



Official Journal of the MG Car Club – Sydney

Opposite Lock



March 2026

In this issue

RV8 Run to Austinmer
Young Women in Motor Sport

My Motoring Heritage
Cars & Coffee St Ives

MGCC Sydney Club Calendar 2026

MARCH

- 1 Donington AutoBrunch, hosted by NS Sporting Car Club St Ives Showgrounds, Alan Heritage
- 2 Board Meeting, Greengate Hotel
- 10 Members Gathering, North Ryde RSL
- 15 Workshop Day, MGC & BGTv8, Glen Protheroe
- 26 Illawarra Registrar's Run to Thirlmere Rail Museum, Illawarra Registrar, Michael Hough
- 28-29 Rob Roy Revival (Hill Climb) Clintons Road, Christmas Hills, Victoria, hosted by MGCC Vic
- 29 CSCA Supersprint, hosted by MGCC Newcastle, One Raceway- Anticlockwise Shelley Circuit.

APRIL

- 5 Donington AutoBrunch, hosted by NS Sporting Car Club St Ives Showgrounds, Alan Heritage
- 7 Board Meeting, Greengate Hotel
- 12 Club Run, TBA, TD Registrar, Michael & Jacqui Gerondis
- 14 Members Gathering, North Ryde RSL
- 18 Social Dinner - South, Julie Porter-Stephens
- 27-1 MG National Meeting hosted by MGCC SA, Hahndorf, South Australia, Dom David

MAY

- 3 Donington AutoBrunch, hosted by NS Sporting Car Club St Ives Showgrounds, Alan Heritage
- 3 CSCA Supersprint, hosted by MX5 Club, Sydney Motorsport Park, Amaroo Circuit, Steve Perry
- 4 Board Meeting, Greengate Hotel
- 10 Club Run, Mulette Registrar, Peter Baldry
- 11-15 SE Queensland / Northern NSW Pre-War & Pre 1956 MG Tweed Valley Rally, Robert Smith
- 12 Members Gathering, North Ryde RSL
- 16 Wings Over Shellharbour Air Show 2026. Michael Hough
- 17 CMC National Motor Heritage Day, TBA, Jim Lovett
- 17 CMC National Motor Heritage Day, Berry, Illawarra Registrar, Michael Hough
- 30-31 Historic Winton Race Meet, Winton Motor Raceway via Benalla, Robert Smith
- 31 Naval Historical Society Harbour Cruise – Japanese Mini Subs in Sydney Harbour, John Clarke

JUNE

- 1 Board Meeting, Greengate Hotel
- 5-7 HSRCA, Sydney Classic Race & Regularity, Sydney Motorsport Park, Steve Perry
- 7 Donington AutoBrunch hosted by NS Sporting Car Club, St Ives Showgrounds, Alan Heritage
- 9 Members Gathering, North Ryde RSL
- 14 Club Run, TF Classic Registrar, John Chadban
- 28 Breakfast Run, Central Coast, Julie Porter – Stephens

JULY

- 5 Donington AutoBrunch, hosted by NS Sporting Car Club St Ives Showgrounds, Alan Heritage
- 6 Board Meeting, Greengate Hotel
- 14 Members Gathering, North Ryde RSL

- 23 Illawarra Registrar's Run to Lady Denman Maritime Museum, Illawarra Registrar, Michael Hough
- 25 Workshop Visit Robert Smith.

AUGUST

- 2 Donington AutoBrunch, hosted by NS Sporting Car Club St Ives Showgrounds, Alan Heritage
- 3 Board Meeting, Greengate Hotel
- 9 Club Run, MGF/TF Registrar, Mark Robson
- 11 Members Gathering, North Ryde RSL
- 15 CSCA Supersprint, hosted by Lotus, Sydney Motorsport Park, Gardner GP circuit, TBC Steve Perry
- 16 Shannons Sydney Classic Display, Sydney Motorsport Park, Jim Lovett
- 29 Social Dinner - North, Julie Porter-Stephens

SEPTEMBER

- 6 Donington AutoBrunch, hosted by NS Sporting Car Club, St Ives Showgrounds, Alan Heritage
- 7 Board Meeting, Greengate Hotel
- 8 Members Gathering, North Ryde RSL
- 13 All British Day, Hawkesbury Showground, J. O'Neill
- 18-20 Gathering of the Faithful hosted by MGCC of Canberra, Peter Baldry
- 22 Kimber Run, Robert Smith
- 24 Illawarra Registrar's Run, to Bulli Grevillia Park. Illawarra Registrar, Michael Hough
- 27 CSCA Supersprint, hosted by Jaguar, Sydney Motorsport Park, Druitt circuit, Steve Perry
- 26-27 HSRCA Spring Festival, Race & Regularity, One Raceway, Steve Perry

OCTOBER

- 4 Donington AutoBrunch, hosted by NS Sporting Car Club, St Ives Showgrounds, Alan Heritage
- 6 Board Meeting (TBC), Greengate Hotel,
- 13 Members Gathering, North Ryde RSL
- 18 Breakfast Run, South Coast, Julie Porter – Stephens
- 25 MGCC Concours & Display Day, Silverwater Park, Jacques Calluud

NOVEMBER

- 1 Donington AutoBrunch, hosted by NS Sporting Car Club, St Ives Showgrounds, Alan Heritage
- 2 Board Meeting, Greengate Hotel
- 9 Club Run, TC Registrar, TBA
- 10 MGCC Annual General Meeting, North Ryde RSL
- 14 CSCA Supersprint, hosted by Triumph SOC, Sydney Motorsport Park, North Circuit, Steve Perry
- 22 MGA/MGB Workshop Day, Greg Keenan
- 26 Illawarra Registrar's Run, to Fleet Air Museum Nowra, Michael Hough
- 28-29 HSRCA Summer Festival race & regularity, Sydney Motorsport Park, Steve Perry

DECEMBER

- 6 Donington AutoBrunch, hosted by NS Sporting Car Club, St Ives Showgrounds, Alan Heritage
- 7 Board Meeting, Greengate Hotel
- 8 Members Gathering Christmas Party, Hilary Wren

March President's Report

The new MG year is now in full swing with a number of club runs and other events under our belt and a great many more to come.

I have recently received a letter from a new MG Car Club that has started up in Ballarat in Victoria. Called The MG Car Club Ballarat and Region Inc, it was according to its letter "established in response to the increasing interest from MG enthusiasts residing in the regional city of Ballarat." It grew from the Goldfields Registrar of the Victorian MG Car Club and has now split from the Victorian club. This has caused some unhappiness in Victoria.

However, the Ballarat club appears to be on a sound footing with 120 members, a full committee, a magazine and acceptance to the VicRoads Club Plate Scheme. At this point they won't be represented at the National Meeting this year as a club, but this will be discussed at the Natmeet Delegates Meeting.

Those attending the National Meeting in Handorf next month are doubtlessly feverishly making plans and preparing their MGs for the long trip to South Australia. There is nothing worse than breaking down, particularly on a long trip far from home.

Thorough maintenance, good preparation and a few spares can make all the difference to having a safe and enjoyable trip. So, to this end we will show a short video at our April Members Gathering on preparing your MG for a long trip and what basic spares you might like to take with you. Thanks, Greg Fereday, for offering this video.

On the subject of our Members Gathering, our guest speaker for this month is Bryn Baverstock, the President of the MG Car Club of Newcastle who will give us a talk on the Ringwood circuit that the Club owns near Raymond Terrace. This is a great facility. We hope to see you at the North Ryde RSL on 10 March.

Unfortunately, we have still not been able to fill the couple of officials positions- our TC Registrar and our Touring Registrar. Importantly as well, we have not had a volunteer to run our Concours on the day this year as Jacques Callaud, who organises and runs our Concours will be away. Jacques will do all the preparatory organising for the event, but we do need someone to take charge on the day.

It is critically important for someone to step up if we are to run the Concours this year. If you can help with any of these roles please let me know.

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!

Colin White	TD
Richard Davies	MGA+MGB
Scott McClellan	Non marque
Sylvio Caruana	MGA
Deanne Caruana	MGA
Geoffrey Stokes	MGB
Michael East	MGB
Antonio (Tony) Zorzo	MGB
Ricardo (Ricc) Zorzo	MGB
Matt Erson -Smythe	MGB
Jed Bolton	MGB

The MG Club has 808 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





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March 2026

Opposite Lock

Contributing photographers:

Thanks To:

Claudia Lovett, Bryn Baverstock,
 Alan Heritage, Jock Granger
 Matthew Crawford, Tom Aczel,
 Michael Hough, Trevor Hugh,
 Bob McCluskey, Jacques Calluau,
 Ross Freeman, Hilary Wren.

March 2026 Cover:

Dr Warwick Gordon Smith MG TF at St Ives Show Ground.

Photograph taken by Hilary Wren.

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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

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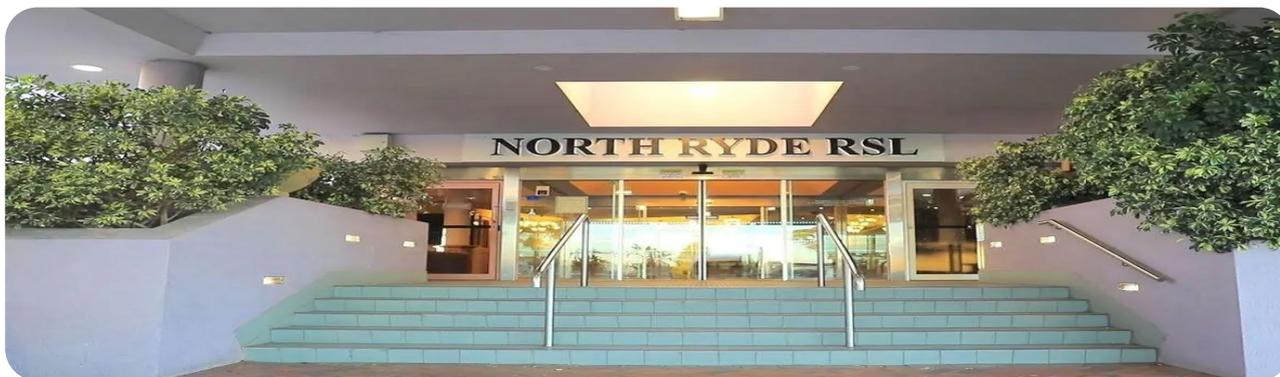
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C and V8	Glen Protheroe		0408 466 140	stradanut@gmail.com
Midget and FWD	Vacant			
Touring	Vacant			

Club Officials

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Rally	Jim Richardson	Bev	9639 0638	jimandbev@bigpond.com
Regalia	James & Leanne Mc Master		0405 188 741	mcmasterjames48@gmail.com
Regularity	Stephen Perry		0434 275 970	windywoofer@gmail.com
Website	Seth Reinhardt			web@mgcarclubsydney.com.au

Members Gatherings 2026 will be held at North Ryde RSL



All our club meeting in 2026 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.

February Members Gathering

Steam Cranes on Cookatoo Island.

Our guest speaker for February was Michael Ring.

Michael is an engineer who worked on the restoration of the steam cranes on Cockatoo Island.

He gave us a most interesting talk on the restoration project, totally provided by many volunteers over a period of several years. To the point where some of them had to source boilers from around the state to replace the corroded ones on the island.

A fascinating insight into how we can preserve our heritage. Thank you Michael. *Granville Harris*



Following on from Tuesday Night's Speaker, Michael Ring, an interesting aside to his presentation.

Michael mentioned that Cockatoo Island, among many other Naval Sites around Sydney Harbour, was saved by the Howard Government from a push by the NSW Government to acquire the sites and then sell them off.

Very prominent in the fight to save these National Treasures were two Sydney MG Car Club Members. Alysoun and Carl Ryves of Woolwich.

Alysoun, and others I know worked on Prime Minister John Howard forcefully, though Mr Howard himself was also wishing to save these historical sites for the people of Sydney and Australia.

Thankfully sanity prevailed and all sites were saved to The Harbour Trust.

I know that Alysoun was presented an award for her strenuous effort in this matter. Sadly both Alysoun & Carl are no longer with us.

Dom David

March Members Gathering

Come along to our March Members Gathering where Bryn Baverstock, the President of our sister club in Newcastle will talk about the MGCC Newcastle's Ringwood circuit and some of the thrills and spills that they have with their MGs on this tight dedicated circuit.



'How to prepare for a long trip in your MGB'

Following Bryn's talk we will welcome Greg Fereday to play a video on how to prepare your car for a long trip, in preparation for the National Meeting in Hahndorf in April.

April Members Gathering

In April we invite two of our Board members, Jacques & Lynn Calluud to talk about a 2 week Classic Car Tour of England & France with plenty of photographs and videos.

Main highlights included Land Rover drive day at their test facility, visit to Morgan Factory and a large

Concours at Hampton Court Palace.

The talk will include many car and factory museums as well as the historic racing at Goodwood Revival and Angouleme.

Jacques & Lynn Calluud

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Sunday Feb 1st -Cars & Coffee St Ives



ROB ROY Revival 2026



CIAO

Welcome to the Rob Roy Revival.

In 2026, the spotlight shines on the legends of Italy as we honour the artistry, performance and passion of iconic marques such as Ferrari, Fiat, Lancia, Alfa Romeo, Maserati and Lamborghini.

Set against the historic backdrop of Australia's oldest hillclimb track, the Rob Roy Revival is more than a motorsport event—it's a step back in time to the glamour and excitement of the 1950s and 60s. Picture yourself surrounded by roaring engines, elegant fashion, timeless music, and the irresistible aroma of local food and wine.

Dress in vintage 50s and 60s style, immerse yourself in the festival spirit, and experience an unforgettable celebration of classic cars and culture.

A REVIVAL FESTIVAL

The Revival is more than a historic hillclimb competition – it's a celebration of motoring, style and culture at one of Australia's most iconic motorsport venues. Alongside the thrilling action the Revival festival brings you classic car displays, vintage vendors, demonstration runs, live music, trade stalls, fashion on the field, a fully licensed bar, and a mouth-watering mix of local and Italian cuisine.

New for 2026 is the inaugural 'Gaze's Gully Classic Concours D'Elegance' showcasing some of the finest cars and motorcycles in Australia.



JOHN BOWE AM - PATRON

A true legend of Australian motorsport and no stranger to the finest of Italian machines, John Bowe has piloted Ferraris & Lamborghinis in the Australian GT and Nations Cup Championships.

We're delighted that John joins us as Revival Patron again in 2026, bringing his experience, energy and love of motorsport to this celebration of Italian excellence.



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OUR 2026 POSTER CAR

The Alfa Romeo 6C 1500 poster car, known as Little Alfa, was raced by four-time Australian Grand Prix winner Lex Davison, including at Rob Roy, in the late 1940s.

The car remained in the family for many years and Lex's widow, Diana Davison Gaze, a competitive driver herself, later drove the car in historic meetings.



WHEN

Saturday 28th March - Competitor Scrutineering followed by two competitive runs in the afternoon.

Sunday 29th March - Hillclimb competition and full festival experience.

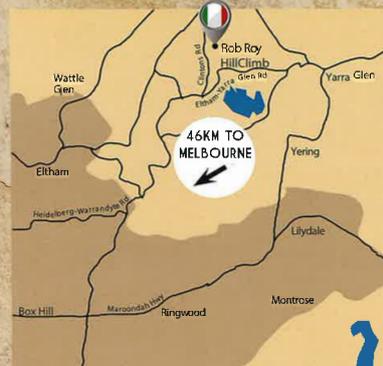


PRICING & FURTHER INFORMATION

For up-to-date information scan the QR code below or visit our webpage at robroyrevival.mgcc.com.au

ROB ROY HILLCLIMB LOCATION

Clintons Road, Christmas Hills, Victoria



THE HILLCLIMB

Rob Roy is one of the world's oldest purpose built hillclimb tracks, dating back to 1935, and so holds a special place in Australian motorsport.

Rob Roy Revival pays tribute to this great history with a historic field of invitation-only cars taking on the hillclimb.

All cars competing will be pre-1980, focusing on attracting some of Australia's most significant pre-war Grand Prix cars, open wheel, sports and touring race cars.

Patron John Bowe AM



ROB ROY REVIVAL 2026

Introducing HSRCA -Young Women in MotorSport Program



The Historic Sports and Racing Car Association (HSRCA) is proud to announce the HSRCA Young Women in Motorsport Program, offering a unique opportunity for a young woman to compete in Historic Formula Vee racing in 2026.

HSRCA President Wayne Wilson hopes the program will encourage more young women to try their hand at motorsport competition.

"For far too long, young women have been under represented in motorsport, and particularly in historic motorsport," Wilson says.

"Today, we are announcing a program to rectify that. Next year we will gift the use of a historic Formula Vee to an outstanding young woman at our three historic race meetings during 2026."

The HSRCA has already acquired a historic Formula Vee for the program. The car will be fully prepared and ready to go racing, and will be offered to the successful applicant on a free-use basis at the HSRCA-run historic race meetings at Sydney Motorsport Park and One Raceway, near Goulburn in 2026.

While the full details of the HSRCA Young Women in Motorsport program have yet to be announced, Wilson says it will be open to women over the age of 18 years old who have had some level of prior involvement in motorsport.

The HSRCA is NSW's premier historic sports and race car club and will host three major historic race meetings in NSW in 2026.

The Historic Formula Vee class caters for pre-1986 Formula Vee open wheeler race cars. Formula Vee was created as an inexpensive entry-level racing car category aimed at fostering future star drivers. Formula 1 world champions such as Emerson Fittipaldi, Niki Lauda and Keke Rosberg started their careers in Formula Vee. Locally, the Formula Vee graduate list includes names like John Bowe, Larry Perkins and Cam Waters.

If you wish to apply to take part in this program, please fill in the application form available at this link.

<https://hsrca.com/2025/11/introducing-the-hsrca-young-women-in-motorsport-program/>



Call out to new members who elected to have their name badges available to be collected at a monthly meeting, your badges are waiting.

Unfortunately, the badges were just too late for the February meeting.

Hope to meet you in March when you can collect your badge.

Lynn Calluad
Membership Secretary



6-8th February 2026



The MG Crew at Gnoo Blas, Orange. Thanks for organising Paul, another great weekend in the sunshine.

MG RV8 Run to Austinmer & The Australian Auto Museum



On 8/2/26, 19 members of the MG Car Club Sydney in 10 MGs and two moderns, gathered at Heathcote McDonalds, for a run to the South Coast. As the weather was quite wet, we congregated inside for a coffee and briefing. We set off at 10:00hrs, heading south, for the 35km drive to the Headlands Hotel at Austinmer for lunch. Parking was available under cover with covered access to the dining room. We arrived at just after 10:50hrs, however needed to wait until 11:30hrs before we could order lunch. Once ordered it arrived very quickly. We remained there chatting until about 12:30hr before heading to our second stop.

Following lunch, the team headed further south to the Australian Motorlife Museum at Dapto, a 28 km drive to review the Paul Butler collection of vintage and veteran cars.

This is a collection of fully restored and working

automobiles, motor bikes and associated paraphernalia. Although a relatively small collection they are an excellent representation of cars and motorcycles in Australia from the early 1900's to the 1970's.

Attendants were always available to answer specific questions regarding the cars and bikes. After reviewing the collection, we headed home in individual groups. Unfortunately, Ian Garrard with a UK visitor, Brian Applegate, broke down in their MGB due to a failed alternator, as such they made arrangements to get themselves home.

Although a wet day, it had been a great day as we had remained dry, had met up with friends and seen a great representation of cars on Australian roads in the 20th century.

Dr Matthew Crawford AM secretary@mgcarclub.com.au





Thanks Julie for organising another great breakfast run and venue into Springwood in the The Blue Mountains. Some 26 club members ventured out in their MG's on a cool morning that soon became very hot and



humid. Springwood was holding a Sunday market in the village square, with lively entertainment, food stalls and great plant and nursery sales. Some of us couldn't resist the temptation to fill up our gardens.



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Hunters Hill Sailing Club, bound for Cockatoo Island for Sydney Harbour Concours 2026.

Jacques Callaud

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SHARE THE PASSION

St Ives Day Display Of Vintage Cars.



2026 MG NATIONAL MEETING – HAHNDORF



National Bulletin #6 – February 2026

Hello again and we're really getting to the pointy end now! At the time of writing this (early February) there were 240 registrations . . . a reminder that registrations will close when we reach our cap of 300 so if you haven't yet entered, please get onto it! Note: there will be a Waiting List, in case of later cancellations.

Full details of the National Meeting are on the dedicated event website, 2026mgnationalmeeting.com.au



If you want to go straight to the registration form, the link is [Registration Form: 2026 MG National Meeting Hahndorf](#)

Something different for Regalia this year: be prepared for the cool autumn nights with the MG National Meeting Hahndorf 2026 Beanie. Check out the full range of Regalia at [MG Car Club of SA | National Meet 2026](#)

A reminder of the program:

- Monday April 27 – Registration; Noggin'n'Natter/Rocker Cover Racing
- Tuesday April 28 – Concours at the historic Oakbank Racecourse
- Tuesday April 28 - Theme Night Dinner: **Magical EveninG**
- Wednesday April 29 – Sprint; Discovery Run
- Thursday April 30 – Motorkhana; Kimber Run; Presentation Dinner
- Friday May 1 – Farewell Breakfast.

A new feature at the **Magical EveninG** on Tuesday will be an auction – details to come later.

We'd like to acknowledge our event sponsors: Shannons Motor Insurance; The German Arms Hotel Hahndorf; Karkoo Nursery; Lofty Radio 88.9. Lofty is a local community radio station and they will be giving pre-publicity to the Concours and broadcasting live from that event on the Tuesday morning.

A note/reminder to all Clubs who want to enter the magazine competition. Your hard copies and/or e-bulletins **MUST** be with the SA Club President, Stephen Marlow, no later than 5pm on Friday March 13th. I will then deliver them all to our judge and she will complete judging by April 10th. Any entry received after March 13th will not be judged.



There are two other events, one either side of the National Meeting, which are proving popular. These are a Collingrove Hillclimb on April 26th, details at www.sportingcarclub.com.au and the Peter Hall 6 Hour Teams Regularity on May 3rd at Mallala, details www.mscasa.com Of course, there's also plenty to do in and around Hahndorf and if you're still looking for ideas, go to <https://southaustralia.com/destinations/adelaide-hills> which will give you plenty of ideas of the local attractions.

Any general enquiries about the National Meeting should be made to Tim Edmonds at

Chairman2026natmeet@outlook.com

See you at Hahndorf.

2026 MG National Meeting -Hahndorf South Australia



Hello fellow 2026 MG Nat Meet attendees.
It's now only a few weeks before we gather in Hahndorf for Nat Meet 2026. That time however will come up on us very quickly.

Registration opened on 13th

Jan and has now closed.

To help Frank Perry and myself be well prepared and able to reach out to you all as needs be, could you please assist Frank in completing as much as you are able of his Attendance Register.

As in previous years, Frank will prepare the 2026 MG National Meeting Attendance Register and it will be made available to each of you.

Be assured this information, from our experience over many years, can be a saviour for you when you least expect it and may need it!

Yes, thanks to those who have already supplied full information although final travel arrangements may still not be decided upon as of yet.

We require

: Name / s mobile numbers

: type of MG, registration and colour

: your accommodation detail

: Travel plans: When leaving and potential motel stops.

: Driving or towing.

: Transporting MG by truck.

I am still working on possible trucking options, however this is proving to be very problematic. I may have found direct access to a reliable trucking organisation. No promises as of yet.

At this stage I know Leone Johnson .. Frank Perry .. John O'Neill .. are hoping to truck their MG to Adelaide. Any others, let me know.

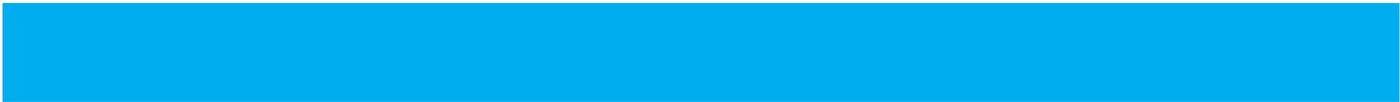
Looking forward to Hahndorf 2026.

Dominic David dom.d.david@gmail.com 0414 407 400

Frank Perry frankp2341@gmail.com



Dom David





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My Motoring Heritage - Tom Aczel

I probably had the childhood of every boy's childhood dream; an exposure to an endless variety of cars, sometimes quite exotic. My father was a garage proprietor in Sydney. His workshop however happened to be in Bellevue Hill, an area where many of Sydney's more well to do resided. What's more, it would seem that my father was a particularly capable mechanic. This was not just my opinion, the starry eyed son, but also that of some more reliably knowledgeable folk, including none other than (the) Ferdinand Porsche!

Let me explain the Porsche connection. In the pre-war years, Porsche was involved with designing vehicles for the "Austro-Daimler" company. One of Porsche's racing cars designed for this firm had been sent to Hungary where my father was involved with its maintenance. The engine however developed, if I recall correctly now many decades later, a propensity to snapping its camshafts. After repeated repairs, instructions were sent to return the car to the Austro-Daimler works. This was duly arranged. My father transported the troublesome car back to the Austro-Daimler works where it was stripped down. Many at the factory pondered over the problem, including Porsche himself who came in several times to assess the state of progress. Ultimately however it was my father who determined the cause of the problem; intermittent camshaft bearing oil starvation leading to bearing seizure and camshaft breakages. From here, designing a solution proved straight forward, and the much-impressed Herr Porsche wrote my father a glowing full-page reference. Sadly in the turmoil of the events of World War Two, this reference, along with many other prized possessions (including the silver laurel wreath for winning a major Hungarian motor cycle race) were lost by my father, who quite frankly, was very lucky to simply survive the war-time.

I often made the detour on my way home from school to view the range of cars on display. Frequently I was able to move cars (and light trucks) in and out of the workshop, and as the years passed, was eventually often able to road test the cars after the work was completed, all long before I was old enough to hold a driver's license!

The array of vehicles was such that perhaps I'd best list the cars I'd not seen in the workshop or driven, rather than the ones I had. I unfortunately never drove or even saw a Lotus, Ferrari, Maserati or Lamborghini grace the premises. There were of course the predictable stream of GM, Ford, Chrysler, BMC and Rootes and Triumph varieties and later the Japanese Toyotas, Datsuns etc. Far more interesting to me however were the multiple Alfa Romeos and Lancias, endless Jaguars, (often through the back door from other local workshops), a smattering of Mercedes and Rovers even the odd Rolls Royce or Bentley. Of course there were many of the common sports cars of their day, the MGs, Triumph TRs and just a couple of Sunbeam Alpines and I certainly made sure I tried as many of these as I could.

Which cars were the most memorable?

The Aston Martin DBS, in metallic green with chrome wire wheels, (wonderful to drive, with cornering so flat that seemed impossible in such a large car, and oh so beautifully finished and simply stunningly beautiful to

look at). What a contrast to the Facel Vega HK500 (what an abomination; roly poly handling, a painted faux timber dash and doors that seemed to weigh half a ton each).

Amongst the Lancias, the 1300 Fulvias were moderately often seen, but particularly distinctive was the Fulvia Zagato Coupe. It looked somehow stumpy and unconventional, but all the more appealing for its originality. A neat trick was the electric lift that cracked open the hatchback. Of supreme elegance and sheer class was the beautiful dark blue Lancia Flaminia Coupe driven by the equally elegant Mr Sved, who if I recall correctly dealt in textiles.

Of the many Alfa Romeos, I thought the 105 series Alfa Romeo GTV coupes were amongst the prettiest cars I'd ever seen. I particularly recall a lovely silver GTV 1600 owned by the Kiss family that was a long time regular visitor for service and maintenance. A chopped tail blue Spider owned by an Obstetrician and Gynaecologist, Gabby Zipser was a joy to drive, but just not, to my eye at least, as pretty as those coupes. My father, who could be quite critical of many otherwise respected cars (especially Jaguars) was a great admirer of the fine engineering of the Lancias and Alfas.

Another nice one was the 356 Porsche that despite its considerable mileage still drove as tight and rattle free as if it were new. (Back then a knowing eye could determine if parts were common to Porsche and VW. Those labelled as the latter were invariably considerably cheaper).

Of the many Jaguars, one still stands out in my mind, an immaculate but innocuous looking ivory 3.8S manual with overdrive that belonged to a local pharmacist. I had to take it up to Bondi Junction one day. Wow, what a rocket ship, and a delight to drive, still with that lovely "oh so British" ambience provided by the abundance of leather and walnut and that long row of toggle switches.

There was too the lovely cream coloured Mercedes Benz 190 SL, beautifully finished internally in red leather, contrasting body coloured metal and chrome. It provided a very interestingly different character to the MGBs that I was so familiar with. The performance was not dissimilar, but with the Merc's greater weight and more sophisticated suspension, it felt significantly "better planted" on the road than the MGB. Puzzling for some time was how to make the turn indicators work,



till I suddenly realised that they were actuated by moving the horn ring in one or other direction!

Then there was the Rolls Royce Silver Shadow that I used one day to deliver brake and clutch spare parts to other local garages on behalf of my father! Incidentally, that Roller was entrusted to my father to be serviced from new by a family already well known to us. When it was less than a year old, it began to display a whine from the rear end. My father determined that the offending noise was arising from the differential and advised the family to return the car to the selling agents, York Motors in William Street, to replace the faulty component. The agents kept the car for some time before notifying the owners that the car was ready to collect. Upon enquiring what the problem had been, they were informed that the rear wheel nuts had not been done up tight! The family were understandably irate, and called by my father's workshop on their way home, to complain. The car was quickly raised on a hoist, where the obviously shiny new differential gleamed amidst the otherwise dusty under-surface! The truth was obvious to see even to the non-mechanically inclined owners! (They ran a jewellery business in the Sydney CBD). The family I'm pleased to relate, remained satisfied customers!

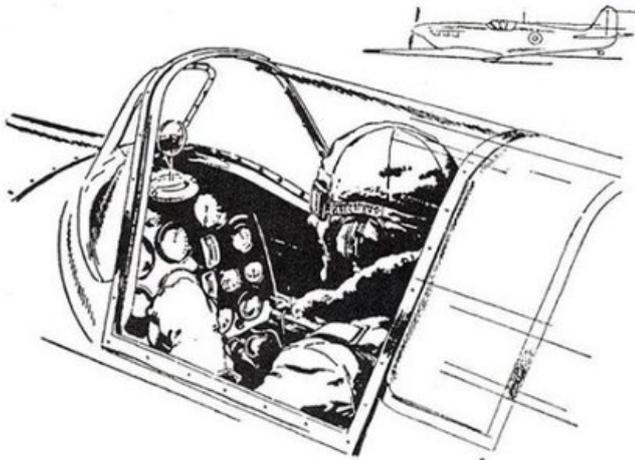
Of the commoner sports cars, the MGs were by far the most numerous. To list a few amongst many, there were the multiple MG TFs owned by Les O'Neil in Bondi. Each was red, though most were in several shades of red! Les drove one, his wife one, and both his son and daughter had one each. I think there were a few more in his backyard. Les loved tinkering with them, but left the more complex work to my father and his staff. Another TF, a beautiful example in pale blue belonged to a university lecturer, Peter Slezak. Speaking of lecturers, there was the white MGA 1600 Mk II obsessed over by George Molnar, a loveable eccentric Sydney University Philosophy professor. When the engine became just a little tired he insisted that a new engine be installed in his car rather than having the original engine rebuilt. (The superfluous extracted 1622 engine was duly installed in my mate's MGA 1500 yielding him a cheap performance upgrade). There was Dr Coy with his Nurburg White MGB that seemed forever adorned with its J & S hardtop. Despite my father's past association with motorcycles and that a motorcycle was often the chosen mode of transport for holiday travel when my parents still lived in Hungary, (he'd owned a Henderson Four, Zundapp, Puch, and several BMWs amongst many

others), he developed an aversion to motorcycling in Australia when he was almost killed by a presumably drunk car driver while riding home from work on a BSA one evening, soon after arriving in Sydney. Only one motorcycle was regularly serviced and worked on at my father's garage, a beautiful BMW R60, complete with Earles forks that belonged to a Hungarian baker, long known to my father. I myself lusted after an A65 BSA after seeing them at the Sydney Motor Show one year. Finally (after missing out on a genuine Costello MGB V8) I bought one. I reassembled the bike and proudly rode it over to my father's garage. Being almost pathologically protective of me, he was greatly annoyed to see what I'd done, and refused to even have a close look at my new pride and joy! After a failed half-hour of fruitless imploring my father to assess and comment on the bike, I finally made ready to leave. I kicked the bike over and started it, just as my father was walking past. He grunted: "it's running too rich", reached over and in an instant leaned off the Amal Monobloc carburettor. He was right; it now ran MUCH better! He took a softer line on my motorcycling thereafter, though he was never at ease about it. Come the first oil change on the Beeza, I was in trouble. Three of the four studs in the crankcase were missing, presumably having vibrated out, and the sump plate was retained with one nut and GLUED on! Somehow I resecured it and rode over to my father's workshop again. What could we do? In a flash my one remaining stud was extracted, measured up and on the spot four new exact replicas were made, coarse threads on the halves into the alloy sump, and fine threads for the securing nuts! It was all so effortless and quick. I was on my way, problem solved, in half an hour or so!

With so much motor engineering knowledge, to this day I very much regret that my father made a particular effort to discourage me from pursuing a career as a mechanic. Whenever I'd ask for a job to do, he'd hand me a tray of dirty greasy parts, a tin of petrol and a paintbrush, with instructions to clean them up. His stated attitude was: "I really don't mind what you do, just so long as it involves a university degree". While I certainly obliged, (ultimately graduating in Medicine), as I sometimes struggle with little mechanical jobs on my own MGs, I sincerely regret that I couldn't have been involved in even a casual part time apprenticeship so that just a little more of that vast engineering experience could have been shared with me.

Tom Aczel





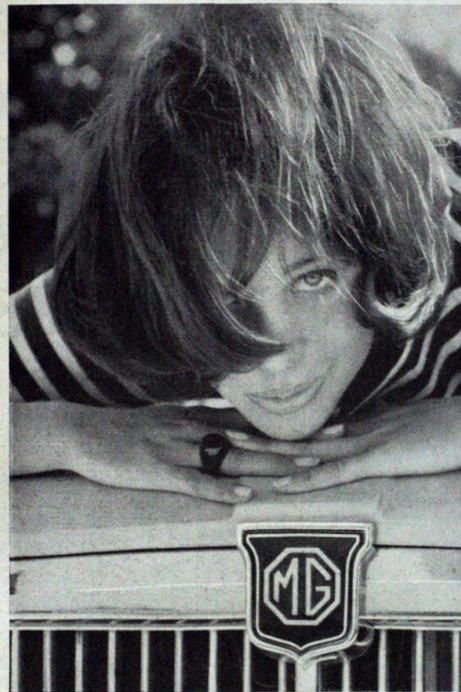
66 A gorgeous morning. Frosty, still, not a bump in the sky. All the ammunition's gone. It's done good work. And what a get-away! Left those Messerschmidts standing.??

It reminds me of my M.G.

There are still a few genuine pre-war M.G. cars in distributors' and dealers' stocks.

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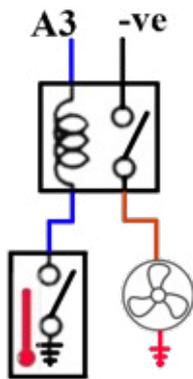
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MGTD- Electric Fan

My 1952 TD had always been prone to overheating. After trying everything else, I blamed the fan. Then, on one of the recent road trips, first one blade broke, and then, shortly after, its other half. Although it made a loud noise when it failed, I couldn't find any damage inside the engine compartment. I could have replaced the fan blade, but since I was blaming the fan as inadequate it wouldn't have solved my problem.



I sourced a 14inch 80W electric fan from the web. I took off what was left of the old fan, which made plenty of room between the engine and the radiator. The new electric fan fitted perfectly, and I fixed it directly onto the radiator using brackets made from 1/2inch brass strip.

The fan came with a relay and a thermostat. The thermostat was a switch which closed when the temperature reached the operating temperature, connecting its one terminal to its brass body. It closed at about 190 deg F and stayed closed until it fell to 160 F, measured in a pan on the cooker, using Margaret's cooking thermometer.

From her reaction, I was able to infer that knowing the operating temperature of my thermostat was not at the top of her list.

The car had never had a radiator bypass thermostat since it came to me, and I had blanked off the bypass. So I took off the thermostat housing and turned it around so that it faced left, not right as it had done. I took off the elbow, and drilled and tapped the port to 1/2 inch BSP, and screwed the new thermostat into place.



I sawed off the redundant Y-branch pipe and made a straight connection from the radiator bottom hose to the water pump. Also I took the opportunity to stop some of the leaks by tightening some of the hose clamps.

I connected the thermostat in series with the relay coil, and the other side of the coil to the A3 terminal on the fusebox, so that the coil would be energized whenever the ignition was on, and when the thermostat reached operating temperature it would close and activate the relay. (The thermostat is the only component on the car which relies on earth return through the engine block or chassis, but it is a pretty good connection with

immeasurably low resistance to earth, and anyway the coil has a resistance of about 10kΩ so a bit of resistance in the return path would be immaterial). I connected one side of the relay switch to -ve supply, and the other side to the fan. The earthy side of the fan was connected to +ve battery terminal. I might reassign one of the dash panel lights to be in parallel with the fan, to give visual indication when it's on.

On a fast idle, the car takes about 15 minutes to reach 195 F (90 C) when the thermostat pulls in and the fan turns on. The temperature begins to fall immediately, even in Sydney's 35 ambient. It takes about another 15 minutes to stabilise at about 175 F (80 C). With the old mechanical fan driven by the belt, it would have been boiling after about 20 minutes, so I hope and expect that my problem is now solved. Of course, this is based on stationary idle, not driving conditions, so I might still be disappointed. But the omens are good.

Bob Mc Cluskey

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CELEBRATING OUR VISUAL MOTOR HERITAGE

The AMHF's extensive visual collection comprises photographs, slides, DVDs, video, film and digital media.

The collection includes vision from 1928 to 2025. Much of it has been digitised into MP4 format.

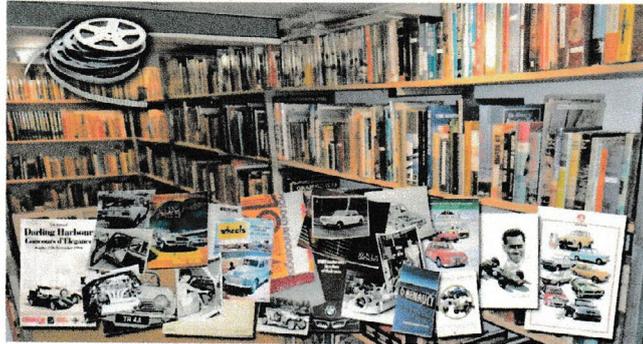
The collection currently includes more than 700 DVDs and VHS tapes, and more than 6 TB of digital media. This equates to over 6000 hours of viewing time.

The task of bring it all together is the work of AMHF volunteer Peter Tomlinson. Already a collector of motor racing film footage, Peter, with the assistance and donations from the team of volunteers at the AMHF and a few external friends, has created what we believe is Australia's finest archive and data base of our moving visual motoring history.

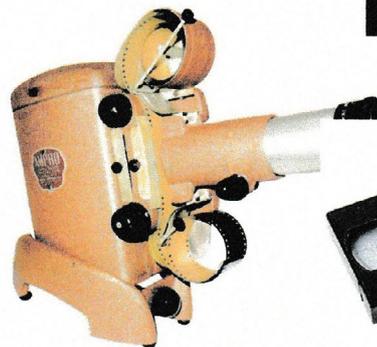
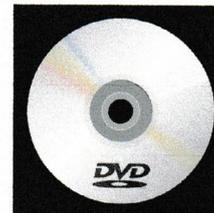
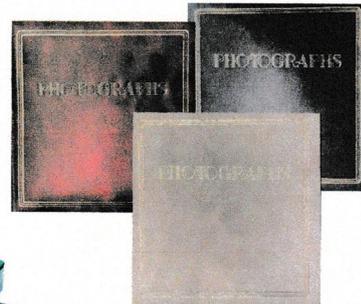
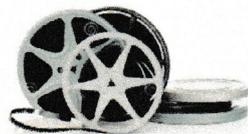
And Peter is always on the lookout for more visual history. If you have any photos, slides, films, video (VHS and Beta), DVDs, digital media or online weblinks of automotive events and occasions, please contact Peter, by phone or email, to discuss their possible inclusion in the AMHF's collection.

peter.tomlinson1796@outlook.com

Website: motorheritage.org.au



The AMHF's has a dedicated building within Sydney Motorsport Park which also houses a collection of almost 20,000 magazines and books, thousands of promotional releases, brochures, race programs, race results, images and media reviews.





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Illawarra Register

The Illawarra Register Programme for 2026

Again, our thanks for your interest in the Illawarra register. A reminder to all of *Opposite Lock* readers is that our register is a very informal, social run-oriented group, which combines whenever possible 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.

We mainly schedule events as runs that can occur mid-week, mainly due to the reality of our membership and their interests and availability. However, you will notice that there are some weekend events scheduled for 2026

The Wings Over Shellharbour Air Show 16-17 May.



The Wings Over Shellharbour Air Show with a new airshow organizer:- Paul Bennet Airshows, an organization based in Scone in the Hunter Valley of NSW.

Once again, the Air Show organizer is inviting car clubs to register and attend the event and following are the instructions for registering to attend this Year's event. Note that this event organizer has now agreed that classic cars may want to leave early due to heavy traffic and fading light at the usual end of the air show and that cars can leave from 2.30pm each day.

Here are the agreed instructions for entering as approved by the airshow organizers:-

"Contact Us" form will shortly be posted on the website (see below) will have a "Show Cars / Vehicles" option added to the drop-down menu.



Registrations:

The approach used by Paul Bennet Airshows for events, is that one representative from each club makes contact

via the form, as the representative for their associated club

Our MG Sydney Club representative is **Ross Freeman 0412 239 118.**

Please contact Ross if you wish to attend.

Roughly 1 month prior to the event that representative will be asked to let the event organiser know your expected numbers from your club.

Generally, there is an allocation of 20-30 maximum per club, and for the car club representative to contact the organiser if they have greater interest than those numbers, so that the organisers can re-assess at that 1-month-out stage.

This approach will also allow individuals to also register without being part of a club, via the online form.

The event organiser is:- Ms. Kate Fraser Email:- contact @wingsovershellharbour.com.au

Website:- <https://wingsovershellharbour.com.au/> "

I will liaise with Ross as to our club participants for the two days of the show. I will be taking my MGBGT to the Sunday 17th May of the event.

2026 Illawarra Registers Program

- February 26th Thursday Run to Greenwell Point
- March 26th Thursday Run to Thirlmere Rail Museum and Lunch RV TBA
- May 16-17th Wings Over Shellharbour Air Show
- May 17th May Heritage Motoring Day- Motorlife Museum
- July 23rd Thursday. Run to "Lady Denman" Maritime Museum, lunch at Huskisson Hotel
- September 24th Thursday Bulli Grevillea Park
- October 25th Sunday MG Car Club Concours & Display Day
- November 26th Thursday Fleet Air Arm Museum Nowra & lunch.



Kind regards. *Michael Hough*

Living in the Past- Fast

While Formula 1, V8 Supercars and NASCAR dance on the cutting edge of technology and development, an equally passionate community keeps the history of motorsport alive and on full song all around the world. That community brings together the cars and bikes that contested nearly a century of motorsport, and puts them back on track to run mirror to mirror as they did in their heyday.

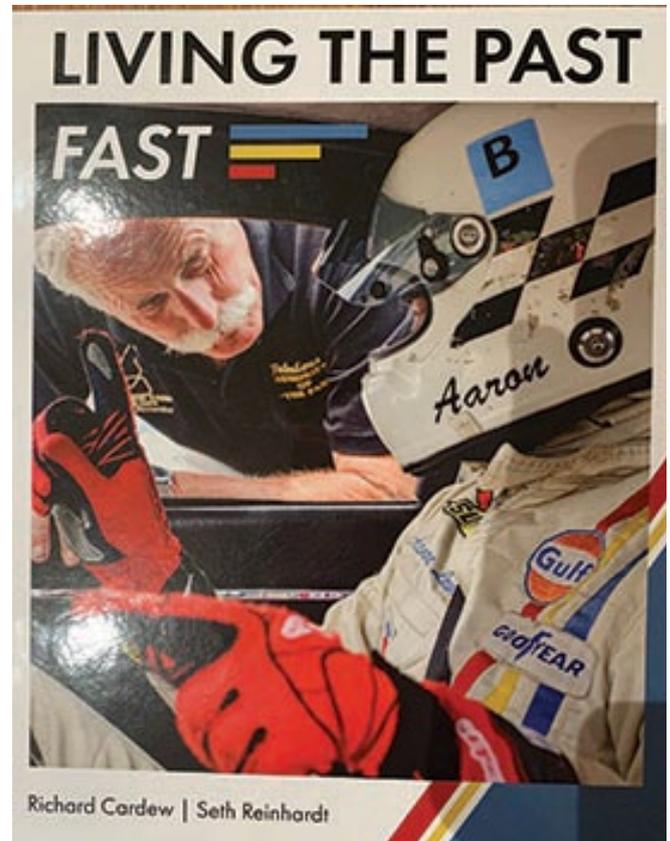
These are the legendary machines pedalled in their time by icons like Brabham, Brock, Perkins, Bartlett and Geog Hegan. Icons who, for those we're lucky enough to still have with us, can still be met in the pits and paddock of a historic race meeting.

There, participants revive the halcyon days of motorsport and create an opportunity to take part in a living history, whether that's in the grandstands, the pits or even behind the wheel. There's none of the barriers between you and the cars and teams you'd find at the big names. Wander the pits and paddock, say 'Hi!' to the drivers and their supporters and get up close with the cars. Historic motor sport is grassroots community - open, welcoming and full of people with fascinating stories.

Theirs is the story that Living the Past seeks to tell. It goes behind the scenes of the Historic Sports and Racing Car Association of NSW, covering a 14 year period of historic race meetings in New South Wales between 2009 and 2023, sharing close to 500 photographs across its 320 pages and going far beyond the cars on the track.

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Oh! my goodness I've lost my beautiful MGB GT to my grand children.

Harvey -Jack is mad about cars and couldn't take his hand off the car horn! Eva-Lily is a socialite.

Their maternal grandfather Dr Noel McDonald, raced cars in the 80's at Oran Park , so it's obviously in their DNA!

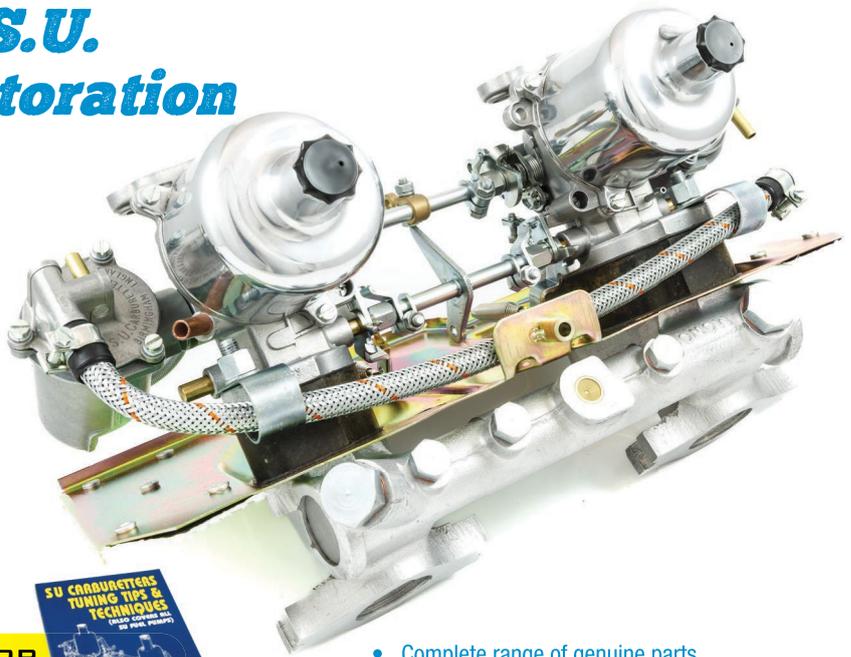
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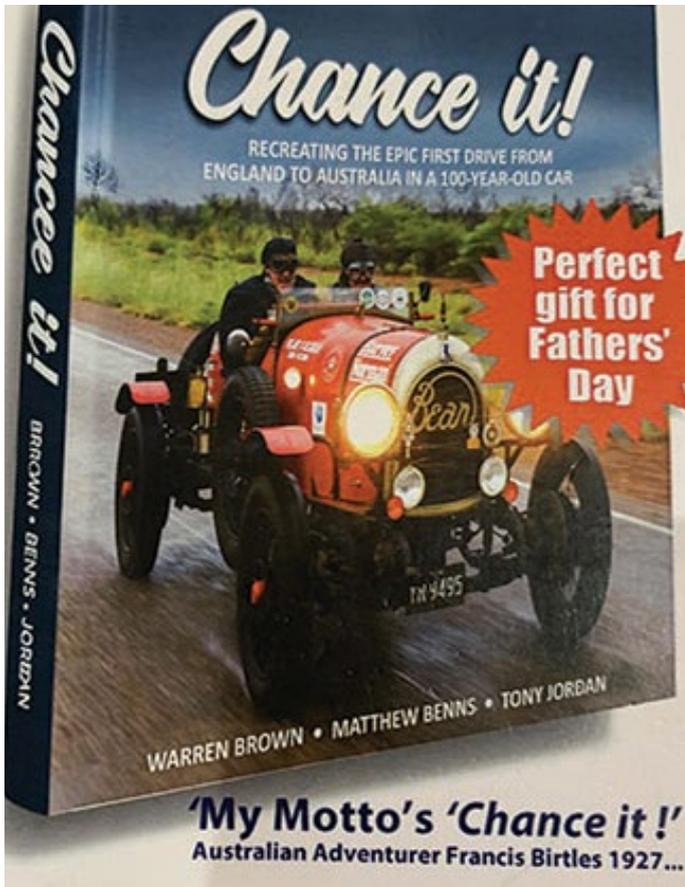
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Officially released July 2026, you can now preorder **Chance it!**, a lavish, 225-page, full-colour, hardcover coffee table book - a rollicking tale championing high adventure, breath-taking stories, unexpected drama and - of course - irrepressible Aussie humour.

Packed with spectacular photographs (including 1920s expedition photos *never* seen before!) with maps, illustrations and Warren's irreverent cartoons, this book is a visual feast and is a must-have for any Australian motoring enthusiast!



Chance It! \$70 plus P&H. www.beancars.com.au

Our MGA Register in Victoria has designed a 70th Anniversary Badge which I have attached for your information.

This badge was used on shirts and caps by our Australian members group that recently toured the UK and Europe as part of the UK 70th anniversary celebrations.

We are proposing a grille badge and so far, I have 35 orders for badges in Victoria, of which we need to make 100 for the cost to be more economical.

To get them manufactured, we need a minimum order of 100 badges.

Quality wise, the company is the same as the one that made the 100-year anniversary grille badge for the Pre-War Register.

We are looking at a price of \$50 each, which includes postage and handling.

The size is 82mm x 100mm x 3mm

If we proceed, I will require prepayment before we let the order.

The badges will take 6 weeks to be made from order and then they can be posted out to purchasers.

Let me know what you think and whether you would like to order any.

David Thiessen MGA Register Captain

MGCC Victoria 0411 886 686





The MGCC Hunter Region cordially invites your Club to our premier annual car display, the Euro Motorfest 2026, on Sunday 21st of June. Our backup date is Sunday 28th June, in the event of poor weather.

Once again Euro Motorfest will be held at Newcastle Foreshore Park in Newcastle East with gates opening at 8:30am, and raising money for Variety The Children's Charity and Clown Doctors Australia. We would really appreciate your assistance with bringing this event to the attention of your Members.

Please feel free to contact me if you have any questions, and I'll release updates as they come to hand. You can also view this event on our Website at - <https://www.huntermg.com/event/euro-motorfest-2026/>.

Thank you for your support in previous years. Andrew Gowans Public Relations Officer MG Car Club Hunter Region
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Australia Day 2026 at Government House.



I was greatly honoured to be invited to participate in this years car display at NSW Government House on Australia Day.

There were three MGs as part a fifteen car display . My 1951 TD is in the center .

Unfortunately I do not know the names of the owners of the two flanking MGs. A wonderful display of classic cars. The display was organised by the Royal Automobile Club Australia (RACA)

Trevor Hugh



A few comments following Tom's quiz placed in the February issue of Opposite Lock. Tom's observations are I believe close. However, things may not be as they seem.

Initially my interest was taken by the banjo style steering wheel having three not two spokes at the six o'clock position. Furthermore, on closer inspection the centre radio speaker grill also looks a little odd top and bottom. I agree with Tom that the car on the left looks like a VW Karman Ghia, but as he says not quite and why is it on the wrong side of the road.... in London. Rego plate and split screen also look suspicious. The large red car on the right looks odd, perhaps a Rover, but like the VW is not quite looking correct.

I am now thinking could it be AI generated? Now down the internet rabbit hole andit is. The AI has tried to create a video of 60s London, almost but not quite in detail. You can see Tom's frame shot in part, as a 40s sec video on Youtube@ RetroStarAI titled "Exploring 60s London Through the Eyes of Music". Complete with "I can't get no satisfaction", from 1965. To quote RetroStar Music " Our AI generated videos are created as fan tributes....."

The cars are made up, cobbled together from bits and pieces the AI thinks relevant, they could be anything and are not real.

Paul Harrison

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Leather Log Book cover \$40

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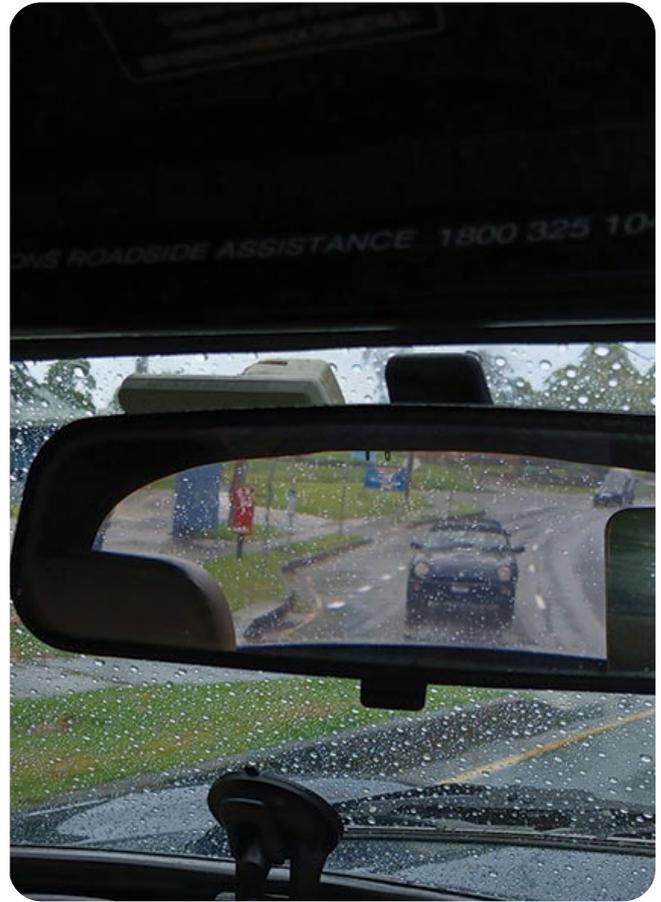
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The Satnav - by Pam Ayres

I have a little Satnav, it sits there in my car
A Satnav is a driver's friend; it tells you where you are.
I have a little Satnav; I've had it all my life
It's better than the normal ones,
My Satnav is my wife.
It gives me full instructions,
Especially how to drive.
"It's sixty miles an hour", it says, "You're doing sixty five".
It tells me when to stop and start, and when to use the brake.
And tells me that it's never ever safe to overtake.
It tells me when a light is red, and when it goes to green
It seems to know instinctively,
Just when to intervene.
It lists the vehicles just in front, and all those to the rear
And taking this into account, it specifies my gear.
I'm sure no other driver has so helpful a device
For when we leave and lock the car it still gives its advice.
It fills me up with counselling
Each journey's pretty fraught
So why don't I exchange it and get a quieter sort?
Ah well, you see, it cleans the house, makes sure I'm properly fed
It washes all my shirts and things and keeps me warm in bed!
Despite all these advantages and my tendency to scoff,
I only wish that now and then,
I COULD TURN THE BUGGER OFF!!

By Pam Ayres, a brilliant comedy poet...
Submitted by Ross Freeman.



Great shot taken by Ross Freeman on the recent RV8 Run

Classifieds - Cars



MG 1500, 1959

Older restoration in great condition, Red with Tan trim, Chrome wire wheels, Power brakes, stereo, on Club rego.

Price: \$34,500

Contact: Geoff for further information and inspection.

0413 536 930

geoffjpearson@yahoo.com



MGB 1966

A much loved, great little sports car. A dream to drive. The odometer reads 78,911 miles. Standard hood, no tonneau cover.

Regularly serviced & registration certificate issued by local mechanic. Full registration expires May 2026. The MG 0066 plates will remain. Recently serviced for blue slip by auto electrician & qualified mechanic. Tyres are relatively new and the sale will include a full spare wire wheel.

Location: Orange

Price: \$20,000 ono

Contact: Kerry 0428 158 264



1959 MGA 1500 Roadster

This beautiful Billeroy Blue MGA is in recently restored condition with faultless paint, chrome and light grey leather interior. It includes a pristine near new soft top and all wet weather gear, and a tool kit. A new battery has just been installed.

Only recently brought up from Victoria, the car is only being sold due to the passing of its owner. The car is on NSW historic registration so will be sold unregistered.

Price: \$50,000 ono

Contact: Jacqueline 0458 888 249
funkijac@gmail.com

Classifieds - Cars



1995 MG RV8 3.9 L

I purchased the vehicle in 2017 and it has been a pleasure to own. I understand the car was imported into Australia from Japan through South Australia and was transported to Darwin and later down to the Gold Coast, where I purchased it.

The car has been professionally serviced and is registered to 22nd August, 2026. The car is finished in Woodcote Green with a black hood and beige leather interior.

The hood and leather seats were replaced just after I purchased the car.

The vehicle has travelled 23,500km. Tyres were replaced in 2019 with Supercat tyres through Bridgestone at 21,749 km and I was advised at the time that the old tyres were dated the year of the vehicle manufacture.

Since ownership I have kept the car out of the elements in a locked garage under a dust cover. Both the engine and body are in good condition.

In 2019 the vehicle received 2nd place in the MG Car Club Show and Shine.

Location: Cronulla

Price: \$48,000

Contact: Barry 0419 403 487



1949 MGTD

We have an MG TD, "Molly", available as a project or parts package. The vehicle was dismantled in our workshop for assessment and, due to the extent of previous poor repairs, the restoration is not viable for us to continue with. We are simply looking to recoup some of our costs and would much prefer the car goes to an enthusiast rather than being scrapped.

The vehicle was running, registered and drivable before dismantling. Around \$13,000 recently spent on the braking system.

Complete car with all major components present.

Extensive photos available, including before teardown.

Condition & Findings

Upon stripping the car, we found that during a restoration attempt in the early 1980s, parts of the wooden frame and one door had been replaced with welded steel. The chassis requires straightening and the gearbox has a synchro issue. These factors make a full rebuild uneconomical for us, which is why the car is now being offered as a complete project or comprehensive parts package.

Fully dismantled MG TD

Engine, gearbox, panels, mechanicals, interior and all major components.

Recently rebuilt brakes.

Parts catalogued and packed. Before and dismantling photos.

Price: \$7500 ono

Contact: Graham 0437 819 237



1948 MG TC

Has been affectionately looked after having 43,300 km (27,000 miles) on the clock. With its 5-speed gearbox and 4.55 ratio diff, the car is a comfortable driving experience at 110km/hour on the freeway. For those seeking the vintage look coupled with upgraded mechanics, this is worth a serious inspection and priced to go.

It presents well, and all body work has been well maintained. Mechanically, the vehicle has been regularly serviced by Moxham Automotive Wyong. It is fully registered in NSW until August 2026 which makes for an easy transfer. The owner is selling the car for medical reasons.

- Black with Biscuit upholstery
- 1250 cc engine
- Aftermarket air intakes
- 5-speed gearbox and 4.55 ratio differential.
- 16-inch wheels and wider tyres give superb handling and braking
- Indicators fitted front and rear for added safety
- Taillights and brake lights housed with indicators
- Engine immobiliser
- Left foot rest for long trips
- Fold down windscreen
- Perspex wind deflectors
- Detailed history of the car can be provided upon request from Moxham Automotive Wyong

Extras included :

- Car cover
- Fire extinguisher
- Trolley jack

Location: Umina Beach

Price: \$40,000

Contact: Robert Douglas
0402 489 970

dougboblas@icloud.com





MGA Coupe Hardtop 1958-1961

1,500cc Colour – yellow
Manual Transmission, Unregistered.
The car had been in Mudgee for many years on a friend's farm. He had worked on lots of cars and bought the MGA as a project to do with his daughter.
He did quite a bit of work on the body of the car but as time went on, the project went onto the back burner.
My friend retired and was moving away from Mudgee. He wasn't taking the car with him and I offered to purchase it.
Since being purchased in December 2024, it has been on the Northern Beaches.

It has been covered and kept dry and away from the elements.

I started working on the car but as I work full time, the only weekend course I could find was a TAFE course for spray painting and body work which I thought was somewhere to start.

The course was fantastic and I learnt a lot and was able to do work on the bonnet and hood, front grill, petrol tank and quite a few other pieces.

A restorers delight:

- The engine has had no work done on it.
- The car body is together and in a reasonably good condition with little rust.
- Internally, the car needs full restoration
- I have a lot of the parts which will be sold with the car.

Location: Allambie Heights Northern Beaches

Price: Asking \$17,000 ono

Contact: Amanda Hansen
0418 448 357

mandyhansen_1@hotmail.com



1969 MGB Mark II.

The car is equipped with an 1,800cc engine paired with a 4-speed manual with overdrive. It's finished in Indigo Blue with both soft and hard top, and rides chrome wire wheels.

The odometer reads 74,335 miles and the car is registered until June 2026. It has been upgraded with an unleaded conversion.

The MGB has been regularly serviced including a recent new battery and reconditioned brakes.

Price: \$20,000

Contact: Colleen 0488 237 582
gandcevans@bigpond.com



MGY 1949

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

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

Location: Sydney

Reduced Price: \$21,000 ono

Contact: Peter Sutherland
0419 314 295



1999 MGF Targa Trophy

Only 2 owners with 154,000 kms on the clock.

This 1999 MGF Targa Trophy is one of a limited edition of 50 sold in Australia. It features manual transmission, power steering, 16" alloy wheels & carbon fibre interior inserts. It has cream leather seats.

Vin: SARRDWBGBXD503880.

Rego: EIR75T expires January 2026 but will be renewed for 6 months

Price: \$6,000 ono

Contact : Mark 0411 771 706

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1970 MGB Mark II

Genuine 87,000 miles. Chrome wire wheels. Great car, currently registered on conditional registration.

Overdrive

Price: \$16,500,

Contact: Geoff for further details and inspection.

0413 536 930

geoffjpearson@icloud.com



1969 MGB Mk II Roadster

4 speed with overdrive

Four cylinder 1800. cc

Full NSW unlimited rego to 14 March 2026.

Regular service with specialist sports workshop.

New Retrosound Radio, power antenna, four speakers, LED dash globes; Soft tonneau;

Moss seats & adjustable headrests.

Price: \$70,000 ono

Contact: Gregory Burton

0410 528 822

gregory.burton@wentworth.com



1956 MGA

The car been in the care of its current owner for the past 14 years, over which time it has been fully restored.

It's finished in red and equipped with a 1600cc engine with upgraded cam, twin carburettors and extractors and disc brakes.

Car body and red paintwork are in very good condition, as are the upholstery and soft top.

The car has always been garaged, and has seen little use with the current owner. It holds current registration.

Price: \$45,000 ONO

Contact: Glenn 0413 802 810



1948 MG TC Special

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: \$60,000

Contact: John Carter 0416 292 929

johnmartincarter@gmail.com



1969 MGB MKII

This car won 5 1st place MGCC Concours trophies, 1991 to 1995, and is now offered for sale. The odometer reads 42,776.

The car has not been driven much and has just had registration, comprehensive insurance and green slip insurance renewed.

Price: \$30,000 ONO

Contact: Vivienne Burns 0408 601 249

vivburns@hotmail.com



MG TD

Road registered MG 814 until April 2026. Chassis Number TD/ 8070 EXR.

This car has been subject to an older restoration but is still in remarkably good condition. It is very tight and straight with excellent woodwork, no rust and good paint work except for a few scratches. Chrome work is also fine.

Mechanically sound with excellent recently reconditioned engine, good gearbox and synchromesh, clutch, tight suspension, steering, new brakes and all instruments and gauges work. New tyres and battery.

Interior trim, hood and side-curtains are also in good condition.

Pleasure to drive this great little MG.

Location: Killcare Heights

Price: Reduced again from \$34,000 to \$31,000 (includes GST) due to current market conditions.

Contact: Andrew Mackie.

0407 770 205

agmackie47@gmail.com

Classifieds - Parts



1948 MG TC Trims

Brand-new weather & interior trim replacement parts, purchased in 2023 from Brown & Gammons, an MG Specialist in the UK. They were bought to replace the existing weather equipment and interior trim in my 1948 MG TC but, sadly the car has been sold so the parts are no longer required.

Black Mohair Hood with one rear window – hood plus trim, piping and fittings needs to be fitted to your existing hood frame.

Black Mohair full tonneau – This is the full tonneau with a centre zip and side zips by wheel arches.

Black Mohair half tonneau – To cover behind the two seats.

Black Mohair side screen covers – Need to be fitted to your existing side screen frames and windows

Black vinyl interior trim kit – This includes the inside door panels, the door side of the leg tunnels, green sound proofing, wheel arches, piping for door panels and around dashboard, doors and behind seats as well as sheet for side screen cover back panel behind seats.

The total cost of all the items delivered to Australia was just over \$4,600. They would need to be picked up either in Sydney or the Central Coast. I can provide the original invoices for each of the parts. The items listed above can be found on the Brown & Gammons UK website by reviewing the following links

Weather equipment: <https://www.ukmgparts.com/select-your-vehicle/classic-mg/ta-tb-and-tc/weather-equipment.html>

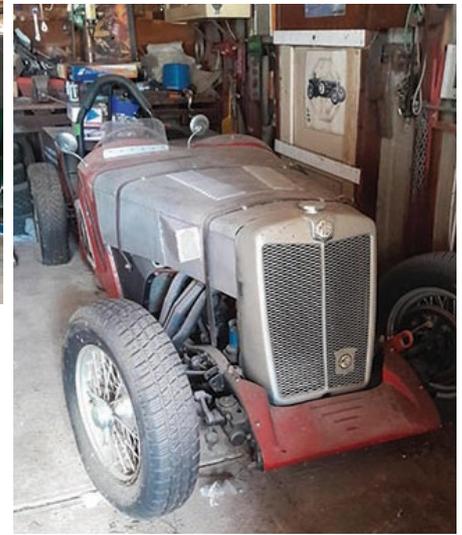
Interior trim: <https://www.ukmgparts.com/select-your-vehicle/classic-mg/ta-tb-and-tc/interior/seats-interior-trim-carpets-fittings.html>

Location: Sydney or Central Coast

Price: \$1,500

Contact: Graham Salter
0400 324 006

gvskas@bigpond.com



MG TC 1948 Parts

I have been helping a family member with an estate. Amongst the many items there is a lot of MG parts. They include:

- A short motor
- 2 diff centres
- A gear box
- Fuel tanks
- Front guards
- 6 wire wheels, and MUCH more!

I can give any possible buyer a full list or viewing.

Location: Inner Sydney.

Contact: Mark Walsh.

0416 933 664

P.S At this stage the car is not for sale but its in the shed as well.



Car Trailer

Car trailer suitable for MG T Type (not TF).

Tows like a dream, totally stable on the road whether loaded or empty. Registered till October 2026.

Good working condition and tyres. Needs a little TLC.

Location: Mosman

Price: \$3,000

Contact : Ros 0409693848

ros@bastians.com.au.



Fuel Tank MGTD

Norm has a renovated and painted MGTD fuel tank for sale. The tank is 890mm wide and has been treated with POR 15 fuel tank sealer.

Price: \$675 negotiable

Contact: Norm 0400 456 173



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