



Official Journal of the MG Car Club – Sydney

# *Opposite Lock*

July 2025

Marque Defining Moments  
TF Run to Saddles

In this issue

A Tale of Our 3 MG Xs  
TAFE Courses

88666-H  
NSW HISTORIC VEHICLE



# MGCC Sydney Club Calendar 2025

## 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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## July President's Report

This month there has been a lot of work going on behind the scenes to make the conditional registration process i.e. historic and classic rego, much smoother, simpler and more efficient for both the members and the Club Plates Officials. At last count we had 471 cars on conditional registration, and this is a very important benefit we provide to our members. You can read more about the changes in this edition of Opposite Lock. Most noticeably you will now apply and pay the club fee through an 'event' in the membership system and no longer have to load your rego papers, pink slip and historic or classic vehicle declaration to your profile. Just attach the declaration, and CMC checklist for classic rego, when you register and pay for the event.

I would like to thank Jacques Calluud and Seth Reinhardt, as well as Steven Jones from Highland Creative for their work in pulling this together. I am sure you will find it much easier and quicker to apply for and renew your conditional registration with the Club.

As I mentioned last month, Clive Millward is stepping down and we have 2 new Club Plates Officials to manage the Club's approval of applications and renewals of conditional registration. These are Stephen Basley and George Appleby. A big thank you to both of you for stepping up and volunteering and a thank you to Clive for his efforts in the role.

We decided that the Club Plates Official job would be best shared. With an increasing number of cars coming on to conditional registration not only will this share the load but provides for backup should the Club Plates Official want to go on holidays, gets ill or for any other contingency. We will split the role alphabetically with George Appleby doing A-K and Stephen Basley doing L-Z. Both can be contacted on the [clubrego@mgcarclubsydney.com.au](mailto:clubrego@mgcarclubsydney.com.au) email address. And you don't need to worry who is going to do it, in the new streamlined process they will manage the allocation of the approvals.

While on the subject of conditional registration, don't forget that if you are not a financial member of the Club your historic or classic vehicle registration is not valid from the moment you cease to be a financial member, not when your registration is next due for renewal. All memberships are due by 30 June each year, so if you have not yet renewed your membership you must not drive your car on public roads until you have renewed. And even if you don't have a car on conditional registration don't forget to renew your membership.

With the colder weather upon us we can now all appreciate the warmth of the heat from the engines and exhausts in our old MG cars as it seeps through the floor to keep our feet warm. So even if you haven't got a heater, get your MGs out and join us on one of the many fun activities we have for you this month.

*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!

Allan Morre MGB

Currently the MGCC has 845 Members



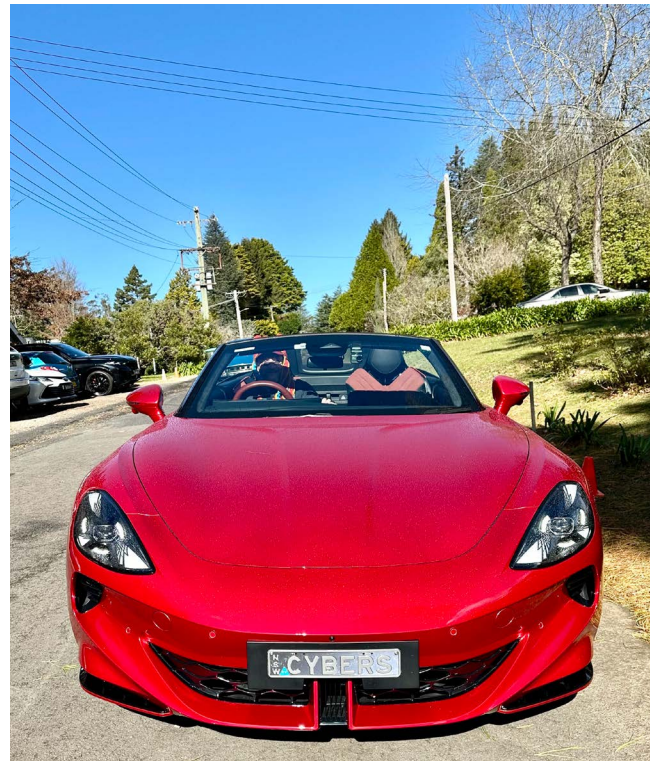
So, you have bought a 'new' MG, or you have unearthed one long lost in the garage or you have finally finished that long, long, longer than you expected restoration & decided to now join the club.

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](mailto:editor@mgcarclubsydney.com.au)*







Page 7 July Members Gathering.



Page 8 Breakfast Run to Saddles



Page 9 All British Day



Page 15 Cootmundra Sprints



Page 18-22 A Tale of Our 3 MG Y's



Page 24 Illawarra Report



July 2025 Cover:

Toby Shinfield driving Barry Shinfield's MG TC.  
His Grandfather's vintage car.

Photo by Hilary Wren.

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July 2025

### Opposite Lock

Contributing photographers:

Thanks To:

Matt & Margaret Crawford

Michael Hough,

Hilary Wren,

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Steve Perry

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

North Ryde RSL,

27-41 Magdala Road, North Ryde.



## Club Contacts

### Directors

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Board Position /Concours	Jacques Calluau	Lynn	0433 506 668	jcalluau@live.com

### Model Registrars

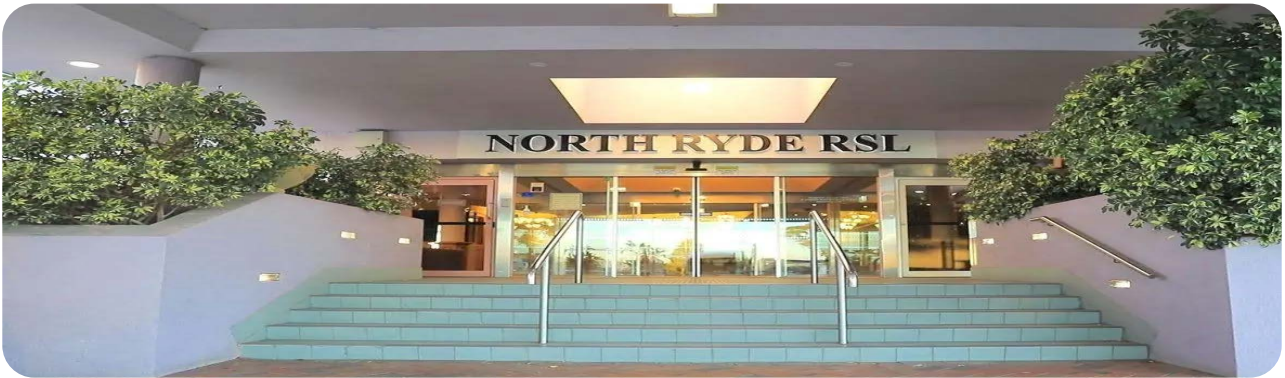
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RV8	Alan Heritage	Shirley	0418 459 496	alanheritage@yahoo.com.au
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C and V8	Glen Protheroe		0408 466 140	stradanut@gmail.com
Midget and FWD	Vacant			
Touring	Don Young		0412 600 415	don.young9636@gmail.com

### Club Officials

All British Day Coordinator	John O'Neill		02 9387 7488	director@oneillstrata.com
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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





## July Members Gatherings

### MGCS CAN GO AROUND (most) CORNERS!

Member Steve Perry will be coming to the July Members Meeting at Ryde RSL to talk about his 1968 MGCGT. Steve had suggested earlier that we get a few members along to talk about their cars as a bit of a change to many other topics covered by our guest speakers, as we are a Car Club.

Guess who was asked first to speak?

Steve's 3 litre MGC started out as a road car, became a fast road build and now is an unregistered & Logbooked Marque Sports Car with around 300 HP.

The car has been a family "project" for some 20 years to make various changes to improve its track performance and the enjoyment to drive quickly.

Steve & his 3 sons have all driven and enjoyed learning how to best drive this car on track.

If the weather is reasonably kind Steve will also bring the MGC to Ryde RSL on a trailer for members to check out and be able to give Steve lots of free advice as to what to do next!

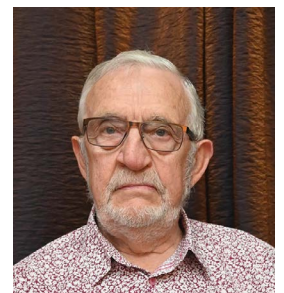
Come and join us in July for an MG Members Car Chat.



Steve Perry



## August Members Gatherings



For our August members gathering, we will invite one of our Board of Directors, Jim Lovett to give us an over view of the Variety Bash, in which he participated.

Detailing the preparations of the Vauxhall and the cars which participated in this famous charity event.

Jim Lovett



## ***TF Run to Saddles***

The weather gods came good for the TF classic run to the Saddles & Stables at Mt. White on the 22nd June.

The run started at the Bull & Bush Hotel Baulkham Hills, with the intention to pick up other members on the way or meet them at the venue.

We started out with three TF classics, two TF modern, two MG ZST SUV's and an immaculate E type Jaguar.

The convoy followed the run sheet through to the Galston gorge, very good upper body exercise for the classic drivers and collected a very nice MGY at Berowra.

The convoy continued on the old Pacific highway to Mt. White to meet up with one Porsche, three MGB's, two MGAs' (very nice) and one MGRV8.



Eighteen cars in all, we all enjoyed the sunshine with coffee and pies from the spectacular new barn at Saddles. A great turn out on a wonderful winter's day.

Thanks John (TF Registrar) for organizing a lovely run.

*Ian Frost.*







Sunday 14th September 2025  
Hawkesbury Showground, Clarendon.



The All British Day is being held in 2025 at the Hawkesbury Showground, Racecourse Road, Clarendon  
Sunday 14th September.

Access to Racecourse Road is off Hawkesbury Valley Way.

There are eighty (80) tickets available at \$10.00 each for our Club.

If members wish to have the tickets mailed to them, please mail a stamped self addressed envelope to  
John O'Neill, PO Box 887 Bondi Junction NSW 1355.

Otherwise, tickets can be collected at a members gathering.

Payment can only be made through the Club website under the calendar tab.

Cars will be able to access the Showground from 7:00am to 9:30am on the Sunday.

Visitors are welcome from 10:00am.

Trophies will be presented at 2:00pm.

The event finishes between 2:30 and 3:00 pm.

Visitor parking will be available for cars with trailers for those owners who prefer to trailer their car  
A site map is not yet available but will be once the Association of British Car Clubs has the final numbers  
The MG Car Club to be allocated it's spot for display.

Club members will need to provide their details, including a phone number, email address  
and the car and registration number of the car they will be displaying.

For the volunteers, there will be a set up meeting at an association members home date TBA.  
Set up day is Saturday 13th September 2025.



*Celebrating the*



Centenary

*with*

# 100 MARQUE-DEFINING MOMENTS

*Against all odds, the MG name has survived for a century. We highlight a hundred key moments in the marque's often turbulent history*

Words Jon Pressnell Images Author's collection





## **1 BIRTH OF CECIL KIMBER 1888**

Marque founder Kimber grew up in the Stockport area of Manchester, where his father ran a printing-ink business. He developed an early love of sailing and of photography, and showed a degree of artistic ability. He nearly lost a leg in a motorcycle accident and thereafter always walked with a limp.



## **2 THE FIRST BULLNOSE MORRIS 1913**

Without the Bullnose, which lasted until 1926, there would have been no MG.

## **KIMBER JOINS THE MORRIS GARAGES 1921**

During 1921 Kimber joined The Morris Garages in Oxford as Sales Manager and in 1922 he became General Manager. That same year he created the Morris Garages Chummy, a Bullnose with occasional four-seater open coachwork.



## **3 START OF THE LINE: THE MG SUPER SPORTS MORRIS 1923**

When Morris brought out its own Chummy, Kimber turned to a more sporting Cowley-based model, bodied by Oxford coachbuilder Raworth. In genealogical terms this was the starting point for the MG marque.



## **5 CREATION OF THE OCTAGON LOGO 1923**

Used from the outset in advertising the Super Sports was the octagonal MG badge. It was the creation of the firm's accountant, drawn up with a ruler left over from his schooldays.

## **6 PRODUCTION TAKES OFF 1924**

The definitive MG Super Sports arrived in 1924, as a four-seater tourer on a modified 1805cc Oxford chassis. A two-seater and a saloon were added for 1925. When the Flatnose Morris arrived for 1927, the same basic body styles were retained.

## **7 NOT THE FIRST MG 1925**

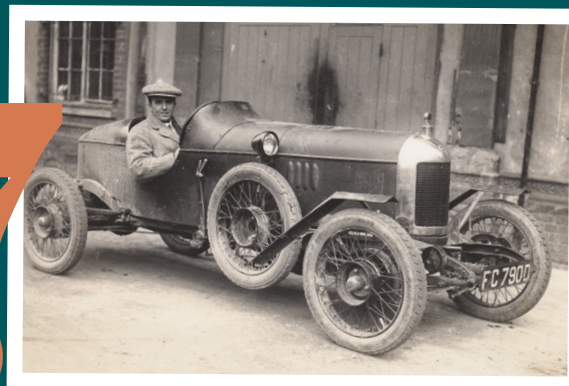
A stark one-off two-seater used by Kimber to win a gold medal in the 1925 Land's End Trial, 'Old Number One' is regularly but erroneously described as the first MG.

## **8 THE FIRST MG FACTORY - BAINTON ROAD 1925-27**

Having until then been based in a mews stables in central Oxford, in September 1925 Cecil Kimber's car-building operations moved to a part of the Morris Radiators factory in North Oxford.

## **9 THE MG IDENTITY IS FORMALISED 1927**

For 1928 the Flatnose Super Sports was renamed the 14/40 MkIV and referred to as an MG rather than as a Morris, and the cars were registered as that with the licensing authorities; additionally the ID plate carried the Morris Garages Ltd name, rather than that of Morris Motors Ltd.



## **10 CREATION OF THE MG CAR COMPANY 1928**

In 1928 The MG Car Company was formed as a subsidiary of The Morris Garages Ltd, thereby separating the retail and manufacturing sides of the business.

## **11 EDMUND ROAD - A PROPER FACTORY 1927-29**

MG's first proper factory was built on land in Edmund Road, off the main Cowley Road into Oxford, and incorporated a chassis assembly line and an early type of rolling road.



## **12 WRONG RECIPE: THE MG 18/80 1928-32**

Using the 2468cc overhead-cam engine of the Morris Six, the 18/80 or Sports Six was fast enough to keep up with a 3-litre Lagonda - only it was the Midget that people wanted.



## MG M-TYPE MIDGET 1928-32

Built on a Morris Minor chassis, the first Midget – 847cc, most built with a cheap fabric-covered plywood body – effectively brought into being the small British sports car.

## 14 THE 'SAFETY FAST!' SLOGAN 1929

The famous slogan was inspired by the MG publicity manager seeing a bus with a triangle painted on its rear, carrying the wording 'Safety First!'



## 15 MOVING TO ABINGDON 1929

In September 1929 MG moved to a disused factory in Abingdon belonging to the Pavlova Leather Company; this became the marque's home until 1980.

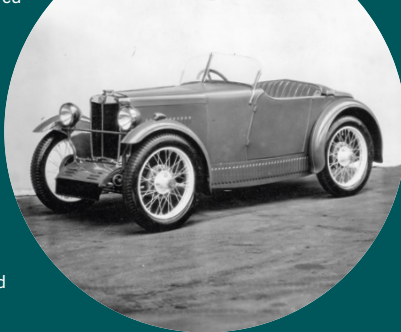
## 16 FOUNDATION OF THE MG CAR CLUB 1930

Recognising the factory-supported club's potential as a marketing tool, Kimber oversaw the publication of an MG magazine and launched initiatives such as the MGCC dinner-dance at Motor Show time, an industry-networking event.

## 17 RACING CARS FOR MG CUSTOMERS 1931

Kimber began construction of 'off-the-peg' racing models in small numbers for public sale. Proof of his astuteness was that these special MGs and the services of the racing department were financed by those who bought and raced the cars.

# 13



## 19 RECORD- BREAKING WITH THE MIDGET 1931

George Eyston started to attack speed records with EX120, a streamlined and supercharged single-seater Midget. In February 1931 he achieved the first 100mph average for cars in the up-to-750cc class. By December he had pushed his speed up to 114.77mph, in the new single-seater 'Magic Midget' that would in the future garner more laurels for Abingdon.



## 20 'SMALL SIX': THE MG F-TYPE MAGNA 1931-33

Kimber decided to profit from the fashion for small six-cylinder engines and offer the 1271cc Wolseley Hornet 'light six' in an adaptation of the superior C-type chassis.

## 21 J-TYPE ESTABLISHES THE MG DESIGN LANGUAGE 1932-34

To perfect proportions were added a dual-cowl scuttle and an abbreviated tail with a slab tank and exposed spare wheel. When a set of swept wings replaced the original cycle wings for 1934 the result was an aesthetic rightness that has probably never been bettered in a traditionally styled sports car.

# 18

## C-TYPE IS MG'S FIRST SPECIALIST RACING MODEL 1931

The C-type, or Monthéry Midget, available supercharged and unsupercharged, had a tuned 746cc engine to fit into the under-750cc racing class, and an all-new chassis.



COURTESY MIKE JONES



## 22 AN ENGINE WITH AN EYE ON RACING 1932

A more robust development of the Hornet 'six' made its first appearance in the K-type Magnette and would end up developing more bhp per litre than a V16 Auto Union racer.



## 23 SUCCESS IN THE MILLE MIGLIA 1933

With crack drivers in a team of K3s bankrolled by Earl Howe, careful preparation and good organisation paid off: Eyston finished first in the up-to-1100cc class, with Howe in second place.



## 24

### NUVOLARI CHOOSES MG 1933

Impressed by the MGs' performance on the Mille Miglia, Italian ace Tazio Nuvolari asked to drive a K3 in the TT. One of the Mille Miglia cars was prepared and, although he had never raced a British car or used a pre-selector gearbox, Nuvolari came home first after a masterly drive.

## 25 KAYE DON'S ISLE OF MAN ACCIDENT IN A K3 1934

Don's accident cost the life of MG mechanic Frankie Tayler. Don hit a taxi while out practising late at night, in a car without lights, horn or suitable insurance, and was convicted of manslaughter due to 'culpably negligent driving'. The racing fraternity seemed to regard Tayler as an expendable member of the lower classes, and the episode stuck in the craw of Lord Nuffield (as Sir William Morris – knighted in 1929 – had become in 1934); it is judged to have contributed to his wish for MG to pull out of racing.

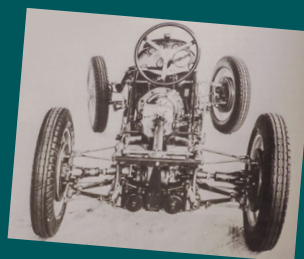
## TRIALING KEEPS THE FLAG FLYING 1934-39

In the mid-1930s trialling was a popular form of motorsport. Kimber was well aware of the potential publicity dividends and accordingly Abingdon supported two teams. The 'Cream Crackers' and the 'Three Musketeers' achieved their many successes at minimal cost to the works.

# 26



## 27



### HIGH-TECH RACER: THE R-TYPE 1935

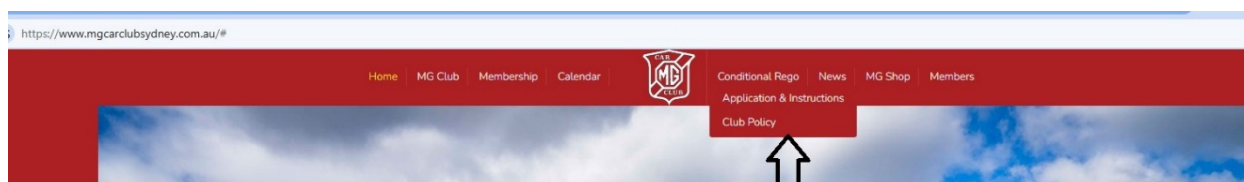
With all-independent suspension by longitudinal torsion bars, a stiff welded-steel backbone chassis and a supercharged 746cc engine, the R-type was Britain's most advanced racing car. Before it could prove itself, alas, the MG competition department had been closed and the R-type axed.

## 28 KIMBER LOSES CONTROL OF MG 1935

On 1 July 1935 MG and Wolseley ceased to be the personal property of Lord Nuffield, their ownership being transferring to Morris Motors Ltd. Direct control and product design passed to Cowley, ending the way the two businesses acted as quasi-independent fiefdoms.

# Conditional Registration for Historic (HVS) or Classic (CVS) plates.

**A new streamlined process for Club Registration has been implemented from 1 July 2025**



Please go to [mgcarclubsydney.com.au](https://www.mgcarclubsydney.com.au) and click on the Conditional Reg tab you will get two drop down choices.

## Club Policy

This has been updated and now includes links to TfNSW on what changes you can make to a HVS vehicle without affecting its HVS eligibility. For CVS the links take you to TfNSW policy on modifications that can take 2 forms, self-certified or for more extensive modifications requiring approval by a licensed certifier.

## Application and Instructions

This details the new process for either HVS or CVS in detail but in summary process as follows;

First thing is to get your pink slip.

For HVS fill out the Historic Vehicle Declaration including Inspection Number & date.

For CVS fill out the Classic Vehicle Declaration including Inspection No, date & the CMC form, signature and date.

## Save these to your computer

Then click on link to [Conditional Registration Application Wild Apricot](#) event or browse to it via the calendar as it is set up as an event. Click Register then;

You will then need to upload the forms prepared earlier, tick a couple of boxes and then hit **Next**.

Then you pay by credit or debit card.

The forms are then automatically sent to Club Plates Registrar who will process and post back.

## Breakfast Drive 31st August

Join us for a pleasant drive to the Southern Highlands, followed by a casual breakfast at Pepper Green Estate, Berrima.

**Meet:** 7:30am at McDonalds, 441 Great Western Highway, Wentworthville NSW 2145, for an 7:45am departure.

**Navigation:** Easy directions, this is not a navigation run. Street parking at the restaurant.

### Breakfast:

- Eggs your way with potato rösti, bacon and roast tomatoes option of poached, fried or scrambled (C)
- Gruyère three egg omelette, rocket, and sourdough toast (A,C,V)
- Vanilla and nutella crepe, hazelnut praline & berries (A,C,G,H)

Espresso Coffee or Tea

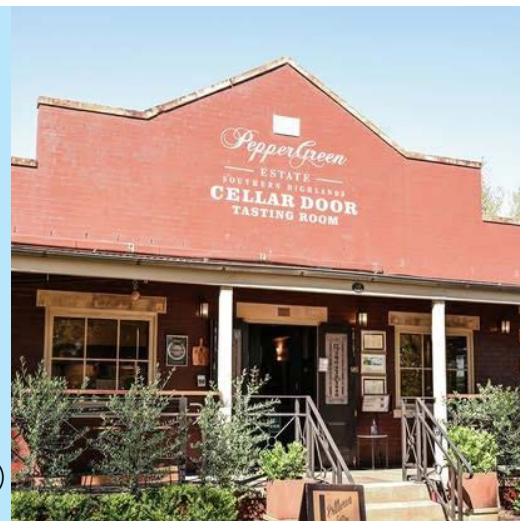
**Cost:** \$35 per person (non refundable as need to pay before the day)

**Bookings:** By 5pm Friday 22 August 2025 via MGCC Website Limit: 20

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

**Payment:** \$35 At time of booking

*Julie Porter-Stephens MGCC – Breakfast Run Coordinator*





## 2024 COOTAMUNDRA SPRINTS

**Saturday, 30 August 2025**

Scrutineering	From 8.30 am	Drivers' briefing	9:30 am
First run	10:00 am	Last run	3:00 pm

Increased costs - Entry fee now \$150.

Unfortunately we have been struck by increasing costs, with timing, St John's Ambulance & aerodrome hire.  
Early Registration Discount - \$120, if you pay prior to 16th August 2025

Let us know your preferred car number at the earliest opportunity.

Entry forms and supplementary regulations are on the website [www.vsvca.org.au](http://www.vsvca.org.au)  
Suggest you book your accommodation now as limited facilities available in Cootamundra.

**Contact:** Tim Shellshear Event Organiser 0418 666 952 [timshellshear92@gmail.com](mailto:timshellshear92@gmail.com)

We hope to see you all there, as it's so much fun!



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**Floor Pan Left or Right MGB MKI or  
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HZA628/HZA629**



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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** Meet at the Cross St car park and collect your GOF registration.

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

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

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



# 2026 MG National Meeting -Hahndorf South Australia

Monday 27 April – Friday 1 May (NOT Easter) June 2025 Bulletin

Greetings to all MG owners and drivers across Australia with the great news that expressions of interest for the 2026 MG National Meeting at wonderful Hahndorf, South Australia are now open.

You can register your interest by contacting Chris Bray, her email address for this is [registrar2026natmeet@outlook.com](mailto:registrar2026natmeet@outlook.com)

The event website is up and running at [2026mgnationalmeeting.com.au](https://2026mgnationalmeeting.com.au) and is being regularly updated as more details and info come to hand.

Our base will be the Adelaide Hills Convention Centre (AHCC) run by Discovery Events. This is the venue and/or starting point for many events on the program and offers a great range of accommodation – though at the time of writing this, about three-quarters of the rooms are already booked out.

To make a booking phone Sarah on (08) 8388 7921 and she will be happy to take your details. Please do NOT try to book online.

Their website <https://discoveryevents.com.au/venues/adelaide-hills-convention-centre> includes details and pictures of the different types of accommodation available.

Hahndorf offers many other accommodation options and attractions and you can find details at the usual places such as Booking.com, Tripadvisor, Wotif etc.

## Next year's program is:

- Monday 27th April – Registration; Noggin'n'Natter / Rocker Cover Race all at AHCC
- Tuesday 28th April – Concours at Oakbank Racecourse; Theme Party at AHCC
- Wednesday 29th April – Motorkhana at The Bend Motorsport Park or Social Kimber Run leaving from AHCC and finishing at The Tavern on Hindmarsh Island.
- Thursday 30th April – Super Sprint at The Bend Motorsport Park or Discovery Run finishing at Murray Bridge; Formal Dinner at AHCC
- Friday 1st May – Farewell Breakfast and Delegate's Meeting at AHCC.

The Bend Motorsport Park at Tailem Bend is less than an hour away from Hahndorf on National Highway M1.

Apart from Hahndorf itself, here are a couple of other attractions to entice you.

The Oakbank Racecourse, which will be the Concours venue, is nestled amongst the leafy green landscapes of the Adelaide Hills, only a few minutes' drive from Hahndorf and 30 minutes from the Adelaide CBD. Its picturesque views, historic importance and well-kept grounds are the major drawcards for thousands of tourists each year. The Concours will be in a great area with shade, seating and other facilities, and a pleasant stroll from the main street of Oakbank where you will find various food and drink options.

Even closer is the unique Karkoo Nursery, spanning three acres filled with thousands of ever- changing products including plants, pots, garden art, antique finds, a clothing boutique and home/gift store set amongst beautiful historic buildings. Karkoo offers daily dining with a 150-seat licensed Garden Kitchen in what were the original horse stables.

Oakbank's attractions are sure to make your Concours day very special.

Please direct any general queries about the 2026 MG National Meeting to Tim Edmonds at

[Chairman2026natmeet@outlook.com](mailto:Chairman2026natmeet@outlook.com)

We're looking forward to seeing all our MG friends next year!!

*Tim Edmonds*

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. Please send to myself and Frank Perry so we can work up a spreadsheet with details.

Dominic David: [dom.d.david@gmail.com](mailto:dom.d.david@gmail.com)

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

Dom: 0414 407 400, Not after 7.56pm please. *Dom David National Meeting Coordinator*



## A Tale of Our Three MG Y's

Matthew Crawford

I grew up in a household that always worked on their own cars, initially helping my father with the family cars, and then my brother with his A Model Ford later Hot Rod, his Minis, his V8 modified Cortina and his V8 dragster. We would spend weekends combing through the various wrecking yards in Sydney and surrounds. I had dreams of something more artistic than my brother, such as a T series MG, however they were well beyond my budget. One day in 1966, driving along Woodville Road, we came across T & T Spares where my brother had bought the A Model, to find a red hand painted MG Y Sedan at an affordable price of £35:00 (\$70:00).

These cars were designed by Gerald Palmer in 1938, as a replacement for the much larger VA, SA and WA cars, however related to the approaching WW II they were not manufactured until 1947. The cars were quite advanced in design compared to the T series, with which it shared the same engine although detuned, and gearbox. It had an independent front suspension, designed by Alec Issigonis, that continued through to the MG B. It also had an inbuilt jacking system, The Smith's Jackall system, and a plush interior. It was a small, however high-quality family touring car and came in two forms, a four-door sedan and a two-door tourer. The design was based on the Morris 8 E series four door body shell, with an added unmistakable MG front with an upright radiator shell and separate headlights. The back was modified with a swept tail and rear wings, placed on a much more sophisticated chassis. It was fitted with a plush interior.



*The origins of MGY Types the Morris 8E.*

After acquiring the car, I undertook a complete restoration of the car over a period of 18 months. It was ready for its first outing, a northern NSW camping holiday with one of my university friends. As the fuel gauge was non-functional, we ran out of fuel on the first day around Taree. Since we were on top of a hill, we were able to coast down to Old Bar, fill up with petrol and camp by the beach. For the rest of the holiday, the car performed faultlessly. Unfortunately, on the way to work one day in 1978, the car was involved in a head on crash with major damage to the front guards, grille, radiator and head lights. The car was placed under cover in our backyard for a number of years, whilst we extended the house twice & spent 2 1/2 yrs in the US.



Some years after our return, we built a workshop to house the car, however it was not until 2003 that our eldest daughter asked for

the car to be her wedding car, with a time line of 2 years and 9 months. Luckily some years earlier an MG hoarder, just down the road from us was selling all his MG T Type & Y Type bits. I was able to pick up a bonnet, front bumper bar, two front guards, two head lights, headlight brackets and cross bar with a radiator and radiator shell, for next to nothing, whilst everyone was fighting for T type bits. I also collected other bits such as doors and a boot lid, as the earlier repairs I had made on these had been quite agricultural.

I contacted Alf Luckman from the MG Car Club Sydney, who was the Y Type registrar, at the time. He was most helpful in suggesting whom I should approach to get various work done. I dismantled the body and chassis and sent them off to the sand blaster. The body was then sent to Awdon Motor Body Repairs at Five Dock, whilst I built up the chassis, gearbox, differential and the Jack-All system. The engine was sent to a machine shop in Kogarah.

The undercarriage now has some slight improvements, including power assisted MGA front disc brakes, MGA wire wheels, a period Shorrock supercharger, a Ford T9 gearbox and a 4.55 ratio Morris Minor differential. The cylinder head is ported and fitted with MG TF valves by Peter Fogarty.

Margaret, my wife, took control of all the chrome parts, delivering them to The Chrome Factory in Caringbah. The upholstery was performed by Barry Hopkins at Artarmon.

I received the car back three weeks before the wedding to install the windows, at which time I found the engine was "locked", i.e. it could not be turned over. After installing the windows, we returned the car to Awdon's following the Christmas break, removed the engine and transported it to another machine shop. The engine was back in the car within three days, and we eventually received the car back after the front-end panels had been reattached, a week later. That was the night of the 6th of January i.e. the night before the wedding on the 7th of January 2007.



I had put the recommended amount of oil in the engine, however it barely registered on the dipstick. As such I added another liter to get it to the full mark. I took the car for a run around the block, and could see through the rear view mirror that I was leaving quite a wide trail of oil on the road. The whole underside of the car was covered in oil. I had used a T type dipstick and not a Y type one.

Fortunately, we had arranged two other Y types to attend, to transport the wedding party. When one arrived, I borrowed their dipstick, to find that our car was significantly overfilled. Back into the garage, drain a liter or so of oil, and start again. This time, no oil spill.



*The completed car*

Time for a quick shower, get dressed, and a quick instruction to our son of the various controls of the car. Now, all we needed was for the car to perform flawlessly for the 28km run to wedding chapel. Along the way, I listened to every squeak and rattle the car made fearing something would go amiss. I now no longer hear them. Thankfully the car performed without incident.



*The Y Type at the wedding.*

When our youngest daughter was to be married in 2011, she requested three wedding cars. As such I went looking for a MG Y Tourer in 2007. We found a partially restored example in North Ryde Sydney (YT 4171). It was significantly more expensive than I had bargained

for, at a non-negotiable \$12,000. Although the body was straight it had had multiple areas of rust repairs with patches welded over patches. The original engine and gearbox were said to be in good condition, and the chassis was straight. The numbers on the chassis, body and engine, matched those on the identification plates stored in a shoebox.



*The YT as purchased.*

One positive on the day, was finding a set of MGA front discs and calipers just outside the garage. We obtained these at no extra cost. The body panels and chassis were sent to the sandblaster, and subsequently the body and panels were transported to Awdon Motor Body Repairs. The chassis was powder coated and delivered to me for assembly. Upon dismantling the motor, all the white metal fell out of the bearing caps. Despite this the crankshaft only needed a ten thou grind and the cylinder block, a bored out to forty thou with fitment of forty thou oversize pistons.

The gearbox required a new layshaft and cluster gear. The differential, a clean and resetting to factory specification. The front MGA disc brakes were fitted with a power assisted booster. MGA spoke wheels were fitted all round. The chassis was then transported the Five Dock for fitting of the body.



*The body being fitted.*



As with all of these cars that are purchased partially completed, it is not until assembly that one finds out what is missing. In this instance it was much of the dash instrumentation, the door hardware, the side curtain frames and much of the lighting hardware was virtually unusable. As I had already purchased two other basket case MGYs, that I had dismantled and had plenty of spares. *The completed Y Tourer.*



As can be seen in the photo the car has the older 8 inch "cats-eye" headlights instead of the later 7-inch lights, which the YT's should have. I prefer the look of the larger lights.

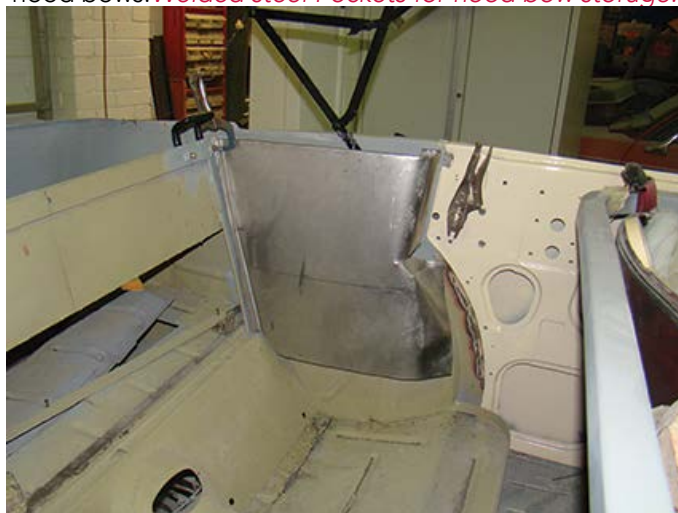
Fortunately, half way through 2009 I was advised by Alf Luckman (Registrar of the Y Types with the MG Car Club Sydney) that Phillip White's widow was trying to sell one of Phillip's cars (Y 6737) that had been damaged as it fell of a truck on its way for a respray up on the Central Coast. The accident had occurred on the notoriously windy Mooney-Mooney Bridge in 2006. We had seen the accident with the car sliding along the road way on its right side, as we were returning home from a stay at our holiday home in Terrigal. The mishap had severely damaged the roof structure, and right side of the car. As a result, Phillip on Alf's suggestion had begun converting the car to a four-door convertible tourer with the help of his younger brother, a panel beater and welder.

I had seen the car at Awdon's, where it had had further body work completed and had thought that it would be a great project if it ever came up for sale. As luck would have it the car came up for sale after Phillips passing. I purchased it in 2009 for \$5,000, a bargain, considering much of the body work had already been done, and a fully reconditioned engine, with a five speed Celica gearbox fitted. Insert: *The car as I bought it.*



The complexities of getting this project off the ground were a bit more than restoring a vehicle to its original condition. We needed to engage the services of an engineer who would supervise the project and dictate the modifications that were required to the body structure to allow it to comply with the Roads and Traffic Authority requirements.

The body structure needed to be reinforced such that it had a similar strength to that of a unitary constructed vehicle, despite having a chassis. A fully welded steel floor with cross bracing of the gearbox tunnel as well as cross bracing of the scuttle and strengthening of the rear seat back. The junction of the rear seat platform and body structure was strengthened at the rear door by the addition of welded steel pockets that would house the hood bows. *Welded steel Pockets for hood bow storage.*



The area beneath the rear seat platform was fitted with lockable cabinets welded between the floor and the seat platform. *Modification of rear seat platform & steel floor.*



As the top hinges of the original doors had been moved down, this area needed to be reinforced to adequately support the top end of the cut down doors. Side intrusion bars were also fitted in the doors. A taxi bar was fitted between the door pillars to strengthen the body from side impact.

Taxi bar and cocktail cabinet.



*Taxi bar and cocktail cabinet.*



A pocket was manufactured behind the rear seat into the boot space, to allow stowage of the soft top. Retractor seat belts were required as were head rests. A deformity test was performed on the car, which required a number of heavy individuals totaling 400 kg, sitting in the car, causing a deflection of less than 2 millimeters. As the hood bows had been moved further back than on a YT, the front of the hood bows needed to be extended, and also have the ability to be retracted to fit into the stowage space created.

Mechanical modifications included the addition of a modified Toyota CS 14 supercharger, and a 4.55 Morris Minor differential. The car had already been fitted with a 5 speed Toyota gearbox. The engine was fitted with a steel crankshaft, a slightly modified camshaft, TF valves and the head was ported, again by Peter Fogarty. The engine was balanced. To cope with the increased power being delivered to the rear wheels the 3/8inch rear wheel studs were replaced with 7/16inch MGA wheel studs. To provide a flat surface for the Austin Healey hubs to bolt on, the rear brake drums were replaced with Nissan 180B brake drums. Ignition was provided by a programmable 123 electronic distributor. The car now cruises comfortably at 110 km/h.

To finish the front scuttle, it was modified to a look-a-like T type. The original dash was modified to accept a TF instrument cluster mounted upside down and modified to fit around the steering column. This houses speedometer, tachometer, oil pressure, ammeter and fuel gauge. A water temperature and boost gauge were fitted separately. *Front scuttle and dash modifications.*



Side screen frames were individually made to fit the four doors. They were fitted to the car with pegs welded onto their lower edge inserted through guides in the wood trimming on top of the doors. These guides directed the pegs into steel tubes welded into the doors with nuts on their side to allow the use of modified MGA side-screen studded knurled nuts to hold them in place

Following completion of the car it required sign off by the engineer, who produced a six-page document listing all the modifications as well as its new weight 1040 kg, an increase of 49 kg from the original.

Its first major outing was to the Annual National MG Meeting in Warners Bay NSW in 2022, a trip of 600 km, Since, it is the most beautiful Y Type we have, it is the one we use the most, except in wet weather.

Our middle daughter was to be married in 2014 and only requested one car, either the two-door tourer or the four-door tourer, if it was completed. Although the four-door tourer was nearing completion it would need to be fully assessed by the engineer and a full report made to the RTA, we accepted to use the two-door tourer. As the wedding was an outdoor event all I needed to do was to drive to 28 km to a North Sydney Hotel and pick her up for a short drive to Lavender Bay Park. Unfortunately, with all these events going on, I had not got around to replacing the rear wheel studs with the stronger 7/16 MGA wheel studs. Although the car had been on many MG Car Club Touring events, including one to Gympie in Queensland for the 70 anniversary MGY Meeting, a run of over 1600km, two of the wheel studs on the left rear wheel broke on the drive to pick-up her and her bridesmaid.

With the wedding party onboard, we drove slowly down the road, parked the car next to the park walk way, and walked into the park. None of the wedding party were any the wiser about the underlying stress I had endured during that 1 km drive:

*Wedding party about to head to Lavender Bay.*





After the ceremony we found a local underground car park, where we left the car overnight.

Margaret, my wife, and I returned the next day, with a hand-full of wheel studs and the tools to remove the hub and replace the studs. Upon removing the left rear wheel, I found that only two studs remained intact. Removing the hub and replacing the studs, took about one hour after which we were on our way back home, being very thankful, as the outcome could have been significantly worse. The wheel studs have now been replaced with the 7/16inch MGA variety, and brake drums replaced with cast aluminum Nissan 180B drums,

which have a flat surface for the splined hubs to mate up to.

Since all three cars have disc brakes they are regarded as modified cars at Concours Events and need to be displayed with highly modified racing MGs, which is unfortunate, as they are not racing cars. They do however, add a bit of sparkle to wherever they are shown.

The Y type community has regular five yearly anniversary meetings of their initial manufacture in 1947. We have attended ever since the 60th in 2007. They are vibrant events and attract between 20 to 30 Y types from

Queensland, N.S.W., Victoria and South Australia. Insert: Two of our Y Types in the Gympie hinterland for the 70th anniversary of Y Type manufacture.



*Matthew Crawford  
Secretary MG Car Club Ltd*

### 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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**AUGUST 17th 2025**

Come along and be part of the biggest display of Historic Vehicles in the State, drive a couple of laps of the famous race track then scan the many stalls along Pitt Row selling automotive nostalgia, books & parts. The club has a limited number of tickets available by booking via the club website cost \$25 per car with up to 4 people or collect a ticket from Jim Lovett at a club meeting.

Run in conjunction is a Concours, one of the most prestigious events of its type in the country. The club has a couple of entries so far but we would like more, we can enter one vehicle from each decade, a great Concours to be part of. Contact: Jim Lovett for entry forms and details [jameslovett03@gmail.com](mailto:jameslovett03@gmail.com) or 0407 478 866.



The annual Council of Motor Clubs' Shannons Sydney Classic is back!

Sydney Motorsport Park, Sunday August



## 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, our Registers decided to support only the NMH day at the Motorlife Museum this year. However, although the Berry event was considered viable to run by the Car Club despite all the imposed preconditions and admin challenges, the event however was cancelled as Berry showground was waterlogged.

My understanding is that the Club involved is now reconsidering whether to persist and it is very possible we will lose another very valuable and attractive car show as a result.

Below is a report from Ron Critcher on the event. "Happy classic motoring to you all."

The Illawarra Register attended the NMHD at the Illawarra Motor life Museum at Dapto on the 18th of May. Six cars from the Register turned up for the event ranging from a 1950 MK 5 to a 2022 XE sedan on a cool and overcast day. There was a small rollop of about 50 cars in total from the local area including three Austin 7's, a brace of Fords and a smattering of others including VW's, Mini Vans. Holdens. Triumphs, Abarth's, Porsche, Fords, Cadillac, Rugby & Alfa Romero.

We celebrated the 100 Anniversary of the Rugby Car Company of which a 1923 version was on display by

Michael Hough



singing happy birthday & partaking in a slice of the birthday cake.

There was tea, coffee & a sausage sizzle to be had as well as a sale of surplus tools & magazines from the Motor Life Museum. Most tools were a \$1 each and one of our members purchased a spanner for \$1. He had just priced a replacement one at Bunnings for \$39. Bargain. I was able to assist in the identifying of several MK 5 radiator mascots. These were priced at \$50 each so if anyone wants one I think they are still available.

Our next outing will be lunch at the Headlands Hotel on Thursday the 24th of July at midday meeting at Bald Hill Lookout at 11:30 am for the drive to Austinmer for lunch at 12:30 pm.

*Ron Critcher OAM Register Secretary, The Jaguar Drivers Club of Australia, Illawarra Register*

Here are our remaining events scheduled 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

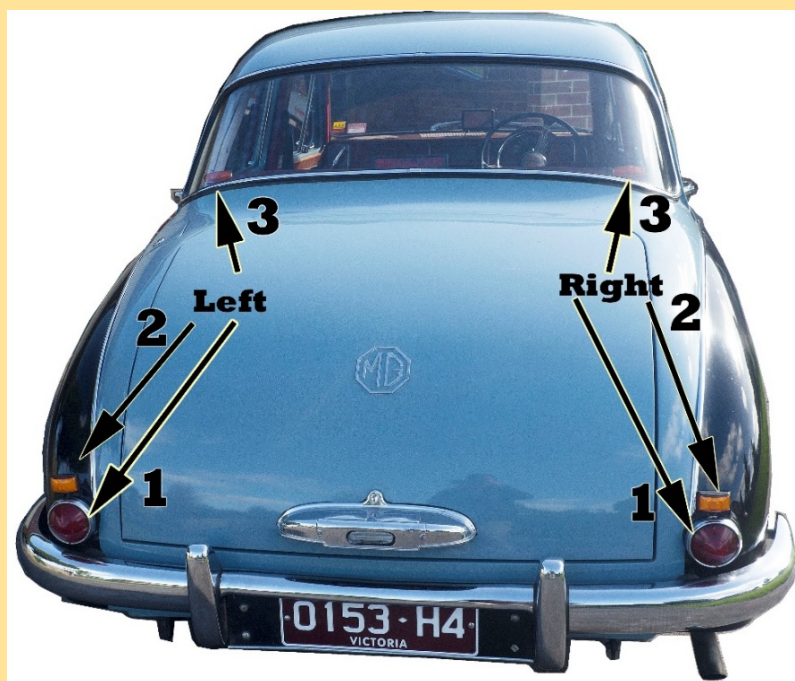
November 27 (Thursday). RV Breakwater Battery Pt Kembla, then Hill 60 Lookout. Morning Tea Venue TBA

*Michael Hough Illawarra Register*





## LEDs some of their Characteristics and Vulnerabilities relating to Indicators.



When purchased this car had an additional set of indicators mounted to the rear parcel shelf [Large rear window allows this]. Original rear lights flash the brake light globe. Referenced as a '1' in pic No.1. [DB10 relay utilized]

Local feedback told me low slung cars like the MGB could not see flashing indicators mounted to the rear parcel shelf. My solution was to add another [orange] flashing light above each rear light housing. Referenced as a '2' in pic No.1.

**Left. Pic. 1. Shown are the three indicator lights that flash**

**whenever turning left or right are activated.**

Referring to Pic. 1. LEDs are fitted to light units labeled one '1' and two '2'. Although older upgrade at light units labeled three '3' employed incandescent globes rated at 4 watts. This system worked fine but of recent times its pulse rate had become slower and on hot days at idle would sometimes refuse to operate until the motor revved higher [it has an original type of generator – so may have needed the extra volts!].

My solution was to upgrade to an all-LED installation. What could go wrong? In short, the system failed. Going into a form of fibrillation. Pulsing madly and/or feebly.

### Things to know about LED lights used in the indicator system!

**On the plus side.** LEDs are bright and draw little current. If used for headlights take the pressure off the generator when the engine is idling.

**On the specific side.** LEDs are highly resistive; Sensitive to poor earth connections; Sensitivities to contacts and switches that have poor electrical contacts. [in this case DB10 contacts] and lastly starving an associated relay of operating current [in this case the flasher can/relay].

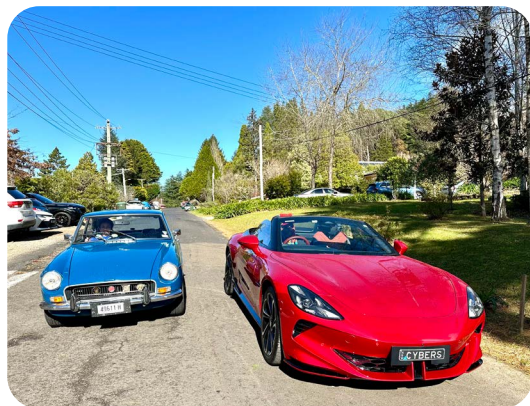
**How to make the fitment of LEDs work in a flashing indicator system.** Step 1. Try and find a flasher can/relay that will work with LEDs; Step 2. If flasher can/relay is not adapting well add a shunt [try 33 ohm resistor with correct wattage] in parallel with the LED so enough current is drawn to reliably operate the related circuit flasher can/relay. Step 3. Leave an incandescent globe [replacing a LED] in circuit if more than one LED is used in parallel.

**Comment** – This is a mismatch of retro fitted electrical components. You may need the help of an Auto Electrician to sort out. The above information hopefully provides perspective.



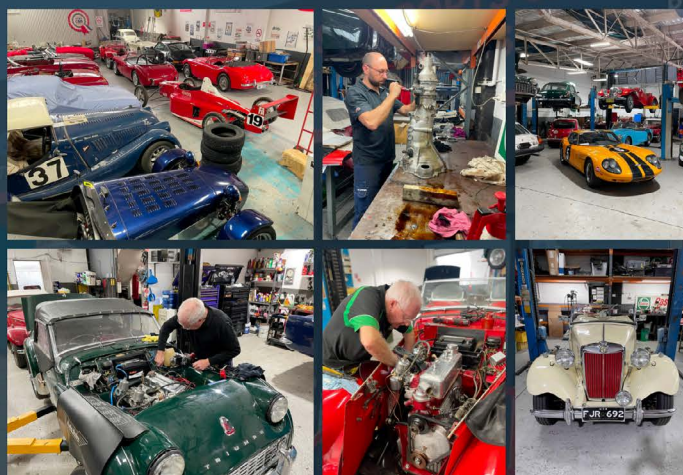
## Breakfast Run Sunday June 8th

A fun drive along Old Bathurst Road & the Great Western Highway, to Laura. The breakfast at the Sorensen's Glasshouse & Gardens Cafe, Leura was sensational. A great turn out of over 30 club members enjoying a very COLD winter Sunday morning in the Mountains .



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**View:** [www.peninsulasportscars.com.au](http://www.peninsulasportscars.com.au)





### 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)

## One Raceway Goulburn

I'm thrilled to introduce myself as the new Head of Motorsport at the One Raceway Motor Racing Circuit in Goulburn, NSW. As a lifelong motorsport enthusiast, and former employee of the circuit under its former Wakefield Park guise, I'm excited to return to the track under its new ownership and work with passionate car clubs like yours to make our circuit a hub for easy, enjoyable motorsport.

One of the things I'm super-passionate about is growing the sport we all love by making it easier and more accessible for everyone to get involved. Whether it's your first time on the track or you're a seasoned racer, our team is dedicated to streamlining the participation process, and we have some exciting innovations in the pipeline that will revolutionise everyone's experience at the track, from booking in for a track day or race meeting to driving on the circuit.

We're also passionate about welcoming newcomers to motorsport, offering beginner-friendly events, training sessions, and opportunities to connect with experienced drivers.

As your main point of contact for all motorsport-related matters at One Raceway, I'm here to help with event planning, track bookings, safety protocols, or any questions you have. We're excited to support your club's activities, whether it's organising race meetings, private track days or bringing your club members along to participate in one of our own One Raceway track days.

I'd love to hear about your club's goals and how we can collaborate to bring more motorsport action to One Raceway. Please feel free to reach out to me directly to discuss upcoming events or opportunities for working together.

Thank you for your passion for motorsport, and I look forward to meeting many of you at the track soon!

**Lachlan Mansell**

Head of Motorsport

One Raceway / Pheasant Wood Circuit

0403 937 111

[lachlan@oneraceway.com.au](mailto:lachlan@oneraceway.com.au)

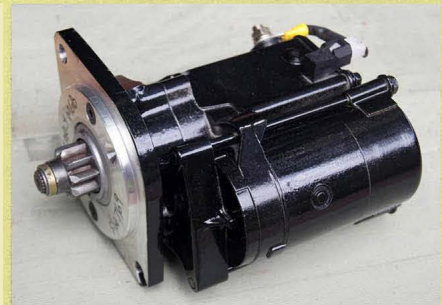
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Support your club and complete your wardrobe with the MG Car Club regalia range.

Available in mens and womens cuts and sizes.

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[jame1848@yahoo.com.au](mailto:jame1848@yahoo.com.au) to order.

Alternatively shop on line at our web site shop :

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

Club Badge. \$39.95



Club Log Book Cover \$40



# One final safety check before you drive

Check your sleep health with a simple iPhone test that detects obstructive sleep apnoea (OSA).

Download the Owl Eye app and get a result in minutes.



Scan me!





## MGCC Concours 2025 & 2026



Save the date and help needed.

2025 Silverwater Park 26<sup>th</sup> October 2025.

All early planning done and hopefully all those who helped last year are ready and willing to do so again.

2026 probably at Silverwater Park in October, date yet to be set.

I will be overseas at the time of the Concours, I will get all the preliminaries done but won't be here on the day. Our Club therefore needs somebody to come on board hopefully this year to assist me and learn the ropes and then be the organiser of the actual event on the day in 2026.

Please contact Jacques Calluad, [jcalluad@live.com](mailto:jcalluad@live.com) or 0433 506 668 for further information.



# frontline

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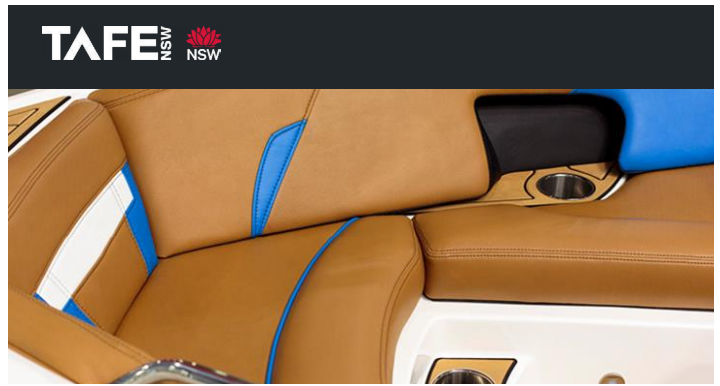
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Tel : 02 9774 2169  
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[www.frontline-cars.com.au](http://www.frontline-cars.com.au)



## TAFE Statement in Vehicle Restoration Ultimo

- Auto & Marine Trim
- Refinishing Techniques
- Restoration Techniques
- Course Fees: \$ 1450
- Start Date: 26th July 2025
- Duration 9 weeks.
- Call: 131 601 to book your participation



### TAFE Statement in Vehicle Restoration at Ultimo

FOCUSED ON AUTO & MARINE TRIM:

800-001308

#### Course description:

Gain specialised skills to restore classic vehicles and design marine craft interiors. Follow your passion, build your understanding of design and get practical experience and knowledge in vehicle and marine trimming technician.

#### Course outcomes include:

There are no assessments for this course. However, you'll have the opportunity to restore your own vehicle and receive professional advice, help and feedback from your teacher.

#### Learning subjects include:

Basic skills in Automotive restoration techniques 800001308A

- Non nationally Recognised Training
- Course Fees - \$1450

#### Locations

TAFE NSW Ultimo  
651-731 Harris Street  
Ultimo 2007

#### Duration

9 WEEKS / Saturdays

#### Study type

Part Time

#### Start date

26th July 2025-Ultimo

#### Study commitment

6 Hours per week

9:00am to 3:30pm  
Saturdays

Scan QR code for course guide



131 601

tafensw.edu.au/course area



### TAFE Statement in Vehicle Restoration at Ultimo

FOCUSED ON REFINISHING TECHNIQUES:

800-001308

#### Course description:

Gain specialised skills to restore classic vehicles and learn basic design. Follow your passion, build your understanding of design and get practical experience and knowledge in refinishing.

#### Course outcomes include:

There are no assessments for this course. However, you'll have the opportunity to restore your own vehicle and receive professional advice, help and feedback from your teacher.

#### Learning subjects include:

Basic skills in Automotive restoration techniques 800001308A

- Non nationally Recognised Training
- Course Fees - \$1450

#### Locations

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Scan QR code for course guide



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### TAFE Statement in Vehicle Restoration at Ultimo

Focused on RESTORATION TECHNIQUES:

800-001308

#### Course description:

Gain specialised skills to restore classic vehicles and gain basic repair skills. Follow your passion, build your understanding of design and get practical experience and knowledge in vehicle restoration.

#### Course outcomes include:

There are no assessments for this course. However, you'll have the opportunity to restore your own vehicle and receive professional advice, help and feedback from your teacher.

#### Learning subjects include:

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A great contemporary photo taken by Claudia Lovett from her wing mirror, of Ros Bastion driving to The Concours at the 2025 National Meeting in Albury.

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

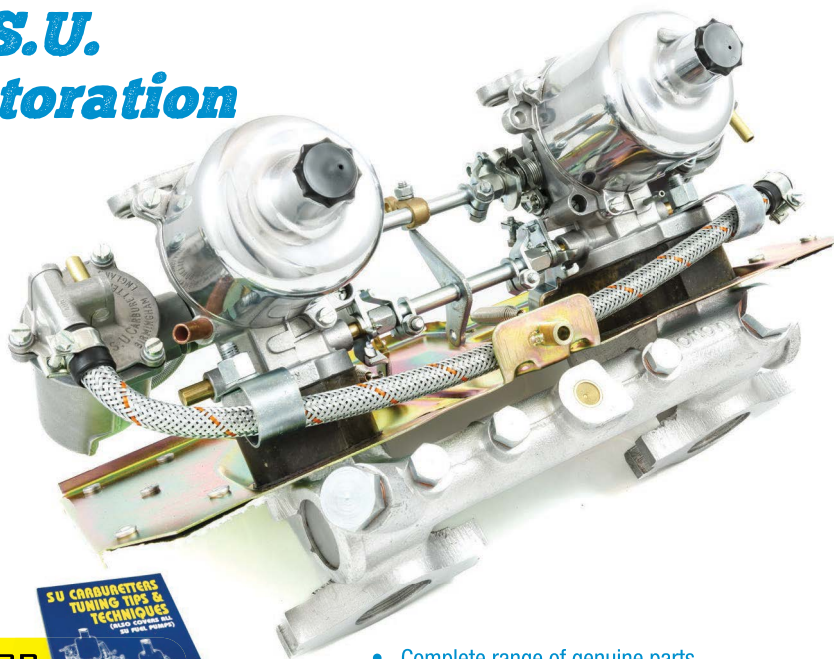
Are you're SU carburettors running OK?  
Now is the perfect time to get them  
restored to concours condition.

### ***What do we do?***

Disassemble, hydo-bath bodies, replate  
all metal levers, screws etc. Replace jets,  
needles, floats, pins & gasket, throttle  
shaft disc & screws, rebush bodies &  
assemble.

**BOOK YOUR SU CARBS IN FOR  
RESTORATION AND RECEIVE A  
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- Complete range of genuine parts
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## Classifieds - Cars



### 1971 MGB GT

Originally an American car imported and converted to RHD. Purchased 2014. Extensive restoration by Peter Moxham including engine rebuild, fitting of overdrive gearbox and electronic ignition. Interior was renewed with leather seats, new carpets and roof liner.

Shipped to Europe and used to attend an MG meeting in the Dolomites before driving to the UK. During this trip it was fitted with a new starter motor and alternator.

The car was garaged and then used to tour the UK. The tour included the lakes district, Hadrian's wall and the Island of Skye. The car was then shipped to the island of Orkney and used to tour Orkney and the Shetlands. It was then garaged again before being shipped to Spain and used for an extensive tour of Spain. Following that tour it was shipped home and has recently been fitted with a Bilstein suspension upgrade and new tires.

**Price:** \$37,000

**Contact:** James Richie

0419 447 230

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



### 1960 MGA Roadster

**NEW**

A classic British sports car with timeless charm, this Australian assembled car is offered in good, roadworthy condition and comes with full NSW registration valid until July 2026.

Currently owned since 1989, the car has been lovingly cared for over the years. The engine was fully rebuilt shortly after purchase and has travelled approximately 25,000 miles since. In the past two years, the vehicle has benefited from several mechanical upgrades, including:

- Brand new tyres
- Brake system overhaul, with new discs, callipers, and pads
- Mechanically sound and a pleasure to drive, this MGA is ready to enjoy immediately.

The paintwork is showing its age and will require attention, with visible flaking on parts of the body and in the engine bay, ideal for a classic car enthusiast looking to add their own finishing touch.

Included in the sale is a detachable fibreglass hardtop.

**Price:** \$35,000

**Contact:** John Yeoman

0418 278 025

[JohnY@abcitystate.com.au](mailto:JohnY@abcitystate.com.au)



### 1948 MG TC Special

**NEW**

Built in November of 1948. Engine # 6967 TC # 6289. I have owned the car for 55 years.

The odometer reads 59,586 miles (95,586km).

The engine benefits from a total rebuild completed in 2019 and is supercharged with a original Shorrock (S75) supercharger. It is mated to a Sierra 9 5-speed gearbox from England.

The TC is finished in black over a red interior with beige hood and will be sold with both 16" and 19" wheels.

Location: Eastern Sydney

Price: \$69,000

Contact: John Carter

0416 292 929

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







**NEW**

### 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:** \$52,000

**Contact:** Matt Buttenshaw  
0412 929 701

[matt@machooka.com.au](mailto:matt@machooka.com.au)



**NEW**

### 1974 MGBGT V8

In excellent condition. Only 1,862 were produced with chrome bumpers. This vehicle has had a fortune spent on it and was on club plates till 2019. The previous owner Brett McManis competed in historic group S in this car, which was prepared by Bob Roundtree.

Engine capacity is 3530cc. This vehicle is fitted with Gatric 5 speed gear box. It also comes with original motor gearbox and a truckload of spares. There is also 4 mini light type wheels with tyres.

I have since restored it to as close to original as possible, registered for 10 mth.

**Price:** \$65,000

**Contact:** Peter 0412 084 062

[peter.charles.ford@gmail.com](mailto:peter.charles.ford@gmail.com)



### 1950 MG TD50A

Currently with full registration until 29/6/2025.

It is being sold via online auction on Trading Garage.

**Price:** \$25,000

**Contact:** Peter

0421 165 720



**NEW**

### 1971 MGB GT.

Well known in the club, was original 3 speed automatic gear box and was converted for me by a member of the club to a Ford 5 speed gearbox.

Significant performance improvement.

It has been regularly serviced and is currently registered on historic plates. Reluctantly being sold as we are downsizing with lack of garage space.

**Location:** Dural

**Price:** \$25,000

**Contact:** Colin Baxter  
0417 907 718

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

## Advertising in Opposite Lock

A **FREE** service for MGCC members -  
Classified ads will run for two months.

Please advise the Editor

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





### 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



### 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



### 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

[syd@reinhardts.net](mailto:syd@reinhardts.net)



## Classifieds - Parts



Selling a pair of type 1 (1962-68) complete leather seat assemblies. They are complete with seat frame runner.

History known, dry storage. Leather in excellent condition, blue piping.

Price: \$1200

Contact: Ian Gerrard 0418 294 283  
kgarrard1@optusnet.com.au

NEW



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



## 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

**WANTED** A pair of single stem MGB headrests any condition or material is fine.

Contact: Jim Lovett

jameslovett03@gmail.com

0407 478 866.

NEW

### WANTED

Pack-away Hood, with Header Rail, to suit MGB.

Preferably without any cuts, tears or splits and the perspex windows in good condition.

Contact: Phil Gibbs on 02 9534 2276

0403 824 862. freeway64@optusnet.com.au

NEW

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A **FREE** service for MGCC members - Classified ads will run for two months.

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- Parts will be packed & posted with shipping costs calculated

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