



Official Journal of the MG Car Club – Sydney

# *Opposite Lock*



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August 2025

Marque Defining Moments

MGA Review

In this issue

Modern TF Run

2025 HSRCA Sydney Classic



# MGCC Sydney Club Calendar 2025

## AUGUST

3 Cars & Coffee, St Ives Showgrounds, Greg Fereday  
 4 Board Meeting, Greengate Hotel  
 12 Members Gathering, North Ryde RSL  
 16 CSCA Supersprint, hosted by Lotus, Sydney Motorsport Park, Gardner GP circuit, Max Wasson  
 16-17 MG Racing NSW, One Raceway, Steve Perry  
 17 Shannons Sydney Classic Display, Sydney Motorsport Park, Jim Lovett  
 29-31 HSRCA Spring Festival, Race & Regularity, One Raceway, Max Wasson  
 31 Breakfast Run, Julie Porter – Stephens

## SEPTEMBER

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

## OCTOBER

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

## NOVEMBER

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

## DECEMBER

1 Board Meeting, Greengate Hotel  
 7 Cars & Coffee, St Ives Showgrounds, Greg Fereday  
 9 Members Gathering Christmas Party, Hilary Wren



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## August President's Report

I was reminded when reading a copy of Octane magazine recently how lucky we are in the classic MG owning community to have such good and reasonably priced spares support to pursue our passion, whether that be to just keep our cars on the road to enjoy or to undertake a full-scale restoration.

One of Octane's contributors has a 2004 Rolls Royce and was saying it cost £200 for a single Xenon light globe. That's \$410 Oz dollars just for the globe not including installation. And a rear-view mirror was £1500 (\$3060).

Ok, it's a Rolls Royce, but as he said it's "absurd" and "by Jimmy, it's a costlier business than doing the same with an MGB."

Last month a few of us did a bit of a clean-up in the Club's rented storage. For those that don't know we rent a storage unit from Kennards to keep all sorts of things for the Club – items to run the Concours and other events, bulk regalia, old trophies, library books and DVDs, and club records.

Some of the stuff we no longer need we gave away at last month's members gathering and James and Leanne, our Regalia officers have been selling some of the odds and sods of old regalia at heavily discounted prices.

On the subject of regalia, we have 50% off the price of our stylish and very comfortable ladies' puffer jackets. On sale for winter, they have been reduced to just \$100.

With their subtle 'tone on tone' MG Car Club shield on the sleeve they can be worn not just to keep you warm in your MG, but for any occasion.

They really are very nice. See the ad in this edition of the magazine on page 28 and on our web site.

On Sunday 17 August we have the CMC Shannons Display Day at Sydney Motorsport Park, Eastern Creek. What is special about this year is that we will have 4 MGBGT variants on display in the pit lane in celebration of the 60th anniversary of the launch of the MGBGT in October 1965.

These will be a Mk1 MGBGT, a MGCGT, a MGBGT V8 and a MGBGT rubber nose. We had 20 tickets for the designated club display area and these have now all been sold.

But even if you haven't got a ticket you can still come along, park in the public parking area and enjoy the day. There will be over 1,000 classic cars of all makes and models, trade displays and you can even get a ride in an historic bus.

And if you would like to venture out to Sydney Motorsport Park the day before there is a round of the Combined Sports Car Association (CSCA) race series on Saturday 16th August where you can see classic sports cars, including MGs competing on the track.

That's it from me for another month. Happy MG motoring.

*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!

|             |           |               |
|-------------|-----------|---------------|
| Paul        | Sansom    | MGB           |
| Robert      | Standen   | Non marque    |
| Fred        | Edney     | MGA MGC       |
| Ross        | Morgan    | TD            |
| Warren      | Jenkins   | MGB           |
| Patricia    | Lunn      | MGB           |
| Christopher | Drysdale  | F & TF Modern |
| Sonia       | Fingleton | F & TF Modern |
| Kerry       | Doherty   | Midget & FWD  |

The Club has 838 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)*



Surf & Drive, spotted recently up the coast by Don David





Page 7 July Members Gathering.



Page 8 Modern TF Run to Wallacia



Page 9 All British Day



Page 15 Cootmundra Sprints



Page 18-19 MGA Review



Page 20-21 HSRCA Sydney Classic



August 2025 Cover:

On the recent TF run to Saddles, rugged up on a cool winters morning.

Photo by Maragaret Crawford.

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August 2025

**Opposite Lock**

Contributing photographers:

Thanks To:

Margaret Crawford,

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Hilary Wren, Matthew Magilton,

Alan Hertiage, James Mc Master,

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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## Model Registrars

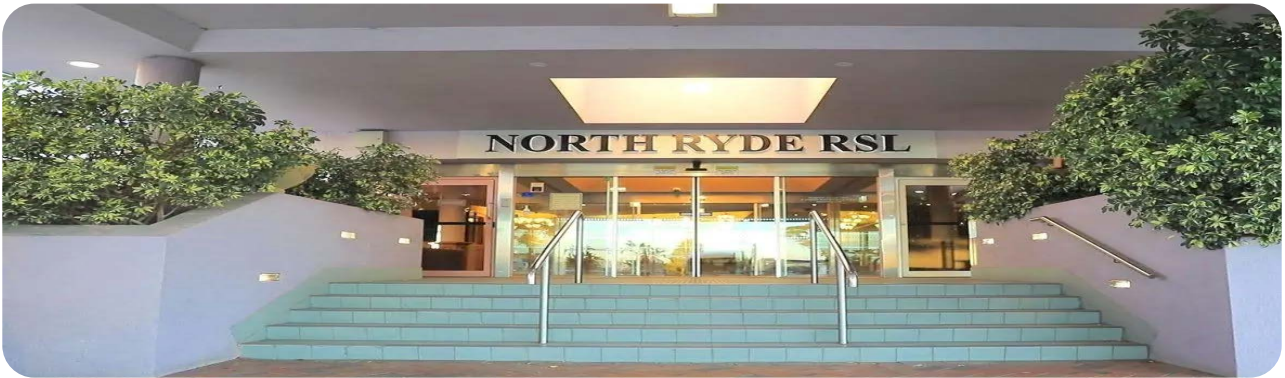
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| Postwar Saloon  | Dr. Matt Crawford         | Margaret | 0457 411 681<br>9546 6215 | matcrawford@bigpond.com    |
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| RV8             | Alan Heritage             | Shirley  | 0418 459 496              | 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            |
| Concours & Display Day         | Jacques Calluau          | Lynn    | 0433 506 668              | jcalluau@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                    | George Appleby           |         | 0407 837 111              | clubrego@mgcarclubsydney.com.au      |
| Club Plates                    | Stephen Basley           |         | 0458 196 161              | 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              | Librarian@mgcarclubsydney.com.au     |
| Member Liaison                 | Jan McKenzie             | Brian   | 9724 1969<br>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

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

Lynn Calluad





## July Members Gatherings

MGCS CAN GO AROUND (most) CORNERS!

Steve Perry



Member, Steve Perry entertained us at our July members gathering, talking to us about his 1968 MGCGT. 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, between Steve and his three sons they have made various changes to improve its track performance and the enjoyment to drive quickly.



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

Thanks Steve, for a most informative and interesting evening, where your passion, experience and sheer love of racing and your car shone through.

Hilary

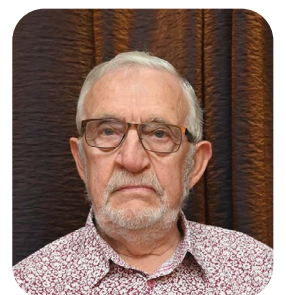


## August Members Gatherings



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 Wallacia

Our July club started early on a fine sunny Sydney winter's day. A handful of Modern TF's were already parked along with a handful of B's and RV8's, a modern MG sedan, a Y-type and a beautiful looking early TF. A grand total of 21 cars. Time for a quick coffee and chat and pre-reading of the single page of route notes. The registrar gave us a quick route and safety briefing including the important phrase, " Just don't crash. " Soon our registrar was at the head of the group and most of us followed with confidence, west over the M7 and into a rarely visited area called Capitol Hill, popping out in the Camden area.

The route included a nice big short cut for the older cars as well as one car that had to return to the workshop for a new battery.

After a quick pit stop at Picton we headed in a large loop back around to Wallacia via Oakdale and Silverdale. For the best part of 60 kilometres we basically had this country road all to ourselves. One small sedan we found wandering along soon realised we were driving together and made it easy for us all to get around. For around half an hour the modern MG's were able to truly stretch their legs and blow out the cobwebs.

By lunch time all cars had arrived at the pub lunch where our table was waiting. Most of the drivers of the modern cars couldn't wipe the smiles off their faces; and there was one MGB GT that arrived quite early as well, having kept up with modern TF's.



Thirsty drivers were able to quench their thirst and refuel their own fuel tanks with the likes of schnitzel, burgers and steaks.

Heading back to town past the new airport site some helpful drivers gave us some nice friendly waves as we passed the speed camera without incident. Two hundred and some more kilometres in July with the roof down all the way is a great way to spend a Sunday.

You might notice there's a part of the run description missing, between Camden and Picton, the famous Razorback Mountain, but if you want to know what happens on Club Runs you need to come along, because.. well.. what's happens on Razorback stays on Razorback!

*Mark Robson*





## ***ALL BRITISH DAY 2025***



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.

Set up day is Saturday 13th September 2025.



## 29 'QUEEN MARY' FAILS TO SAIL 1935

Kimber was planning to move substantially upmarket with a 3½-litre car using all-independent suspension based on that of the R-type. A prototype nicknamed 'Queen Mary' was built, but the Cowley takeover saw the cancellation of this surely over-ambitious project, coded EX150.

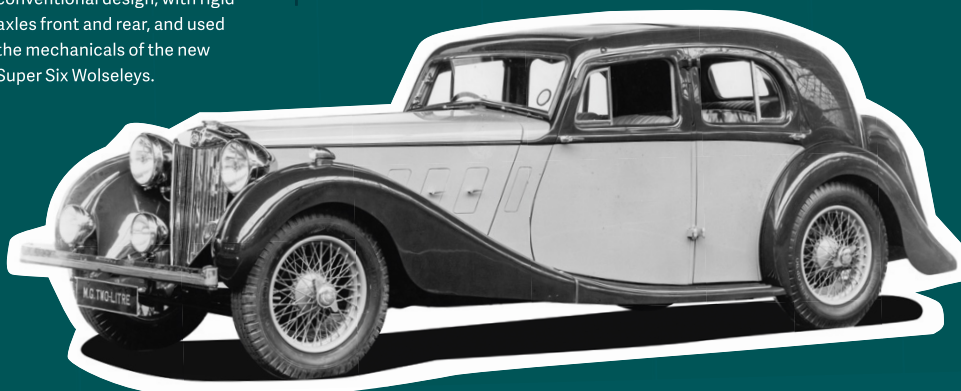
## 30 THE END OF WORKS- SUPPORTED RACING 1935

As part of the 1935 reorganisation the competition department was closed, sufficient justification being a hefty increase in expenditure on motorsport and a leap in development costs for new models – seemingly linked to the R-type.

# 31

## CHANGE OF TUNE: THE SA 1935-39

The Cowley-conceived MG Two-Litre or SA was a resolutely conventional design, with rigid axles front and rear, and used the mechanicals of the new Super Six Wolseleys.



## 32 TA – FIRST OF THE T-TYPE MIDGETS 1936-39

The TA followed the chassis and body design of the preceding P-type, but was slightly larger and was powered by a slower-turning 1292cc pushrod engine. Despite mutterings from marque die-hards, sales proved to be roughly the equal of the P-type.

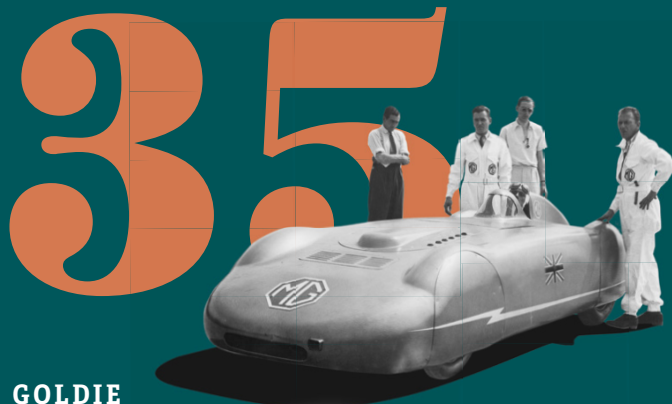
## 33 THE 1½-LITRE VA 1936-39

The VA had a 1548cc pushrod engine shared with the Morris Twelve and Wolseley 12/48. Kimber, who ran several VAs, probably exerted a measurable influence on the car's lines.



## 34 CECIL KIMBER AND 'PERSONAL' ADVERTISING 1938

A new series of advertisements took the form of a signed message from Cecil Kimber, putting a human face to the cars and hinting at the clubby intimacy Kimber sought to foster with MG customers. The advertisements were regarded differently by some.



## GOLDIE GARDNER AND HIS STREAMLINER 1938-39

Former MG racing driver Gardner persuaded Lord Nuffield to sponsor Abingdon's creation of a streamlined record-breaker. With a body designed by Reid Railton and power from a supercharged 1086cc K3 engine developing 200bhp, the car achieved 186.6mph in 1938 on a stretch of German autobahn, and in 1939 hit 203.54mph.



## 36 VICTIM OF THE SNAKEPIT 1941

In 1941, out of the blue, Nuffield sacked Kimber, who had been judged too independent of spirit, not least in negotiating a contract for Abingdon to build the front end of the Albemarle bomber. Kimber's refusal to accept a minor administrative reorganisation was the final straw. There was also the way in which those Kimber-signed advertisements had rankled, and the eyebrows that had been raised over Kimber cheating on his ailing wife and then re-marrying soon after her death. Cowley was a snakepit of venomous internal politics, and from that moment his cards had been marked.

## 37 DEATH OF CECIL KIMBER 1945

Kimber went off to work first for coachbuilder Charlesworth's wartime metal-fabrication business. From there he moved to piston manufacturer Specialoid. On 4 February 1945 a train journey to Peterborough went wrong: the train slipped on the rails leaving Kings Cross, the rearmost carriage was flipped by a badly timed throwing of the points, and two passengers were killed. One of them was Cecil Kimber.

# 38

## ABINGDON NEARLY ENDS UP MAKING TRACTORS 1946-48

In 1946 Abingdon MD Harold Ryder pitched for the MG works to become the production site for the future Nuffield Universal Tractor. It wasn't to be. After various hesitations, manufacture of the tractor would begin in 1948 at the Wolseley plant at Ward End.



# 39

## COWLEY COCKTAIL: THE MG Y-TYPE 1947-53

The MG 1½-litre, as it was called, was old-fashioned before it even went on sale, and was only modestly successful.

# 40

## THE MORRIS MINOR NEARLY BECOMES AN MG 1947

In a desperate attempt to overcome Lord Nuffield's reluctance to put the Minor into production, it was briefly proposed to sell it solely as an MG, possibly assembling the car at Abingdon.

# 41

## MG DOESN'T MOVE TO COVENTRY 1948-49

In 1948 it was announced that MG and Riley would be brought together at the Riley factory, creating a tidy bloc with body supplier Morris Bodies Branch on the doorstep. After protests from MG, instead Riley production was transferred to Abingdon.

# 43

## CREATION OF BMC 1951

At the end of 1951 the Austin Motor Company and the Nuffield Organization merged, to form the British Motor Corporation. The first consequence was that Abingdon's new Magnette saloon was launched with an Austin engine under the bonnet.

# 44

## JOHN THORNLEY TAKES OVER 1952

Thornley returned after the war and became General Manager – thus boss of Abingdon – in 1952. He battled unceasingly for MG, getting things done through persistence, a lucid intelligence and a cheerful personality. He took early retirement in 1969.

## AUSTIN-HEALEY TAKES PRECEDENCE OVER MGA 1952-54

Following his deal to produce the Austin-Healey 100, BMC boss Leonard Lord refused to authorise development of the future MGA. As a result Abingdon resorted to facelifting the TD into the TF. Eventually it was seen that there was a market for both the Healey and the 'A' and Lord duly sanctioned the MGA's manufacture.

# 45



# 42

## RILEY PRODUCTION AT ABINGDON 1949-58

The 2½-litre was made at the MG works until 1953, after which it gave way to the Pathfinder, and the 1½-litre continued until 1955. Only a small number of Riley Two-point-Sixes and just a handful of One-point-Fives were assembled at Abingdon.



## 46 OUTRAGE GREETES THE MAGNETTE Z-TYPE 1953-58

The Z-type Midget replaced the 1¼-litre and shared its monocoque body with a closely related Wolseley model, something it is hard to imagine Kimber accepting and which after the car's announcement provoked fiery outbursts in the correspondence columns of *Motor Sport* magazine.



## 47 MG TF HOLDS THE LINE 1953-55

The TF contrived to outsell the Austin-Healey 100, supply of which could not keep up with demand. Delays in shipping, and its premature discontinuation before the MGA was available, were behind its unspectacular sales in the States, rather than the market turning its back on the car.

## 49 MGA PROTOS AT LE MANS 1955

Abingdon entering three MGA prototypes in the 1955 event was a bold initiative, and the publicity accrued by two of the MGs finishing – 12th and 17th – didn't do the marque any harm, although everything was overshadowed by the notorious Levegh accident.

## 50 GOODBYE TO SQUARE-RIGGERS WITH THE MGA 1955-62

Besides the MGA becoming the first modern MG sports car, at the same time as it was authorised for manufacture, in June 1954, an MG design office was re-opened at Abingdon.



## 51 RETURN TO STREAMLINERS WITH EX179 RECORD-BREAKER 1954-59

At first EX179 had an unsupercharged TF 1500 engine, in which guise, in 1954, it secured seven international records and ten US records at Bonneville. Given an MGA Twin Cam engine, it scooped a further 16 records in 1956. It was then re-engined with an A-series power unit.

## 52 BMC SPORTS CAR MANUFACTURE CONSOLIDATED AT ABINGDON 1957

In a rare burst of industrial common sense, BMC decided to move assembly of the Austin-Healey from Longbridge to Abingdon and to make the MG works the combine's dedicated sports-car factory.

## 53 LOVELY LIABILITY: THE MGA TWIN CAM 1958-60

With an engine specific to MG for the first time since the 1930s, the Twin Cam created much excitement, but there were so many in-service problems that the model was dropped in 1960.



## 54 DONALD HEALEY'S CHEAP SPORTS CAR 1958-61

John Thornley had studied making a model smaller than the MGA and judged it commercially unviable. But BMC pushed ahead with Donald Healey's Sprite, and production of the 'Frogeye' was consigned to Abingdon.

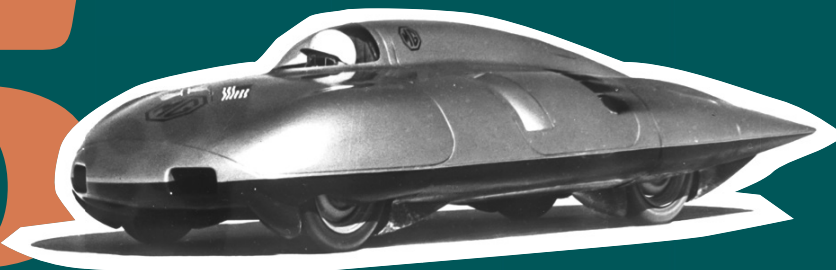
# 48

## BMC COMPETITIONS DEPARTMENT SET UP AT MG 1955

From 1955 Abingdon was home to the BMC Competitions Department, to achieve its greatest fame with the rallying Minis and Austin-Healeys.



# 55



## EX181 – ABINGDON'S LAST RECORD-BREAKER 1957-59

Cementing the optimistic buzz at Abingdon was the arrival of EX181, a stunning new teardrop-shaped record-breaker with a mid-mounted supercharged Twin Cam engine. Stirling Moss took the car to 245.11mph in 1957 on the Bonneville Salt Flats, and in 1959 Phil Hill achieved just shy of 255mph, in the process both men breaking a cluster of speed records.

## 56

### MG'S ABANDONED LE MANS RACER 1959

Completed in 1959, behind the backs of BMC management, EX186 had a Twin Cam engine and a de Dion back axle. The planned entry for 1959's Le Mans was scrubbed, however; it never saw action.



## 57

### THE 'FARINA' MAGNETTE 1959-68

BMC 'badge engineering' was to destroy Riley and compromise the MG image. Austin Cambridges in a party frock, the MkIII and MkIV Magnettes were less sporting than the Z-type and did not sell well.



## 58

### ABINGDON BUILDS MORRIS MINORS 1960-64

In the early 1960s a total of 20,014 Minors were built at the MG works – Travellers, vans and a handful of pick-ups. This helped keep the factory turning at a time when sales of its mainstay sports cars had dipped sharply.



## 59

### THE MIDGET RETURNS 1961

Abingdon's wish to have an MG version of the Sprite coincided with a decision to restyle the 'Frogeye'. When the MkII Sprite emerged, it was accompanied by a mechanically identical MG Midget that had a few cosmetic fripperies to justify a marginally higher price.

## 60

### LAUNCH OF THE MGB 1962

Sturdily built, mechanically straightforward and blessed with broad-shouldered good looks and capable road behaviour, the 'B' was everything an affordable sports car should be.



## 61

### MG 1100 AND 1300 1962-73

Sticking an MG radiator on a gussied-up Morris 1100 might have seemed cynical, but this time it was an adequately successful marketing exercise, MG versions representing 7.3% of total 1100/1300 production.



# 62



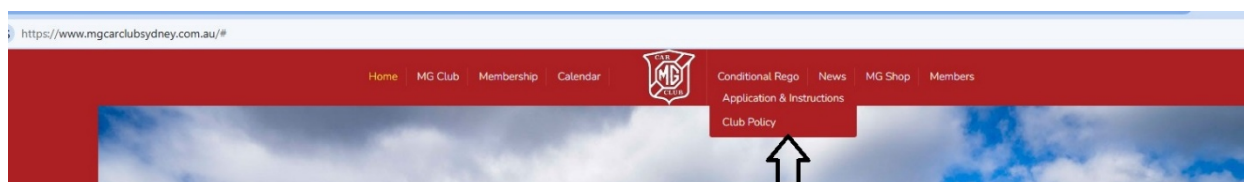
### THREE STILLBORN SPORTS CARS 1959-68

ADO34 was a Mini-based replacement for the Sprite/Midget, EX234 was a slightly larger rear-wheel-drive car, and the ironically nicknamed 'Fireball' (after a TV series) was a large 4.0-litre sports car to rival the E-type. All would have had Hydrolastic suspension – adding to their manufacturing costs. These ventures collectively prevented BMC focusing on what was really needed: an updated or new model to replace the MGB.



# 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

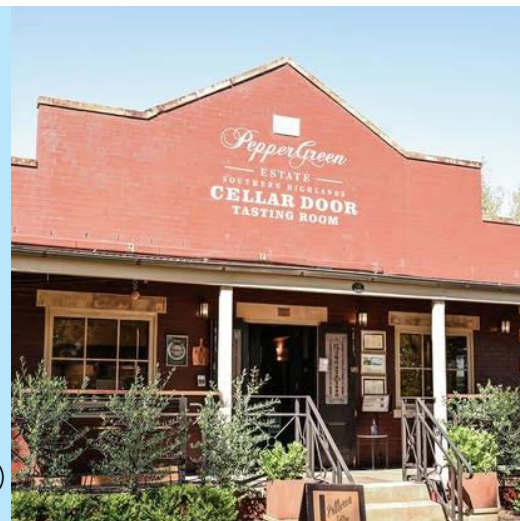
**Cost:** \$35 per person (non refundable as need to pay before the day)

**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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we'll quote on  
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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. When in late December, early January, SA MGCC issue their invitation to register for 2026 Nat Meet, I will immediately email and TXT each of you to get your registration in to them. As places are limited we don't want any of us to miss out on attending, as occurred this year.

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*





## 2025 Frontline MGA Review



Australia and the MGA go way back. From 1957 to mid-1962 more than 2000 MGAs were assembled in factories at Enfield and Zetland in Sydney.

In a streetscape then dominated by chunky Holden sedans and blocky Bedford trucks, the British sports car was a sensation, turning heads like Ferraris or Lamborghinis do today.

Under its sheet metal this MG still had the separate chassis, lever-arm shocks, leaf-spring live rear axle and wooden floor of the vintage vibe TC, TD, and TF models that preceded it.

But it looked modern, with streamlined bodywork styled by MG's chief designer Syd Enever that was inspired by the rebodied TD roadster he had created in 1951 for the Le Mans 24 Hour race.

Six decades later, the MGA is back – and this one's going to turn heads, too. Developed in Britain by MG restoration and restomod specialist Frontline Cars, the new Frontline MGA looks like a carefully restored classic.

But under the skin is a modern powertrain, plus redesigned and upgraded suspension, brake, and steering hardware, that combine to make it a brilliantly beguiling sports car.

The Frontline MGA follows the formula established with the company's long line of MGB restomods.

"The MGA was the natural next step for us," explains Tim Fenna, founder and chief engineer of Frontline Cars. "It's an icon of British motoring, but one that was always crying out for more performance and refinement."

Australian market versions of the car will be manufactured, sold and serviced by Sydney-based Frontline Cars Australia, a subsidiary of Modern Classic Cars Foundation, which has built Frontline MGBs for the past 10 years.

Frontline Australia MGAs start with an Australian market donor car – a roadster, or the rarer coupe – that can either be sourced by Frontline or supplied by the customer.

The chassis is strengthened and fitted with a redesigned front suspension that features Nitron telescopic shocks and fabricated upper links in place of the vintage lever-

arm shocks that were standard on the original MGA.

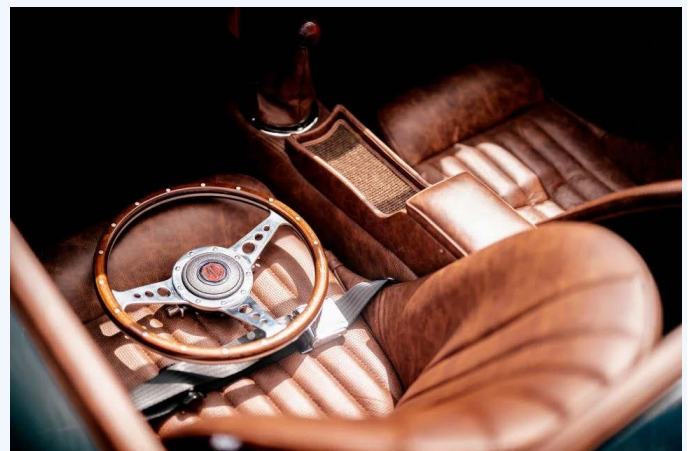
The original leaf-sprung banjo rear axle is swapped for a late model MGB unit that's been modified to allow coil springs and Nitron shocks and is located by upper and lower trailing links and a Panhard rod.

Other chassis upgrades include disc brakes all round, the front rotors vented and clamped by four-piston calipers, and electronic rack and pinion steering. Customers can choose between traditional-style 15-inch wire wheels or 15-inch Dunlop alloys that look like the wheels fitted to Jaguar's D-Type and Lightweight E-Type racers during the 1950s and 60s.

Customers can choose between two naturally aspirated Mazda engines, one a 2.0-litre unit that develops 168kW of power at 7200rpm and 241Nm of torque at 4500rpm, the other a 2.5-litre unit that develops 216kW at 7100rpm and 330Nm at 4200rpm. They drive the rear wheels through a Mazda five-speed manual transmission. Each engine features a bespoke individual throttle body induction system, revised camshaft profiles, a new ECU, and a tuned stainless steel exhaust system. The 2.5-litre engine's balance shaft has been removed to reduce frictional losses and improve throttle response.

All the mechanical hardware is topped with a body that retains its stock dimensions but has been carefully reworked to improve its structural rigidity, primarily by way of the addition of an aluminium honeycomb floor (British-built models have a steel floor) that now tightly ties together the bodysides.

Detail bodywork changes include the removal of the front indicators – they are now located within the modern LED headlight units – and the deletion of the octagonal MG badge from the boot lid. Look closely and you'll also see discreet Frontline badging near the vents either side of the narrow bonnet, but otherwise the Frontline MGA looks just like a beautifully restored original car. The cockpit is more luxuriously trimmed,



in leather or Alcantara, than that of any original MGA, however. The dash features Frontline-branded Smiths dials, and there's an audio system with two speakers, two tweeters, an amplifier, and a Bluetooth module all controlled by a discreetly hidden head unit.



The modern luxuries don't stop there. Customers can specify heated versions of Frontline's optional aluminium-framed bucket seats, and one-touch electric windows are available on the coupé.

Air-conditioning is also available as an option. Australian-spec cars get a host of minor detail changes – everything from ADR-approved seat belts to steel brake lines – that allow the Frontline MGA to be registered on Australian roads

We had the chance to get behind the wheel of the first Frontline MGA built, a British-spec car fitted with the 2.0-litre engine, and a relatively tall 3.07 diff rather than the 3.4 or 3.7 ratios typically used in the Frontline MGBs because the owner wanted the car to feel relaxed while cruising. And relaxed it is: At 80km/h in fifth gear the Mazda engine, which will rev enthusiastically to 7750rpm, is turning just 2000rpm.

The engine sounds properly rorty-snorty when you take it through the gears, like an old-school British performance four-cylinder engine. And though the Mazda four has much more top-end bite than any of those old Brit engines, it has a similarly solid swathe of mid-range torque you can exploit with the transmission's tightly packed ratios.

The Mazda powertrain weighs 60kg less than the vintage MG hardware, which takes weight off the front axle and means the Frontline MGA tips the scales at about 900kg. So, despite its tall diff ratio, the little MG felt marvelously alive on British B-roads, easily scooting to 130km/h or 145km/h between the corners.

The ride is tightly controlled, but it's not harsh, thanks to the way the Nitron shocks deal with sharp inputs and the absorptive quality of the generously sidewalled 185/65 R15 Bridgestone Turanza tyres. The electronic power steering assists up to about 50km/h, then drops away.

Feel and feedback through the steering wheel rim is terrific. You can have manual steering if you want. Don't bother. It'll only make you sweat muscling the woodrim steering wheel at low speeds.

Like all old-school rear drive sports cars, the Frontline MGA likes to be braked in a straight line, then turned into a late apex as you get on the throttle. Get too ambitious with your right foot, though, and the abundant traction from the standard Quaife limited-slip differential will push the nose wide.

Brake feel is very good, and the well-placed pedals, combined with the beautifully crisp throttle response and the short throws of the transmission, make heel-and-toe downshifts a cinch.

What stands out about the Frontline MGA, however, is how taut and tight it feels. There's no scuttle shake – none – and no vibration back through the steering. Suspension noise and impact harshness are very well suppressed. Though it's very light, and with a live rear axle, the car feels astonishingly planted and composed, even on indifferent roads. In terms of the way it drives the Frontline MGA is a truly stunning piece of work.

Indeed, there are modern sports cars that don't feel as coherent as this reworked MG. For sheer fun and driver engagement the modern sports car that comes closest to the Frontline MGA is – ironically, given its powertrain – Mazda's MX-5 roadster, a car that is 47mm shorter, with an 80mm shorter wheelbase, but 262mm wider and at least 170kg heavier. There's something else in the MX-5 comparison, too: The idea that less is more. Tim Fenna says the 2.0-litre Frontline MGA takes about 5.0 seconds to sprint from 0 to 100km/h (the 135kW MX-5 takes at least 6.0 seconds). The 2.0-litre Frontline car is thus just 0.7 seconds slower to 100km/h than the 2.5-litre model, and both versions have a top speed of 250km/h.

Increased cost of the bigger engine aside, we suspect its extra power and torque could make the Frontline MGA, which has neither traction control nor ABS, a bit of a handful, especially on a wet road. The 2.0-litre model feels the sweet-spot car.

The original MGA was a relatively affordable sports car.



The Frontline MGA is not, with prices starting at about \$290,000 plus taxes and shipping and the cost of a donor car, according to Frontline Australia CEO David Dyer.

"The major reason for building the car in Australia is the customer can get involved," Dyer says.

It also means access to a reasonable stock of relatively rust-free right-hand drive donor cars – 81,000 of the 101,000 MGAs built between 1955 and 1962 were exported to the US, and fewer than 1900 right-hand drive cars are believed to exist in the UK. What's more, the Australian-built Frontline MGA doesn't attract the imported vehicle luxury car tax.

#### CarExpert's Take

Yes, the Frontline MGA is expensive. But for the money you get a genuinely bespoke, joyously analogue driver's car that's thoroughly engaging at real-world speeds on real-world roads. And it will turn more heads than any run-of-the-mill modern Ferrari or Lamborghini.

*Car Expert June 2025. Submitted by Roland Pepin*



## 2025 HSRCA Sydney Classic Motor Sport Park-June 2025



Photography by Seth Reinhardt







## *TC 80th Birthday Run in Victoria*



Thought I would share a few pics of the rally held to commemorate the 80th birthday of the TC this year. Started at Beasley's Nursery, Warrandyte and ended at Bridges restaurant in Hurstbridge via Yarra Glen. The weather gods smiled on the TC's and we had a great run.

*Matthew Magilton MGCC Victoria*







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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

Welcome to another month of classic motoring, and I hope that you are able to find a suitable time in our winter weather, to enjoy taking a classic car for a run!

Thank you for your interest in, or support for, the Illawarra register. All these runs are combined with, and co-advertised by, 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

As this event is just after this month's deadline, I will report on it next month, but at the time of submission we had a very promising 42 starters for the lunch and I

express my thanks to Ron Critcher for organising the details of this event

**September 25. Thursday.** Mt. Annan Gardens & Lunch RV TBA

**October 26. Sunday.**

Jamberoo Car Show Details TBA

**November 27. Thursday.**

Meet at Breakwater Battery Pt Kembla, then Hill 60 Lookout. Morning Tea Venue TBA

Enjoy your classic motoring.

*Michael Hough Illawarra Register*



## An Emerging Challenge

Car Shows Run by NFP Car Clubs may disappear for members of all Car Clubs in Coastal NSW at least, as they are facing the very real prospect of either or both of the following probable future realities:-

A number of previously well attended and attractive car shows are likely to disappear because of weather and insurance policy induced costs as well as frustration for the NFP car club voluntary organizers.

**Future Option:-**

The obvious outcomes from this option include:-

- Loss of income for NFP car clubs and the charities that they support by running the event with loss of revenue and income for the region or local government area at which the event would have been held.
- Loss of social interactions and bonding for car enthusiasts including opportunities for swap meets, car sales to enthusiasts & family learning experiences for parents and children about heritage motoring.
- Future loss of revenues by local Govt hire of facilities and insurance companies

**Future Option:-**

- A fewer number of very expensive and therefore less attractive car shows either run by "For Profit" organisers
- Or much more expensive and fewer events run by not for profit car clubs probably employing paid events managers for that purpose.

**Future Option:-**

- The car club movement bands together to form lobby and influence groups to persuade State

and Local Government Associations, insurers, destination NSW and similar agencies of the value to the state and local communities.

- The health and wellbeing of a significant subset of the population of NSW that enjoy motoring heritage, to legislate & work together to change policies and create new structures that provide greater protection and encouragement for non for profit events to both continue and to prosper.

**These actions could include but are not limited to:-**

- Insurance Companies only charge if an event actually runs, with no up-front fees, a situation enabled by the Govt creating an agency providing a guaranteed cost recovery for properly run events cancelled by for example the weather.
- NSW Govt legislates to protect this category of event, to be covered by a separate set of insurance policies designed to protect and encourage the events running and to cover unexpected ground repairs for local Govt agencies and similar.
- Destination NSW works with Operating Heritage Australia to commission and fund credible studies to show the commercial values and impacts of these events for local communities.

The above represent some initial thoughts and analyses by one long term owner of many historic plated cars, plus personal experiences of running air shows with a large car club display component at the Wings Over Illawarra airshows from 2007-2013.

I hope that these above ideas have triggered positive improvement thinking in readers, and I invite feedback and future comments and improvement suggestions.

*Michael Hough Illawarra Register*



## MG Car Club, Sydney - RV8 Registrar Run

**SUNDAY 28th SEPTEMBER 2025 – "RETURN TO CAVES BEACH"**

Members travelling north from Sydney will meet at Cowan Rest Area and Truck stop

Just off the Old Pacific Hwy, 9.5km North of McDonalds, Mt Colah.. for a 9am start.

We will be following the Old Pacific Highway north, then turning Right on Wiseman's Ferry Road to feed onto the M1. We will then Exit the M1 to join the A43 towards Swansea. At the approach to Swansea we'll take a sharp Right at the roundabout, Bowman Street/ Park Ave towards Caves Beach and Caves Coastal Bar & Restaurant, 27 Mawson Close, to find safe street parking.

Members & guests travelling from other parts to meet up at Caves Coastal Bar & Restaurant at around 11am. An MGCC venue booking has been made for bistro lunch at midday (from the Bistro menu).

For those arriving early enjoy a tea or coffee.

Please register on the club website for the event by **Friday 19th September** or, alternatively, phone me to let me know you're coming as the catering numbers are limited to 40. 0418 459 496 **Alan Heritage, MGCC RV8 Registrar:**

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## MGB Tracing

I am an Australian literary travel author living at present in Warsaw, Poland [www.michael-moran.net](http://www.michael-moran.net)

Although belonging to the MG Car Club when living in Sydney, I am now Secretary of the Polish Section of the Rolls-Royce Enthusiasts' Club (RREC) (UK)

I am attempting to trace the present whereabouts of a car (1967 MGB-89A Tourer) I once owned in Sydney Australia & my address in those days was Unit 32/113 Palmer St, Woolloomooloo NSW 2011

I attach snaps of the car at Watson's Bay during my ownership, from June 2004.

The car won a number of National awards.

1. Serial Numbers : YGHN 34382
2. Original invoice: NA
3. Registration papers: Engine Number 18GBUH66839 (1798 cc)
4. Colour: Champion Red



5. Original Registration: NSW MGB 64S
6. Heritage certificate: NA
7. Other places to search
8. VIN/Chassis Number YGHN34382
9. Model: MGB-89A

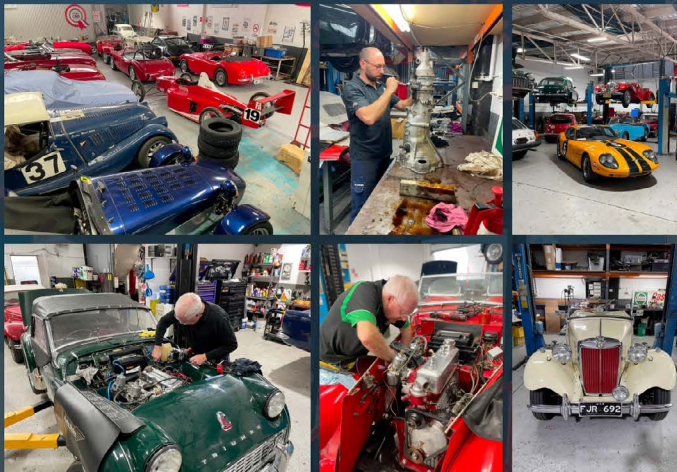
Michael Moran FRGS, Secretary | Polish Section  
RREC | The International Club for Rolls-Royce and  
Bentley Enthusiasts [\[rrec.org.uk\]](http://rrec.org.uk)

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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)



### INVITATION

#### CSCA SUPER SPRINT SERIES – ROUND 4 SATURDAY 16<sup>th</sup> AUGUST 2025

Dear Competitor,

You are invited to enter Round 4 of the CSCA Super Sprint Series for 2025, hosted by Club Lotus Australia at Sydney Motorsport Park Gardner GP Circuit on **Saturday the 16<sup>th</sup> August 2025**. Entries will open on the Motorsport Australia Event Portal on the 16<sup>th</sup> July and will close on the 10<sup>th</sup> August.

**Entry fee:** \$300.00 + Dorian hire: \$25.00. Payment is by credit card only, through the MA event portal (transaction fee to be absorbed by Club Lotus Australia).

**Minimum License Required:** Current Motorsport Australia Speed/Speed Junior Licence or superior.

Please complete your **Event Entry** on the Motorsport Australia member portal at the link below:

- [CSCA CLA 2025 Round 4 Event Entry](#)

Please read the **Supplementary Regulations**, available at:

- [Supplementary Regulations Round 4 2025](#)

Additionally, when entering the event you must complete the following two Motorsport Australia documents, and e-mail them to the Event Secretary [motorsport@clublotus.com.au](mailto:motorsport@clublotus.com.au):

- [Self Scrutiny Checklist - Speed](#)
- [Statement of Vehicle Compliance](#)

When entering the event on the Motorsport Australia portal, please ensure that:

- Your CSCA reserved number is updated, otherwise you be allocated a number.
- Your lap time for this and other circuits are entered and up to date. A guide to assist with this process is provided in the Supplementary Regulations. This information is needed for us to allocate you into an appropriate run group.

Please also note that as this Super Sprint is part of the CMC/Shannons weekend at SMP, **garages are not available** for competitors as stall holders for Sunday's event will be setting up. Carports will be available on a first come first served basis.

If you have any questions the motorsport committee team can be contacted at [motorsport@clublotus.com.au](mailto:motorsport@clublotus.com.au)

I look forward to receiving your entry and welcoming you on the day.

Graham Allen  
Event Secretary



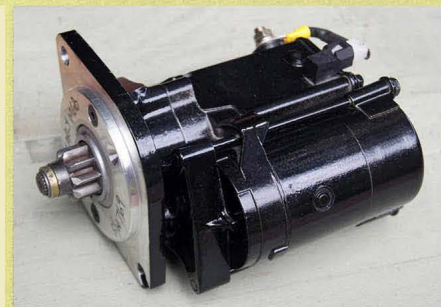
## Modified Hi-Torque "Gold Spark" Starter Motors

Suits all TC,TD,TF, MGA and all MGB models

MGF & TF, and specials made to order

- \* Reduction geared - gives 200% more cranking torque
- \* Uses 50% less power than original starter
- \* Compact, lightweight & 50% lighter than original - weighs 7lbs
- \* Prices from \$ 330 plus postage

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or engine temperature



Call Doug Hastie 03 9899 9302 or 0418 541 326, email, [dfshastie@gmail.com](mailto:dfshastie@gmail.com)



## MG Car Club Regalia & Clothing

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

Available in mens and womens cuts and sizes.

**Contact:** James Mc Master on 0405 188 741

[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)



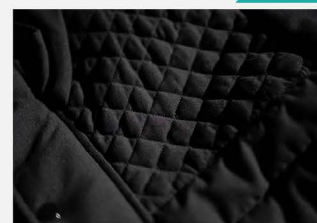
Club Badge. \$39.95



Leather Log Book cover \$40

## WINTER WARMER SALE

MG CLUB SYDNEY  
LADIES PUFFER  
JACKETS  
\$200 **\$100**



## MGCC Concours 2025 and 2026



Save the date and help needed.

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

Hi all, many who helped last year have already agreed to help again this year. So thank you!

Members for park layout and gate marshals on the day organised and like last year on the Sunday many turn up early and give a hand. Also need members to take on Concourse Judging roles on the day.

Need some members to turn up at 2.00pm on Saturday 25<sup>th</sup> October at Kennards Storage, corner of Frank St and Victoria Rd Gladesville to help load the truck with marquees, merchandise etc.

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

MGCC has a problem in that I can get all the preliminaries done but will be overseas from mid-September to mid-December so won't be here on the day. Club needs somebody to come on board hopefully this year to assist 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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## New Release of 5<sup>th</sup> MG Midget Book Series ZA/ZB. 1953 to 1958.

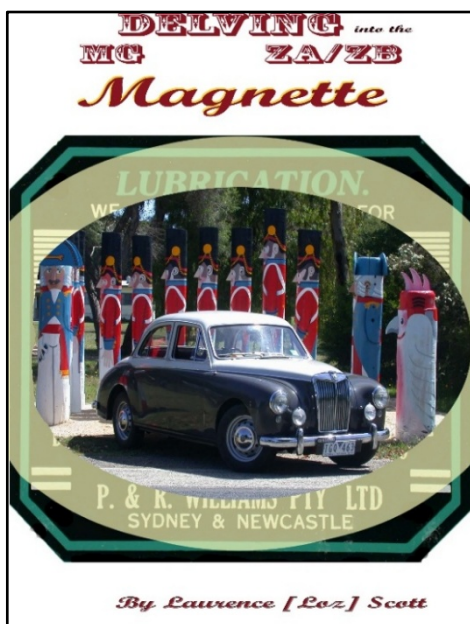
A 5<sup>th</sup> book titled **130° PreView. MG Series ZA & ZB. 1953 to 1958 Midget** has been produced. See over page. This book really needs to be with its four predecessors [shown below].

**To make this happen special pricing [plus postage] is:**

Book5 plus all 4 predecessors = \$125. Or Book5 plus any 3 predecessors = \$100

Book5 plus any 2 predecessors = \$75. Or Book5 plus any 1 predecessor = \$50

**NB. If you already have the 4 books shown below** contact me regarding a best buy deal

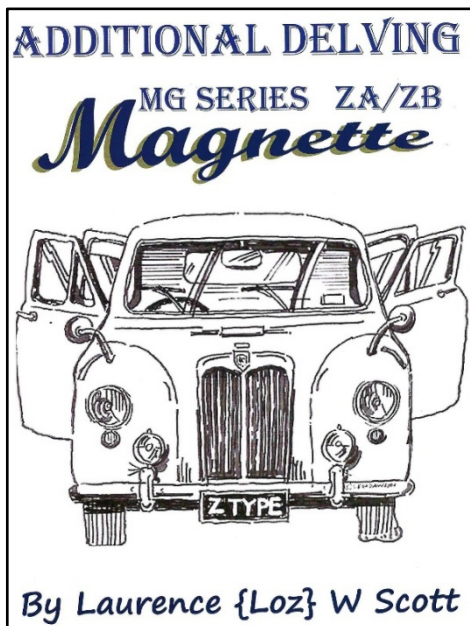


←  
**Left.**

**Book 1.** Pages 86. Reprinted 2022. Status – *In Print*

→  
**Right.**

**Book 2.** Pages 130. Released 2017. Limited Status – *Only sold as set of all 5 books*

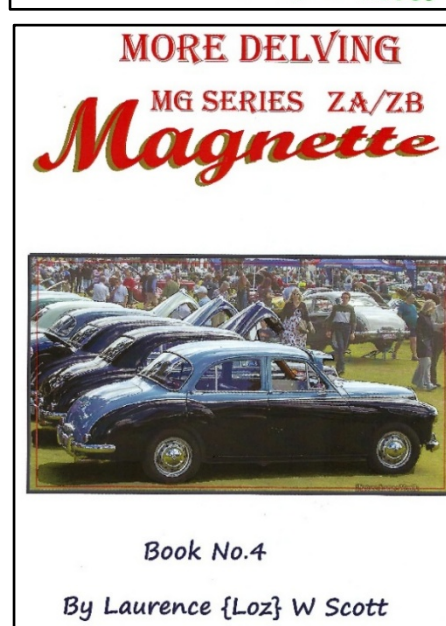


←  
**Left.**

**Book 3.** Pages 142. Released 2019 Status. – *In Print*

→  
**Right.**

**Book 4.** Pages 138. Released 2022. Status. – *In Print*



The genesis of all five, A4, books now produced started with Book No. 1. 'Delving into the MG ZA/ZB Midget'. Initial and ongoing production of books was to not only capture important Events/knowledge/Skills/Practice but act as a go to source to all Midget owners hopefully into the future.

## New Release of 5<sup>th</sup> MG Midget Book Series ZA/ZB. - Continued

Book Titles – Earliest to Youngest indicating price if sold individually

[See above images and below image]

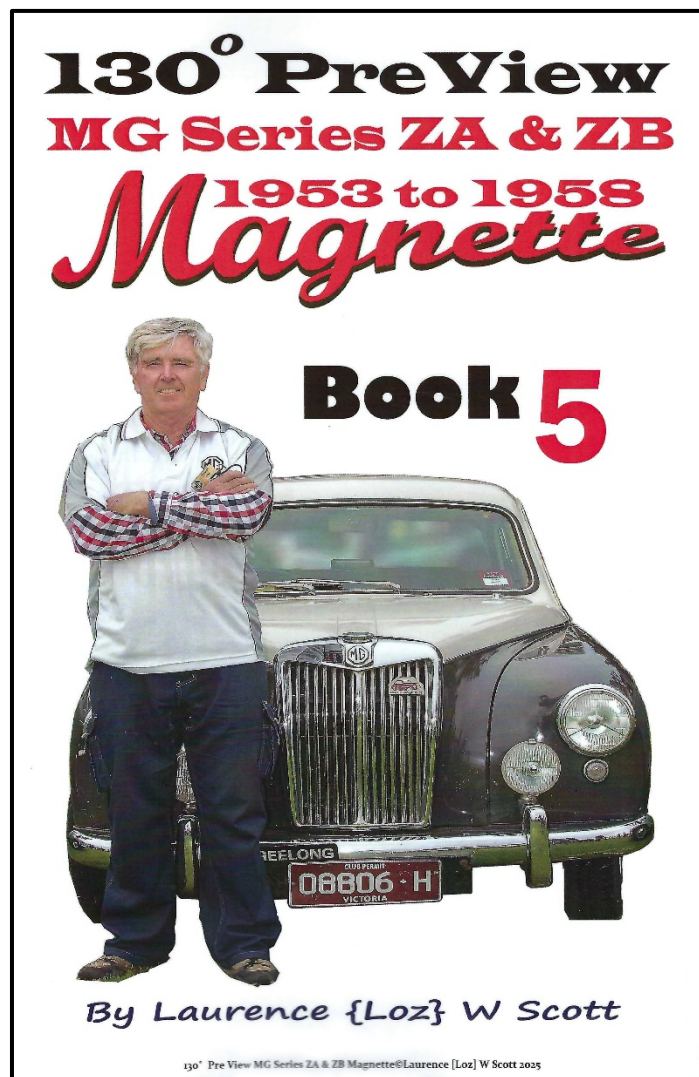
**Book. 5.** 130° PreView. MG Series ZA & ZB. 1953 to 1958 Midget. \$40; plus, postage

**Book. 4.** More Delving. MG Series ZA/ZB Midget. \$40; plus, postage

**Book. 3.** Additional Delving. MG Series ZA/ZB Midget. \$35; plus, postage

**Book. 2.** Heritage. MG Series ZA/ZB Midget. Only sold in a set of 5. \$125; plus, postage

**Book. 1.** Delving into the MG Series ZA/ZB Midget. \$25; plus, postage



### Background

As of this year [2025] a fifth book has been published. It will be a limited edition of 144 pages, with 4pp cover of 350gm card.

Like the previous books; This book will be standalone in full colour on quality paper. Also like the previous books insightful own/our stories are included, along with state and National events and history.

Bed rock of each book are technical articles that if you are new to the MG Midget will help to shine a light into the unknown and provide enlightenment of working on your own pride and joy – ultimately to realize its full road worthy & club status.

←  
**Left. Front Cover of Book. 5. Depicted is the owner/author and his Series ZB. Saved, having been drawn back from the precipice of the crusher.**

**Book Sales.** If any of the five books are of interest, please E Mail me [LS46COTT@Gmail.com](mailto:LS46COTT@Gmail.com) to enquire or place an order. Do not send or transfer money until confirmation to proceed is given [due to limited stock].

Laurence Scott

Geelong MGCC

22May'25



## Classifieds - Cars



### 1975 MG Rubber Nose

Winner of the Road Class MGB GT Rubber Nose Award in 2000, AAW 09D is a 1800cc 1975 MGB Rubberrnose, VIN 18V847FH76, registered to 27 April 2026.

Three owners, she has been our family's pride & joy since 1994. Finished in a stunning deep purple with MGB wheel rims and tan upholstery in original condition.

71,012 miles, she is in good mechanical condition & has been regularly serviced. Recent mechanical upgrades include clutch replacement, petrol tank & associated hose clean & refurbishment, battery & starter motor.

Well maintained & always garaged, she is beginning to show her age with paint crazing on her bonnet and roof.

**Price:** \$20,000 ONO

**Contact:** Terry Ann

0408 269 233 [ronj7@bigpond.com](mailto:ronj7@bigpond.com)



### 1927 Studebaker Erskine 50T.

Runs well and was recently on the Armidale Vintage Car tour, passing rego inspection.

Full set of mechanical spares, engine, gearbox, diff etc. Safe car as has 4 wheel brakes, converted to 12v, good tyres have side screens.

**Price:** Rare, so open to offers upwards of \$20,000

**Location:** Lower Nth Shore.

**Contact:** Jacques

0433 506 668

[jcalluad@live.com](mailto:jcalluad@live.com)



### 1970 MGB BL

We have owned the car for 32 years. The car has always been garaged and well maintained.

The odometer reads 21,800 miles.

Paint is in great condition, no chips. Re-seated and trim excellent condition. Hood and tonneau 2 years old. Happy to provide more details on the phone.

**Location:** Central Coast

**Price:** \$32,000 neg

**Contact:** Bernie King

0419 282 133



### 1963 MGB Roadster

Finished in black, equipped with an 1800cc motor and four-speed manual transmission.

The car runs very smoothly and is a delight to take for a drive. The motor is very strong. Great body with no rust! Excellent condition for a 60 year old classic. Features a new battery, recently reconditioned radiator and tyres in good condition.

Sold with hood cover & tonneau.

Currently on conditional registration to be transferred to regular registration on sale of vehicle.

**Location:** Burrill Lake

**Price:** \$28,500.00

**Contact:** Dave

[davecath1@optusnet.com.au](mailto:davecath1@optusnet.com.au)



### MGB Mark 2 Convertible Roadster

This lovely car is being sold on behalf of my deceased brother. The MG is equipped with an 1,800cc 4-cylinder petrol engine and is 4 speed manual+overdrive.

Vin number, N9829 with engine number 18GGRWEH14823.

This car is in excellent original condition and has always been garaged, with scheduled services.

My brother was an active member of the MG Club until his passing.

A hard top is included as well as lots of manuals.

**Location:** Mona Vale

**Price:** \$29,700

**Contact:** Micheal

0414 999 933

## Advertising in Opposite Lock

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

Please advise the Editor

via email or phone if:

sold prior to two months,

or

you wish to continue the ad

for another month

please email:

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





### 1948 MG TC Special

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 UK.

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)



### 1960 MGA Roadster

Classic British sports car with timeless charm, Australian assembled, good roadworthy condition. Full NSW registration valid until July 2026.

Owned since 1989 & well cared for.

The engine was fully rebuilt shortly after purchase and has travelled approximately 25,000 miles since.

Recent improvements include:

- Brand new tyres
- Brake system overhaul, with new discs, callipers, and pads
- Mechanically sound and a pleasure to drive.
- Paintwork is aging and will require attention.
- A detachable fibreglass hardtop.

**Price:** \$28,000

**Contact:** John Yeoman

0418 278 025

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



### 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 box. Significant performance uplift.

Regularly serviced and is currently registered on historic plates. Reluctantly being sold due to downsizing.

**Location:** Dural

**Price:** \$25,000

**Contact:** Colin Baxter

0417 907 718

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



### MGF 2000 Limited Edition

In good condition, well maintained, benefitting from recent suspension upgrades costing \$4,000.

A cracked weld around the left rear suspension mounting which will require repair. The car is driveable.

It may be registered, within the next three months, has a pink slip. Otherwise, it may be deregistered and suitable for spare parts. 134,000km.

Sold with an additional hard top.

**Price:** \$4,000

**Contact:** Mark Galloway 0449 897 411

[markgalloway60@gmail.com](mailto:markgalloway60@gmail.com)



### 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.

Following a European 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)



### 1974 MGBGT V8

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.

- Engine capacity is 3530cc.
- Fitted with Gatric 5 speed gear box.
- Original motor gearbox
- 4 mini light type wheels with tyres.
- Restored 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)





### 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)



### 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 & drum rear brakes.

In excellent condition, only been driven occasionally for recreation .

Well cared for and maintained, travelled only 31,000 kilometres .

Finished in Oxford Blue & rides factory honeycomb sports rims with Yokohama radials.

A walnut dash & door trim panels, sports steering wheel, factory fitted radio/cassette and air conditioning.

**Price:** \$54,000

**Contact:** Ed

[edwinrvowles@yahoo.com](mailto:edwinrvowles@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



### Y Type 1950

"Little Y" was originally delivered to Mrs Alice McIntosh in April 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.

Regularly maintained by an old-school country garage, Little Y has benefited from overhauled brakes and four new tyres in the last year. Nothing to spend

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

**Contact:** John Young

0412 246 911

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



### MGB GT 1973

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.

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. "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)

## Classifieds - Parts

### MGB parts for Sale

NEW

- Front Shocks 2 pair from \$75 pair
- Rear Shocks 2 pair from \$50 pair
- Radiators x 3 , from \$75 each
- Reconditioned Fuel Tank \$500
- Oil coolers x 4 from \$50 each
- Front & rear bumpers, various shapes & conditions
- Heater units from \$75 each
- MK1 and MK2 window winders very good condition \$50 each
- Roll Bar \$100
- Boot Chrome Luggage rack \$75
- Heater control knobs from \$15 each 1 set of new Knobs \$50
- Radiator support panels \$50
- Twin SU Air filter bodies from \$20
- Wiper systems \$50
- Alternators from \$75
- Starter Motors From \$50
- Twin 1 ½ manifold \$100
- Battery cover panels \$25
- Tail Shafts \$50
- Front callipers ,good pads \$125
- Disk rotors used \$50 set
- Rear end hub to hub inc drum brakes and Salsbery Dif, missing flange \$200
- Front Dash pads from \$25
- Front Valance x 3 from \$50
- Front and rear springs
- MGA front & rear springs
- A 3000Kg Air Lift - Hoist \$1750

Bulk deals done, pickup only from Padstow Heights.

Contact: Ross Freeman

0412 239 118

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



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](mailto:kgarrard1@optusnet.com.au)

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for another month

please email:

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



**FREE**

## Wanted

### For MGTC

- Side screen frames, any condition considered
- Wiper motor - working
- Horn - working
- Rear vision mirror, internal &/or external
- Newish hood in beige/tan in good condition

Contact: John Martin, 0401 007 421

[john\\_m\\_martin00@hotmail.com](mailto:john_m_martin00@hotmail.com)

### Rebuilding a 1929 MG M bullet rear nose 2-seater vehicle.

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

Further parts needed:

- 1 1/8" SU Carburettor.
- 12Volt Cutout/fuse box assembly.
- 12V Lucas Coil.

Contact: Brian Easton.

0420 842 945.

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



### 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 02 9534 2276

0403 824 862.

[freeway64@optusnet.com.au](mailto:freeway64@optusnet.com.au)



### Scissor Jack Hoist

Used once, Very heavy – you will need lots of mates and a trailer to transport this jack

Location: Cabarita 2137

Contact: Andy Eaton

0424 595 363

[slajeaton@tpg.com.au](mailto:slajeaton@tpg.com.au)

NEW

### 4 MGB RoStyle wheels

Need painting.

Collect: Turrumurra or at the next monthly meeting.

Contact: Alan Heritage 0418 459 496

[alanheritage@yahoo.com.au](mailto:alanheritage@yahoo.com.au)

NEW





## Sportsparts Pty Ltd.

Parts and Technical Advice for 1945-1980 MGs

### GREAT NEWS WE'RE STILL IN BUSINESS NOW TRADING ONLINE

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- Buy your parts and accessories from us and get free advice on the best way to fit them
- Select parts from Sportsparts website and order your parts using the Sportsparts Part number
- Place your order and/ or request information through our email address:  
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