between end of [master cylinder] bore to piston.

### Important service parts – Function and typical faults or symptom's

#### Primary Cup Seal and Valve

**Primary Cup [seal].** Driven by the piston pushes the hydraulic fluid to operate wheel cylinders.

**Symptoms** are usually too much pedal movement that is temporarily restored by pumping the pedal. In this case not remedied by bleeding, adjusting brake shoes or checking bore wear.

**Remedy;** replace the seal cup [primary] as indicated in Pic. 1 above.

**Valve [unit].** Allows the hydraulic fluid to pass to operate the wheel cylinders. Also allows fluid to be returned but maintain a residual pressure in brake line. **Symptoms** are one or more-wheel cylinders remain [partially] applied and or one or more brake drums remain warm or overheated for no obvious reason.

**Remedy;** replace the valve, see Pic. 1 above.

#### My learning outcome.

Replacing the two front brake wheel cylinders and bleeding the brakes resulted in a spongy brake pedal. Pumping the brakes restored the pedal briefly. Repeated bleeding attempts using different techniques and tools gave me no success. The only answer was to replace the Primary Cup [seal]. Having in desperation referred to my brake diagnostics book.

Once replaced the normal firm brake pedal was restored. In hindsight I believe the **Primary Cup [seal]** had been gradually failing in everyday driving. Once scrutinized with the recent hydraulic fluid brake bleeding it became obvious the brake pedal had a problem; now rectified.

**Be aware** only the master cylinder's brake bore is fitted with a valve [Pic. 1.]

As the above photo is designed to show the main points of interest it is best to refer to the Magnette Workshop Manual [AKD.573]; Page M8, for greater understanding

By Laurence [Loz] Scott

23Nov2024

## MGF/Modern TF RUN – THE OAKS AND PICTON

Sunday 13 July 2025

Organised by the MGF/TF Register - All Welcome

Join us for one of the premier events of the MG calendar; for an entertaining drive via an interesting and easy route to Wallacia via Picton, taking your MG on a morning road trip; where we will enjoy an early casual lunch or bring your own picnic; at the Wallacia hotel.

**Meet:** 8:45 am at McDonalds, 441 Gt Western Hwy, Wentworthville, NSW

(1/2 km west of Cumberland Hwy) for 9:00 am departure.

**Cost:** No cost for the run.

**Bring:** Your MG, or your daily drive. All models of MG new and old are most welcome.  
Pen or pencil to write on route notes.

**Bookings:** By Wednesday 9th July 2025. Please log into Club Website and book yourself in for the event; or e-mail to Mark at [robboMC1960@outlook.com](mailto:robboMC1960@outlook.com) so we can warn the hotel of expected numbers .

**Navigation:** Easy directions – this is not a navigation run. Following directions will keep your navigators busy.

**Parking:** Plenty of parking around the hotel.

**Lunch:** Usual pub food at your own cost, spend \$9 or \$99, it's up to you, **OR** bring your own picnic.

**After:** Return home via M4 to avoid the airport roadworks





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## Illawarra Register

Our MG Register 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.

**Sunday May 18th**- National Heritage Motoring Day 2025. At the Illawarra MotorLife Museum.

As previously reported, unfortunately, all our region's Clubs were advised by the NMH Berry organisers of significant extra costs to attend the day (up to \$A20 / car and a charge for each extra person beyond the driver), and prepayment required. We decided that these unexpected entry conditions- especially pre-payment may deter many of our attendees, so both of our register secretaries have agreed that for this year at least, we would attend the Motorlife Museum's NMH Day, which was still without prepaid entry charges. We advised all of our local register members of this decision and offered them the option of individual registration and attendance at Berry.

However, the recent and good news from one of the organisers of the Berry event, is that they have had substantial registration numbers and the club executive

Michael Hough



are satisfied that the day will be financially viable for them. (I can only hope that the weather agrees as well!)

Unfortunately, I will not be able to attend next Sunday, so I have submitted this *Opposite Lock* copy before the actual event, as a result the photos attached are from last years event. I have requested those attending this year to take some photos which I plan to include in next month's Illawarra register's report.

Remaining events for 2025:-

**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



## Fake News -Scary Stuff!



The above image is of my 1972 MGB Roadster, and the others are AI-generated toy-style versions of my car—created using generative AI tools.

For anyone with access to AI tools like ChatGPT that support image generation, they can upload a photo of their MG and use the following prompt as a starting point.

People can feel free to tweak it to explore different creative variations.

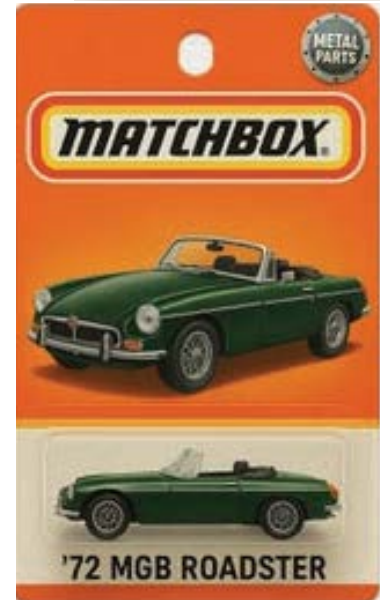
Create an image of a hot wheels car in a toy blister pack on a white background using the image with the label '72 MGB Roadster'. Use a 9:16 format.

Leave a 100 px blank space around all sides of the box.

Include the MG Logo and the Union Jack flag on the pack

I should mention that I'm a qualified software engineer with a Degree in Computer Science and Artificial Intelligence.

*Richard Exton*





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## Senior Mechanic Opportunity

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Our passion for cars drives us to deliver the best possible experience for our customers, this is not just a job for us.

We're on the hunt for another Senior Mechanic to join the team, but not just anyone. You must be proud of what you do and the fact that you do it right first time. You need a mindset that treats our customers pride & joy as if it's yours.

### You also need;

- Light vehicle mechanic trade qualification
- At least 10 years hands on experience. Working on classics or having had your own business is ideal
- The ability, flexibility & nous to diagnose issues with analogue cars

### What's in a normal day's work at Peninsula?

- Service work, rego inspections
- Engine, gearbox and diff rebuilds, upgrades and conversions
- Stripping down and reassembly of restoration projects
- Diagnosing and fixing electrical, fuel, brake, suspension, and any other issues that come up

### What's in it for you?

- Every job ad says they have a great team culture, we actually do
- You'll work on and fix a rotating showcase of beautiful and rare cars
- Flexible working hours Monday to Friday. Occasional weekend work if you want to join us at the track
- A salary package that reflects and rewards your experience and skills

If you fit all of the above and you're keen to build your value in the classic car space and within the Peninsula team, please send Darren an email at [darren@pscars.com.au](mailto:darren@pscars.com.au) and let's chat soon. [www.peninsulasportscars.com](http://www.peninsulasportscars.com)



## **Pre-war M.G. Register Biennial Rally 2025**



**7th to 10th November 2025**

The MG PreWar register in conjunction with the Ballarat register of the MGCC Victoria invites anyone with an interest in MG's manufactured prior to 1940 to our Biennial National Rally in the historic Goldrush city of Ballarat.

Based at the Mercure Resort Ballarat (across the road from the Sovereign Hill Historic Village)

Located on 23 Acres, this resort will be able to accommodate all attendees and has ample on-site secure parking (including room for trailers. It offers a range of accommodation, bar and conference facilities and on-site restaurant providing breakfast for those desiring it.

We have arranged a group booking with rooms reserved and locked in rates until August 2025

From Tuesday 11<sup>th</sup> November Graeme Jackson has organised a post event five-day adventure, touring in our M.G.s through the picturesque Western Victoria to Mt Gambia, returning to Melbourne along the Great Ocean Road.

*For entry forms and rally program contact: Jake Harris 0427 427 747      [jake@mgta.com.au](mailto:jake@mgta.com.au)*

*For more information contact: Andrew Fock      [awfock@optushome.com.au](mailto:awfock@optushome.com.au)  
Graeme & Jennie Jackson      [g.jackson01@optusnet.au](mailto:g.jackson01@optusnet.au)*

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[mgcarclubsydney.com.au](http://mgcarclubsydney.com.au)



Hats- with velco 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



Key Rings \$16.50

With thanks to our models  
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Club Badge. \$39.95

Club Log Book Cover \$40

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## Car Swap 8th June

Just a short note to let you know that there is a Swap Meet at Picton Showground on **Sunday the 8th of June.**

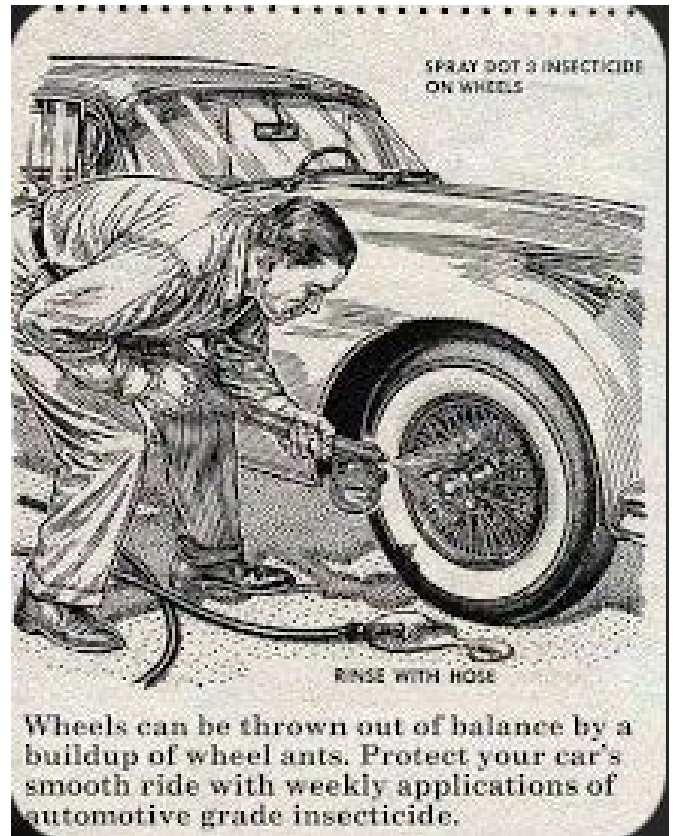
This is the Sunday of the long weekend.

If you are looking for bits for that reno, it might be worthwhile going.

It is \$5 entry fee plus what ever you purchase. Enjoy.



## Insecticide – Really !!



Not recommended now, as we are to not sure how many wheel ants we are currently dealing with? !!

However there was an infestation in the 50's !

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Penrite Oil

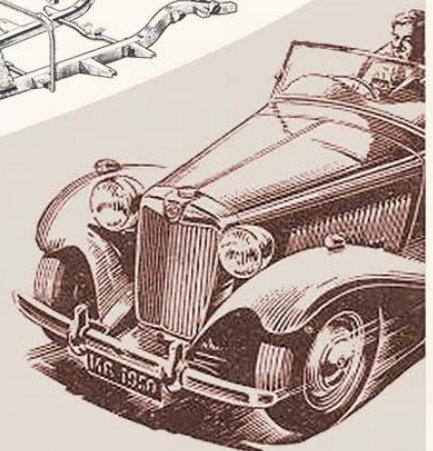
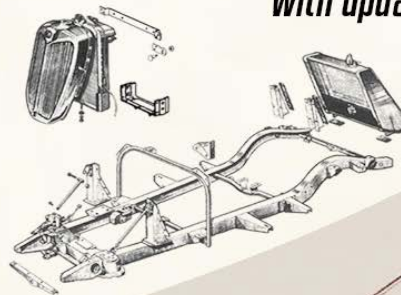


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# The Experts in S.U. Carburettor Restoration Since 1969.

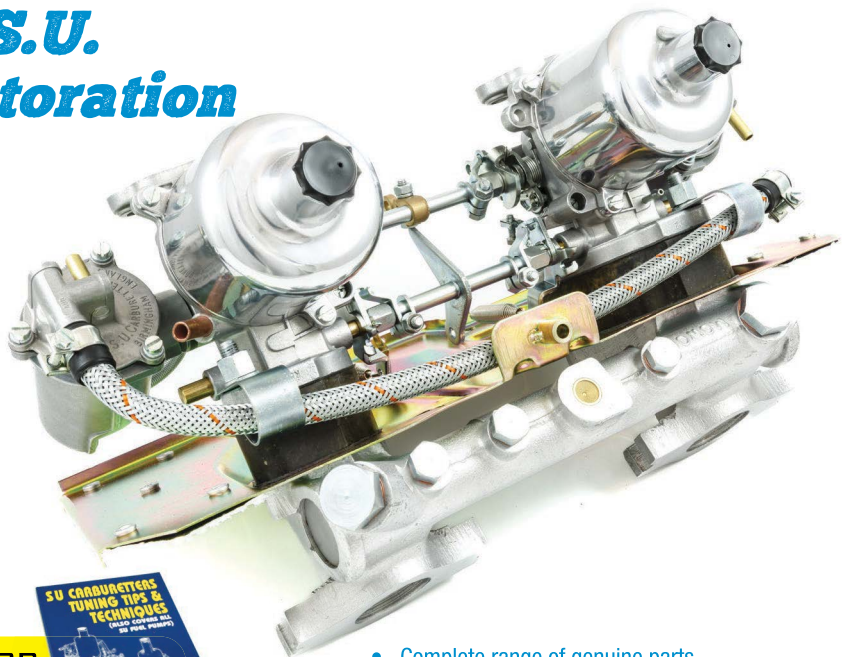
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## 1968 MGB Mark 2 Roadster

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](mailto:breustm@live.com)

**Kim:** 0421 619 119

## Classifieds - Cars



## MG TF 1954

Registration number MG 5907

Cream cracker with maroon leather interior, matching numbers 1250cc roadster, with full registration to February 2026. A real head turner, kept in tip top condition by the team at Moxham Garage.

Detailed history of restoration by previous owner available, together with all mechanical work completed by Moxham's since I took ownership of this great little car in 2018, including a full engine rebuild just over twelve months ago.

**Location:** Wahrenonga

**Price:** \$50,000

**Contact:** Greg Best 0407 899 636

[bestgr61@gmail.com](mailto:bestgr61@gmail.com)

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## Classifieds - Cars



### 1995 Rover MGR V8 SN1255

Reg number EDO21C, vin number SARRAWBMBMG001977. One of the last off the production line.

Equipped with a fuel injected 3.9-litre V8 paired with a five-speed manual transmission, front disc brakes and drum rear brakes, recently replaced.

This classic sports car is in excellent condition, and only has only been driven occasionally for recreation purposes.

It has been well cared for and maintained, and travelled only 31,000 kilometres since new.

The MGR V8 is finished in Oxford Blue and rides factory honeycomb sports rims shod in Yokohama radials.

The car features a walnut dash and door trim panels, sports steering wheel, factory fitted radio/cassette and air conditioning.

The interior and trim have been maintained in very good condition.

For sale with NSW RWC and 12 months registration.

**Price:** \$54,000

**Contact:** Ed

[edwinrvoles@yahoo.com](mailto:edwinrvoles@yahoo.com)



### 1919 Buick Model H-45 Touring

Caramel mustard in colour which adds to its charm.

The car is in great working order and the motor hums along beautifully. Excellent condition both exterior and interior. Not registered.

The only work that will need to be done is some rust near the front of the door that has a small bubble in it, otherwise in good condition. Can deliver for a small fee.

**Location:** NSW Mid North Coast, near Port Macquarie

**Price:** \$24,000 ONO

**Contact:** Phil: 0413 401 533



### MGB GT 1973

This well-kept BGT in Harvest Gold was sold new to Mr C Petland under the BMC Personal Export Scheme in London on 29 January 1973. It was already in Sydney for its second service on 25 October 1973.

A very original and well maintained example, it has been in our family for 15 years. During that time it has been regularly serviced and an unleaded head fitted. Selling unregistered as it is currently on club plates which are not transferable.

"Molly" is a reliable, pretty and very user friendly sports car that attracts favourable comments wherever she goes. It would be hard to find a nicer example.

**Price:** \$23,950.

**Contact:** John Young 0412 246 911

[jycomms@hotmail.com](mailto:jycomms@hotmail.com)



### Y Type 1950

"Little Y" was originally delivered to Mrs Alice McIntosh on a chilly Melbourne day on April 6, 1950. Resplendent in Old English White with red upholstery, this is not a so-called "project car". She starts on the button, first time, every time.

We'd always wanted a Y-Type, and when this one became available after the closure of a museum, we snapped her up.

Regularly maintained by an old-school country garage, Little Y has benefited from overhauled brakes and four new tyres in the last year. Selling unregistered as it is currently on club plates which are not transferable.

Nothing to spend

**Price:** \$21,950.

**Contact:** John Young 0412 246 911

[jycomms@hotmail.com](mailto:jycomms@hotmail.com)

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### 1965 MGB

For years, Allan had been wanting to sell his 1928 Ford Model A and get something more inline with the desires of his youth. He'd been chatting to his son Stuart for a few years about buying and restoring something – taking on a project together – something relatively hands-on, something meaningful.

They agreed a sporty MG would be a great target for them to purchase and restore. When the right car came onto the market, Stuart made the investment and his Dad acquired the car. As Stuart had since moved to a different state it was decided to outsource the major works to a local body shop close to Allan. Stuart would help project manage and finance the effort while Allan oversaw the details of restoration to insure it was as accurate as possible.

Over the next year the MG was slowly and meticulously restored and has since participated in many car club events and provided hours of enjoyment to both Allan and Stuart. For the last few years, Stuart has lived overseas and as such has not had the opportunity to enjoy the car as much as he would like. The car features a back to bare metal restoration in British racing green including all new black leather seats with white piping, new wiring harness and battery, new bluetooth-enabled radio, updated suspension, original chromed spoke wheels, original canvas roof and tonneau cover. We rewired negative to earth and added a power outlet for charging your devices. Changed to a single 12 volt battery with a new electronic distributor.

**Location:** Queensland

**Price:** \$39,995

**Contact:** Allan Waite 0418 772 114  
[stuart@timpani.tv](mailto:stuart@timpani.tv)



### 1970 MGB

Owned since 1993 and only done 10,000 miles in that time. The car has a detailed service history, with a Bob Rowntree engine, recent respray and no rust.

The engine bay is clean but unrestored and the engine is standard. The only addition is a 6 blade fan and shroud and the engine stays at a constant temperature even on the hottest days in traffic.

Service history as follows:

1993 Speedo Repair/Reset & Tacho, Replace passenger side floor, speedo angle drive replaced, Exhaust brackets Fuel pump service, points, timing, new

chrome wire wheels/hubs/knock ons

1994 Engine/diff oil replaced, shock absorber repair, new speedo cable  
 1996 Rear Gearbox mount replaced,

Left hand floor panel replaced, rear brake shoes/wheel cylinders/  
 wishbone bushes/upper control bushes replaced.

1998 Rebuild engine with small camshaft modification, new top & lower radiator hoses, new thermostat

2013 Radiator overhaul

2019 Clean fuel lines

2021 install 6 blade fan & shroud, fuel tank sender unit replaced, rebuilt distributor

2021 Complete external respray including hard top, new leather seats, new carpets, woodrim steering wheel

2023, New fuel pump, 2 carburetor gasket/seal sets, new carburetor jets & new battery

**Price:** \$26,000

**Contact:** Bruce Calverley

0417 586 576

[bbcal@bigpond.com](mailto:bbcal@bigpond.com)



### Original V8 MGB Roadster

It is time for my original MGB V8 roadster to move to a new custodian. The vehicle holds current full NSW registration and has been used as a weekend car for many years. It does have a history of hillclimb/short circuit racing. It is in near-untouched condition.

The vehicle arrived from the factory as a V8 roadster. It was never a 4cyl conversion. Yes, there were a very small number built using new genuine imported V8 body shells and some sourced second-hand components.

Equipped with the original 3.5-litre motor paired with a five-speed transmission. It runs a Holley instead of SU's and features a disc brake LSD. It has had only minor updates from its original specification, including the bonnet and differential, and a suspension upgrade.

The car has always been maintained and serviced. Recent work includes a new alternator and brake booster.

There are some scuffs, a dent in the driver's door and some patches of missing paint due to race numbers and stickers being attached and removed. It needs a new top, the seats could do with a retrim, and new front floor mats wouldn't go astray.

This is a turn the key and enjoy. A pleasure, fun and exhilarating to drive. To build this car today would cost in excess of asking price and may still not be registerable. V8 roadsters do not come up often and I have owned this for the past 12-13 years.

Happy to take any calls and make the car available for inspection.

**Price:** \$50,000

**Contact:** Carl Zammit

0493 556 014

[ukumalong2@gmail.com](mailto:ukumalong2@gmail.com)



### 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 refurbed 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 refurbed 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](mailto:morgan@optusnet.com.au)



### 1976 MGB GT with overdrive

Finished in yellow over a black interior. It has been in the seller's family since new.

The car was registered in March 2025, and the odometer reads 76,000. All seats replaced approximately 15 years ago.

**Price:** \$19,500

**Contact:** Carl Jackson

0414 817 843



### 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



### FREE

### 14 inch wheels [5] to suit MGB

Need a new home and at no cost to anyone interested.

4 appear to be genuine Rostyle. Not sure about the fifth.

**Contact:** Bruce

0417 664 050

[brucesinclair@bigpond.com](mailto:brucesinclair@bigpond.com)



## 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 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](mailto:vscca40@gmail.com)

## Wanted

Please can I ask for your assistance in connecting me with someone / a group supplier of MG parts.

I am currently rebuilding a 1929 MG M bullet rear nose 2-seater vehicle. My MG will be a one in a thousand. Excuse the pun: Only +- 2000 or less MG M's made in the period. Nearly 100 years old.

All parts are original 1929, needing to be found from abandoned MG M's. The progress in the rebuild is doing well at this point and I have 95% of all parts completed.

I need a few parts. These are as follows.

One – 1 1/8" SU Carburettor.

One – 12Volt Cutout/fuse box assembly.

One – 12V Lucas Coil.

Contact:

Brian Easton. 0420 842 945. [bweston@bigpond.com](mailto:bweston@bigpond.com)

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Hit by a kangaroo whilst driving back from the recent National Meeting in Albury, Don Young requires a new front bumper bar for his MG. Can you help?

If you can assist please contact Don on  
**0412 600 415**



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