



Official Journal of the MG Car Club – Sydney

Opposite Lock

April 2020

In this issue

President's Report on Club Activities

HART Driver Training

The Cecil Kimber Run

Replacing BGT V8 Engine Mounts

MGCC Sydney Club Calendar 2020

CANCELLED

All club events have been cancelled until the end of JUNE 2020.

The Board will decide towards the end of June when the Club will resume its activity programme.

APRIL

- 5 North Shore Sporting Club- St Ives
- 6 Board Meeting, Ryde Eastwood Leagues Club
- 10-14 MG National Meeting, Albury- Wodonga, hosted by MGCC Victoria, Dom David.
- 14 Members Gathering, Deniston Sports Club
- 15 Mid Week Muster, Jan Pryor
- 19 CSCA, hosted by Sprite Car Club, Sydney Motorsport Park, Amaroo Circuit, Max Wasson
- 26-4 The Touring Registrar's Tour, Bob Dabbs

MAY

- 3 North Shore Sporting Club- St Ives
- 4 Board Meeting, Ryde Eastwood Leagues
- 12 Members Gathering, Deniston Sports
- 13 Mid Week Muster, Bob Parkinson
- 17 Club Run - National Motoring Heritage Day, Post 2010 Registrar, John Lindsey
- 28 Illawarra Registrar Michael Hough

JUNE

- 1 Board Meeting, Ryde Eastwood Leagues Club
- 6-7 HSRCA MG Racing/ Regularity, Sydney Motorsport Park, Gardner Circuit, Steve Perry
- 6-8 Tour De Young, Robert Smith
- 7 North Shore Sporting Club- St Ives
- 9 Members Gathering, Deniston Sports Club
- 14 CSCA hosted by MGCC Newcastle @ Pheasantswood Marulan
- 17 Mid Week Muster, Bob Parkinson
- 21 Club Run Marnette Registrar, Peter Baldry

JULY

- 5 North Shore Sporting Club- St Ives
- 6 Board Meeting, Ryde Eastwood Leagues Club
- 14 Members Gathering, Deniston Sports Club
- 15 Mid Week Muster, Bob Parkinson
- 19 Club Run MGF/TF Registrar, Don Young
- 23 Illawarra Registrar Run, Michael Hough

AUGUST

- 2 North Shore Sporting Club- St Ives
- 3 Board Meeting, Ryde Eastwood Leagues Club
- 11 Members Gathering, Deniston Sports Club
- 15 CSCA, hosted by Morgan Owners Club, Sydney Motorsport Park, Gardner Circuit, Max Wasson
- 16 Shannons Sydney Classic Display, Sydney Motorsport

- Park. Greg Fereday
- 19 Mid Week Muster, Bob Parkinson
- 29-30 HSRCA Race/Regularity, Wakefield Park, Steve Perry
- 30 Club Run, TC Registrar John Carter

SEPTEMBER

- 6 North Shore Sporting Club- St Ives
- 7 Board Meeting, Ryde Eastwood Leagues Club
- 8 Members Gathering, Deniston Sports Club
- 12 CSCA hosted by Triumph Sports Owners, Wakefield Park, Max Wasson
- 13 All British Day, King's School, David Noble
- 16 Mid Week Muster, Bob Parkinson
- 24 Illawarra Registrar Run, Michael Hough
- 27 Club Run C&V8 Registrar, Steve Foldhazy

OCTOBER

- 4 North Shore Sporting Club- St Ives
- 6 Board Meeting, Ryde Eastwood Leagues Club
- 11 MGCC (UK) 90th.
- 9-11 Bathurst 1000, Mount Panorama*
- TBC Motorclassica, Royal Exhibition Building, Melbourne*
- 13 Members Gathering, Deniston Sports Club
- 14 Mid Week Muster, Bob Parkinson
- 18 CSCA, hosted by Jaguar Drivers Club, Sydney Motorsport Park, Druitt Circuit, Max Wasson
- 18 MGCC Concours and Display Day, Silverwater Park Allen Gower

NOVEMBER

- 1 North Shore Sporting Club- St Ives
- 2 Board Meeting, Ryde Eastwood Leagues Club
- 8 MGA/MGB Workshop Day. MGA Registrar, Greg Keenan
- 10 MGCC Annual General Meeting and Members Gathering, Deniston Sports Club
- 22 Club Run MGB Registrar, John Clarke
- 26 Illawarra Registrar Run - Lunch Michael Hough
- 28-29 HSRCA Racing/Regularity Sydney Motorsport Park Gardner Circuit, Steve Perry

DECEMBER

- 6 Club Run RV8 Registrar Alan Heritage
- 7 Board Meeting, Ryde Eastwood Leagues Club
- 8 Members Gathering
- 9 Mid Week Muster, Bob Parkinson
- 25 Santa comes - Get some MGCC regalia to put under your tree*

* Denotes events which are not MGCC official meetings.

President's Report

An Update on the MG Car Club Sydney and its Events in the COVID-19 Situation

24 March, 2020



As I write my monthly report, the world in which we are living is changing rapidly. I refer of course to COVID-19 and the ways in which it has impacted our lives over the past month.

As I'm sure you are aware, indications are that our lifestyles will be vastly different for the next 6 to 12 months. It is the Board's intention to keep the club running in the most active way possible given the current and any future guidelines laid down by Government.

Whilst the bulk of this report talks about cancellations and other club business, I have also included for member interest a link to an article written by Professor Raina MacIntyre. Raina was the Head of the School of Public Health at UNSW when I studied Public Health there a number of years ago. I'm sure you will find the article informative.

I have asked my connections at the University to continue to forward me any similar published papers that they believe are relevant so that I may pass them on to you thus ensuring you are getting the correct story as and when the data is available. Should you not wish to read this information simply refrain from clicking on the link.

<https://iser.med.unsw.edu.au/blog/fine-line-between-panic-and-planning-what-australians-need-know-plan-ahead>

As mentioned above the Board have met via email and phone calls and have made the following decisions.

Monthly Members' Gatherings

Monthly members' gatherings are cancelled for the next three months. This decision will be reviewed at the June Board meeting unless the Government makes the decision for us.

Club Events

All club events, including the National Meeting, weekly and monthly runs, the Bob Dabbs Tour and the Tour de Young have been cancelled.

Some members have indicated they would still like to take their cars out for a run from time to time perhaps with a small group of fellow members. Given the current guidelines by the Government the club cannot endorse such runs. Members that choose to attend such runs should be aware that they will need to fill out their logbooks if their cars are on historic plates.

Should you require further clarification with regard to this statement please don't hesitate to give me a call. This decision will be reviewed at the June Board meeting.

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!

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 and 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*

Opposite Lock

For a minimum of the next three months and then by review, the Board have taken the decision to cancel the bulk printing and mail out of the monthly magazine. There are many reasons for this, not the least of which is the age of the members that make up the packing group. Additionally, Pymble Print is virtually unmanned at the moment for similar reasons.

However, the magazine will be compiled by our tireless editor and will be sent out in electronic form via a link via email. Where the Club does not have an email address listed for a member, that member will be sent a letter asking for an email address so that the electronic version may be forwarded to them.

Once again, if members wish to clarify any part of this statement please don't hesitate to give me a call on my mobile 0488 223 322.

This decision will be reviewed at the June Board meeting.

Opposite Lock, going forward.

The majority of the content of the magazine has traditionally centered around the club's events. Given that all of these events have been cancelled for the next three months, the question arises as to how we can transition our magazine to still maintain a level of interest for members.

A number of suggestions have been put forward for members to consider. Members might like to reminisce on previous events even if they have been covered in the past. Any articles on the history of MG as always would be appreciated. Personally, I would like to see a series of articles on the history of our regular and major events, how they started and perhaps some suggestions as to how they may be modernised to take them forward into the future. Aside from that anything is welcome please put forward your submissions to the editor.

Board Meetings

Board meetings for the next three months will be conducted via the Internet using either Zoom or similar type of facilitation.

In conclusion, times are a changing and should any member wish to put forward a view on the future running of the club please don't hesitate to call me on 0488 223 322 or

email: charlie@chariefrew.com

I will respond to you as quickly as I can.

All the very best and keep healthy.

Charlie Frew



Natham Eason	MGB
Leo Turner	Post War
Chris & Jan Watson	MGC, V8 & RV8



Page 8: HART Driver Training



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April Cover photograph:

Taken by John Clarke on the club run to Portland.

Featuring MGs owned by Robert Smith, John Clarke and Pete Harper who drove from Bathurst to joined us.

April *Opposite Lock*

Contributing photographers:

Thanks To:

John Lindsay,

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The Covid-19 pandemic has developed rapidly and with news that motorsport's governing body, Motorsport UK, has suspended all organising permits and Certificates of Exemption for motorsport events until at least 30th June, the MG Car Club has been required to postpone MGLive! 2020.

We are currently entering into extensive discussions with Silverstone and our other event partners to find suitable options to reschedule the event.

All entry tickets, camping passes and exhibitor bookings already purchased for the event, due to be held 13-14 June 2020, will be valid for the rescheduled date.

Adam Sloman, General Manager of the MGCC said:

"We remain committed to following UK Government and Motorsport UK advice. Therefore, in light of this updated guidance, we have had to make the very difficult decision, in conjunction with Silverstone, to postpone the event. This is an unprecedented situation and we will now enter into negotiations to secure a new date as soon as possible. We realise that the situation is far from ideal, therefore we ask for patience and understanding during this complex time."

PLEASE NOTE: The MG Car Club asks specifically that, in the first instance, attendees booked to attend do not contact us regarding refunds at this stage. The MG Car Club will be in touch with each one of those who have already booked and paid, to explain in detail, the options available to them. Anyone who is not able to attend the new dates for the event following their announcement, will be issued a full refund in due course.

The MG Car Club wishes to thank all attendees for their patience whilst contingency plans are being put in place and we look to transition to a new date. A further update will be issued as soon as possible.

Like many organisations, the club's offices at Kimber House in Abingdon are currently closed to visitors and much of the team are working remotely, so please be patient if calling the office or enquiring via email as the MGCC is experiencing a high volume of correspondence in the present situation.

Motorsport UK have today, in the light of Government advice, now extended the period of suspension of motorsport permits to the end of June. This effectively prevents our hoped for resumption with MG Live, that will therefore be postponed while we await developments and possible replacement dates.

We will therefore hope that by June 1st, matters are becoming clearer and that we can perhaps see a resumption of MGCC Motorsport on July 1st. We will therefore plan that, if that looks a possibility, we will issue the Donington entry forms on June 1st, but again with the proviso that no monies will be taken until after July 1st when we hope for a green light for the MG Car Club's Donington meeting on 11th/12th July.



In the meantime stay safe, isolate and let's get this dreadful epidemic under control. Together we can beat it.

Please contact the Club's Competitions Secretary, Mark Baulch, if you have any queries regarding the Club's racing.

In light of recent developments in the COVID-19 crisis, and following the address to the nation by the Prime Minister on the evening of 23rd March, Motorsport UK has today extended its suspension of all organising permits and Certificates of Exemption for motorsport events until at least 30th June.

This move provides clear guidance to event organisers, venues, competitors, officials and volunteer marshals of the role that Motorsport UK must play in supporting the broader UK public health agenda.

In recent days the feedback from our members and the community was a need for increased clarity to allow them to plan appropriately and, should the need arise, put in place necessary contingency measures.

Motorsport UK Chairman, David Richards explained,

"Motorsport UK has a vital role to play with its community in re-inforcing that, at this time of national emergency, we must all stay at home to play our part in protecting the NHS and ultimately saving lives. Today, the government have required that we effectively lock-down for a period of three weeks, however given that the most vulnerable in our society are required to isolate for three months, it is evident that the most responsible course of action was to propose a longer suspension of our sport. When we reflect back on this time, it will be a brief, but vital, hiatus from our everyday motorsport life and we must put this in perspective. This is a time of national unity and we need to come together with the broader public community to do all we can to support this battle and ultimately save lives."

Motorsport UK will continue to monitor the prevailing advice from the UK Government in respect of the COVID-19 international pandemic and will update the motorsport community accordingly.

*Press release from MGCC UK 24/3/20.
Submitted by John Bastian*

Concours Yarra Glen VIC

Thought you may like to see my photos from today's Concours at Yarra Glen. Glorious weather saw a very good turn out, especially of the pre-1956 models. To the judges who helped me today, a big well-done! Octagonally, **Matthew Magilton.** 23/2 /20



HART Driver Training

Alan Heritage



On Sunday the 23rd of February 2020, we gathered at Honda's impressive HART facilities in St. Ives for an advanced driver training day. Greg Fereday has kindly reached out with photos of our driving adventures, for you to enjoy below.

We were greeted with a grey but dry and warm February Sunday and were able to put on two sessions, morning and afternoon, featuring about 15 drivers each. While our previous event was focused on the basics, and in particular getting our younger drivers into the cars and teaching them a solid foundation, the hope for this session was to move to more advanced instruction.

Both sessions ran smoothly, and we continue to be impressed with the quality of the instruction as well as the warmth and hospitality of the instructors. As with last year's event, we organised the day such that the two sessions would overlap over lunch, encouraging a pleasant social break in the middle of the day that members participating in either session could enjoy together.

Our thanks to HART for hosting the club and making us welcome at their impressive facilities, the MG Car Club Sydney team for putting the event together, and everyone who took part and made the event a success. We will continue to build on this event and hope to see it flourish in the coming years. Enjoy the photos from the day, thanks to Greg Fereday.

Alan Heritage



Vale Frank Johnson



It is with great sadness to report on the passing of Frank Johnson on Monday 2nd March 2020.

Frank was a long time member of The MG Car Club of NSW, he ran the Breakfast Runs for approximately 25 years with his wife Maureen.

Together they also ran Regalia for a few years whilst still running the Breakfast Runs.

They were a formidable team organising the Children's Christmas Party along with the presents for the members children and grandchildren. Frank together with his grandchildren would break out in Christmas Carols with many people joining in. He always said to me that he was making memories for his Grandchildren but I think he made many memories for all of us that knew him. Frank also brought together our club and the MX 5 with them joining us on a few Breakfast Runs and who could forget Franks Breakfast Run jokes.

Frank was instrumental in getting The Abby Jazz Band to our Annual Concours and Display Day for many years and who could forget those occasions when Frank would get up and join the band singing some of his favourite Frank Sinatra tunes.

Frank was an Auto Electrician with his own business and over the years has helped many members with their cars, he also restored a beautiful Concours TC and had the most original unrestored TF of which was of great reference for people restoring their own cars.

Frank was President on 2 separate occasions totalling 6 years in this position, also a Life Member and until just recently our Club Patron.

Andy Leondiou

From the Editor

As Charlie has mentioned in his report, due to these uncertain times, with social distancing and meetings no longer being able to be held, from this point on you will be receiving your monthly *Opposite Lock* electronically. Initially as an e mail attachment, with us working behind the scenes to get it onto the web moving forward. We will keep you posted on our progress.

My role will remain the same in compiling *Opposite Lock* and I will still be working to a time-line for content and will require your input by April 22nd for inclusion in the May magazine please.

As the Board has made the decision and reinforced by new Government rules as of Sunday 22nd March, there will be NO Club activity until the end of June 2020, where at that point in time the Board will decide when we recommence our activities as a club.

Given the above restrictions, now is the time to put your fingers to the key board and write up all those articles you have been meaning to compile about your restorations, memorable trips, perhaps the history of the Tour de or the Bob Dabbs Tours.

Get into the garage and tell us all about your tinkering and don't forget to add some pictures.

Much of the content of *Opposite Lock* has been about recent trips or runs or advertising for future ones, which obviously is changing, so lets get some interesting articles for our members happening please.

Remember the "front cover" photograph competition is still running for this year, so send me your portrait, high resolution picture of your pride and joy.

I have included a "thank you" note later in the magazine to our packers who have diligently month after month stuffed envelopes and stuck on labels so you have each received your magazine in a timely fashion. Sadly due to no meetings and social distancing this can no longer occur.

Stay safe and healthy and keep that social distancing happening.

Hilary



Coronavirus or COVID-19

Dr. Matthew Crawford



In early December 2019 a cluster of people who had visited a seafood market in Wuhan province in China presented with pneumonia. The first affected people were stallholders at the Huanan market in Wuhan. The market also sold a variety of wild animals. The virus responsible is now called SARS-CoV-2 had originally been detected on bats and had used an intermediate host of wild animals to convert and become infectious to humans. Initially it was unclear whether there was human to human transmission, as all early cases were linked to the seafood market. On December 30th the virus was isolated from a patient with an unknown pneumonia, from direct sampling of their lung secretions. It tested positive for a pan-Betacoronavirus at the Wuhan Jinyintan Hospital. On December 31st the World Health Organisation (WHO) China office heard the first reports of an unknown virus causing a number of pneumonias in Wuhan. On the same day the Chinese Centre for Disease Control's rapid response team were sent to investigate.

Spread of Virus

Wuhan and surrounding municipalities were locked down from January 23rd. WHO declared COVID-19 a health emergency of international importance on January 30th. Without intervention the case numbers in China were doubling every 2 to 2.5 days. Case finding, contact tracing and social distancing were introduced to prevent spread to new geographical areas. This was very late in the disease process as Wuhan is a major International and Domestic hub for multiple transport systems throughout China and abroad. The virus has now spread world-wide with particularly high rates in China, Japan, Italy and Iran. Intermediate rates are found in Northern Europe, North America, with low rates in South America, Africa and Australia. The incubation period has a median of four days with a range from two to seven days. The variability appears to be the initial viral load the person is exposed to. This is common and varies with different pathogens e.g. Norvirus only needs ten viral particles, whereas most bacteria need in the order of thousands. Initial reports of an incubation period of up-to 14 days, still remains the required isolation period.

Transmission

Transmission is mainly by droplet spread either via airborne aerosol-generating procedures, contact with contaminated hands, surfaces or objects. The virus remains on surfaces for up to 48 hrs, and longer on some surfaces. Due to its lipid covering it is easily killed by common household disinfectants or soap and water.

Clinical Disease

The clinical disease is non-specific, similar to influenza. Fever is present in 89% and dry cough in 68% of patients. Other common symptoms include fatigue, sputum production, shortness of breath, muscle and joint aches, sore throat, headache, chills, nausea and vomiting, nasal congestion and diarrhoea.

Disease Progression

Mild disease is present in 80% of patients. Severe disease in 15%, with worsening respiratory parameters. Critical disease occurs in 5% of patients with respiratory (breathing) failure, septic shock (circulatory failure) and multi organ failure. Generally, there are very few clinical signs on physical examination on presentation. Mild infection may resolve in a few days. Pneumonia is usually present in 90% of patients with in three days of onset of symptoms.

Risk Groups

Patients over 60 years of age, males, co-morbidities of hypertension, cardiovascular disease, diabetes, cerebrovascular disease, chronic respiratory disease & cancer are at risk. This would include most of the members of the MG Car Club.

Investigations

The chest X-Ray is abnormal in 60% of patients, however normal imaging is not unusual. The blood investigations usually reveal signs of an acute infection, however nothing specific.

Treatment

Median age of disease is 60 years and duration of hospital stay is 12 days. Oxygen therapy is required in 40% of cases. ICU admission is required in 5% of cases and 20% of the severe cases. Mechanical ventilation is required in 5% of the total cohort and 15% of the severe cases.

Case Fatality Rate

Of the total patient population exposed so far case fatality rate seems to be in the order of 1.5%. There are many reports of 2-3%, however the expected rate in Australia and other countries with an advanced hospital system it is expected to be around 0.5%. The mortality in severe cases appears to be around 8% and 50% in the critical patients. Generally, over the age of 80 years the mortality is 15%, and this is the age group that Italy is struggling with. The median age of death is in the mid 70s with death related to respiratory failure.

Infected Health Care Workers

The Chinese experience is that 4% of the health care workers who contracted the disease died. Ninety percent of these infections occurred in Wuhan before adequate Personal Protective Equipment was being utilised by medical staff. Fifteen percent of these infections were in the severe/critical category.

Singapore results

Currently the best control and management of the COVID-19 pandemic appears to be in Singapore, where they adopted social distancing management at a very early stage, with closure of schools, a shutdown of elective surgery and banning of large gatherings, as well as closure of borders. Eighty percent of patients with pneumonia remained well. If their initial Chest Xray was normal they did not progress to severe disease. Their rate of increase in affected numbers is so far the lowest of countries reporting out breaks. Australia's numbers are midway between Singapore and Italy in the early stages, and that is why we will be exercising strict social distancing management in the very near future utilising very similar measures.

Future

The outcome of the COVID-19 outbreak in Australia is guarded. It is expected that 20% of the population will develop the disease, which is about 5 million people. On current supportive treatment we also expect that about 1.5% (75,000) of these will die as a result of the disease. Our aim at the moment, is to institute social distancing to reduce the rate of spread of the disease, to prevent a large peak early in the course such as not to overwhelm medical resources. Instead we hope to have a protracted course with a much lower peak, however with the same overall number of patients affected. This is likely to lead to a significantly reduced death rate, related to the availability of better medical care.

Our current outbreak is likely to continue until September and coincide with the regular influenza season, also taxing the availability of medical care. Apart from supportive care, currently available anti-viral and anti-malarial drugs are being trialled, which seem to offer some hope in ameliorating the disease process. Vaccines are being developed, however will not be available until mid-next year. The landscape with this virus is changing on a daily basis, and what I say today is likely to be different tomorrow. *Dr. Matthew Crawford. 22/3/2020*

The Cecil Kimber Run

Jim Richardson



Following the last 2 months of wet weather this seemed like a good opportunity to give my new (after 51 years) MG motor a run to settle in. With my co-driver Bev absent to attend an International Womens Day breakfast it should be an easy navigation trip for a solo entry. Or else just follow the car in front. Up early on the day and guess what? It's raining so a quick change to put the hood up and off to the meeting spot at Macca's for a coffee and route instructions.

A good number of cars arrived and more were joining on the way and Robert was true to his word for easy instructions. Turn left onto A32 Great Western Highway and follow to cross Blue Mountains then down Mt Victoria then straight on till 117.00 k turn right Portland. From this point just follow the car in front for next 12 kilometers.

On arriving we had special parking reserved for us and free time to get a coffee at the markets there before joining our tour. The Portland cement works was in operation for many years until its closure in 1991 due to high transport costs getting product

to Sydney as the company also had facilities in the southern highlands.

Whilst most of the machinery and equipment had been removed we had an insight into what was needed to keep the site operating. We saw remains of a blacksmiths shop, smelting Kilns , Power generating site with giant crane gantries, office and lab testing and decorated silos for storing finished product.

The local community have banded together and the mines are now lakes with camping ground facilities, a wedding venue and a start on restoring building with a grant from the Government. On our day the main hall (previously the power house) was in full swing with local markets . A great array of local produce in jams ,sauces, plants, leather goods, etc and food with a French patisserie ,local pies,coffee and a smallgoods stall along with the RFS sausage sizzle allowed us to give some assistance back to the locals and enjoy a bit of social time together. There was also an art show on in the town.

A free choice of return route saw some brave the Blackheath bottle neck or else check out the bushfire damage on Bells Line. How devastated the area is, although there is evidence of some trees shooting and the tree ferns are recovered well.

All in all a good day out with over 45 attending with thanks to Robert Smith for organising.

Jim Richardson

Photos by Paul Challinor



2020 MG National Meeting. Albury Wodonga

2020 MG National Meeting
Albury / Wodonga
Bulletin No 7
March 13th 2020



Dear MG Club Members.

It is with great regret that I have to inform you that due to the unprecedented circumstances of the COVID 19 Virus that we have taken the decision to cancel this year's National Meeting.

We have been monitoring the situation very closely over the past few weeks assessing the risks to ensure the welfare of all registrants.

In particular we are mindful of the increased vulnerability of the demographic of MG owners who would have been attending. It has become obvious that the situation is slowly unravelling and it could be much worse in four weeks time at Easter.

The decision has been taken out of our hands with the Government and in particular the Chief Medical Officer recommending that gatherings of over 500 people should not be held.

To be fair to everyone we needed to make the decision as early as possible to minimize expenses incurred and your exposure to additional costs from cancellations of your travel and accommodation bookings.

We are examining the financial implications, fortunately there has been limited expenditure to this point and we will therefore be able to refund your Registration Fees with only a minor deduction.

We apologise for any inconvenience from this decision. We look forward to seeing you all at Easter next year.

Regards

Ian Prior, Event Director

2020 MG National Meeting, Albury Wodonga



Dom David



Frank Perry

It is with great sorrow that I received the news that the 2020 Nat met in Albury Wodonga had been cancelled for this year. A lot of work has been done behind the scenes to make it all happen, but we all totally understand the decision that has been sensibly made.

I would like to offer my thanks to the many club members who have supported me, in my position as Nat Meet Coordinator, by attending the past five National Meetings. When asked by then President Stuart Ratcliff to hopefully raise the number of our members attending Nat Meets from a low base of only six members I certainly had a job on my hands. Encouraging members to travel 4000 km from Sydney (go to Windsor 'n turn right!) to Perth was first Nat Meet on the list. Well thankfully we had a marvelous contingent travel to and from Perth (8000 + Km) and even more the following years to Adelaide, Tasmania, Queensland and sadly not to now Albury Wodonga. I've enjoyed being able to successfully complete the task Stuart set for me. Besides thanking all of you who (blindly?) followed me, I must thank Frank Perry for his invaluable assistance in preparing in a comprehensive register, each of these past years, many

details of attendees which, although you individually may not have required, it was very useful and helpful to some when confronted with a problem. It was an aspect of computers over which I have no comprehension. Thank you Frank.

All good things come to an end at some stage so for the 2021 Nat Meet I need to move on and offer the Coordinator position to another of our club members. I'm sure there will be someone within our club able and willing to fill this role. I'll be as helpful as I'm able for anyone wishing to take up the position. There will be some aspects where I'll be able to assist, use of computers not being one of these! Do please come and speak with me. I must say that when "invited" by Stuart in 2015, while at the Yarra Valley Nat Meet, to take up the position there was no wriggle room for a No Thanks!

With thanks to all members
Best Wishes.

Dom David

Letters to the Editor

My name is Ray Johnston, I am a new member and I would like to suggest, for your consideration a few topics that may be worth publication.

I note in the latest edition of the Running Board, the President has asked that suggestions be forwarded to you for review.

As stated I am a new member and whilst I owned a TF MG for a short period in my early 20's, I wasn't savvy enough to foresee or appreciate what the future held for such a vehicle.

Now, as I look to purchasing an MGB, I am finding the thing I lack is knowledge about the model particularly in regards to mechanical issues and rust. Regardless of the particular model of MG that one may favour it may be interesting for new comers and others, to hear of the experiences encountered by members in their quest for that perfect MG purchase.

- . What to look for in relation to the car's mechanical health
- . Where to search for rust
- . What to do on the test drive
- . How to negotiate the best sale price based on the vehicle's condition

I have no doubt that many club members have experienced doubts and apprehensions during their purchase programs which in turn may have resulted in them missing out on that perfect MG purchase.

The perfect purchase could fall into 2 categories, the almost "Concourse" or the one that is perfect for full restoration, it would seem that no expense is spared in this aim when one falls in love with a particular model.



So, some help from other members, who have achieved such aims, would be very welcomed by newcomers like me and I expect other members.

One other topic which may be of interest both to the newcomer and members contemplating or planning one, is the full restoration. Members who have undertaken the task may be able to share their experiences, the pitfalls, the elation resulting from a job well done.

There would no doubt be problems along the way which could be outlined and stemming from that, advice on how to negotiate such difficulties.

There would be recommendations on mechanical modifications and choice of paint colours, it may be quite rewarding for members as to what could result from others willing to share their experiences.

Ray Johnston



I have just finished reading *Opposite Lock* Feb 2020 edition, from cover to cover.

I have been a member of the club since buying my 1969 MGB Mark 11 in 1995.

The photo was taken on Woodhill Mountain Road Berry where we have lived since 2007 after 27 years in St Ives.

The decision to move was one of our better ones and we have enjoyed a whole new life in the country. I use the car several times a week and everyone knows the car. It appears in the Christmas parade every year and the new Berry Bypass is a wonderful stretch of road towards Kiama for driving and then you have the opportunity to drive into

Jamberoo on what I would call a typical English B class road. The MG doesn't want to come home.

The photograph was taken by a friend of mine Richard Headley. Dick and I met at Shell on our first day in 1967 and remain very good friends to this day.

Richard Wiseman



1. My MG is nearly always used in the dry, but when caught out in the rain I find that the windscreen on the driver's side is not cleared properly due to the wiper blade having taken on the curve of the glass at the corner of the screen. To prevent this, when parking the car in the garage, I now switch on the wipers and then turn off the ignition when the blades are vertical, leaving both blades resting on nearly flat glass.

2. When working on front brakes or suspension with the wire wheel off the car I invariably end up with grease from the wheel hub splines on my arms, legs or clothes. This has sometimes not been noticed and then transferred to the house furniture! I have now collected a few stubby holders from 'goody bags' given out at car shows and these fit perfectly over the splines preventing me getting grease everywhere.

3. There are any number and type of hand cleaners on offer at automotive resellers, some with sand, some with 'special' ingredients to remove dirt and keep the skin supple, but all at considerable cost. I have found the best option is from the local supermarket - house brand dishwashing liquid for less than a dollar a litre - this cleans grease off hands just as well as dishes!

4. A metallic rattle from the front of the engine can be caused by the four rubber grommets in the metal fan blade cutting through and allowing the fan blade to contact the bolts at certain speeds. Of course it can be major engine issues!

5. If water comes into the footwell it may be that the drain tube for the heater/ventilation plenum system is blocked. Leaves and debris enter through the chrome grille in front of the windscreen. The bottom of the drain tube has a bulb shape and narrow slit which traps leaves etc. and needs opening and cleaning. The easiest way is to use a stiff wire with a hook shape on the end and from under the car near the starter motor, push this wire in and twist it around. (Some recommend cutting the slit end off the rubber tube) To prevent further problems a mesh can be positioned under the grille.

Of course the problem can be that the plenum has rust holes!

6. The twin 6 Volt batteries were nearing the end of their life, if the car was not used within a week I needed to charge them before taking the car out, but before purchasing two new batteries I tried INOX battery Conditioner - around \$10 from Jaycar or auto shops. It was another 18 months before I needed new batteries!!!

7. If you have just had work done to the suspension, or recently purchased a car with wire wheels, check that the wheel hubs are on the correct side - the spinner or wheel nut will be marked Left or Right. If the wheel hub has been fitted to the wrong side of the car, the nut can come undone when driving and the wheel fall off the car!

8. If the car has had a rebuild check that the door hinges have been fitted to the correct side - there should be a groove in the top of the hinge when looking down at it with the door open, with the word 'oil' next to it.

With the car on level ground, put a few drops of light oil into the groove, which will run into the hinge joint to keep the hinge working smoothly.

9. If there is a smell of petrol but no signs of leaks at pipe connections chances are the fuel tank has a rust hole on the top of it. There is a gap between the top of the tank and the boot floor which can trap road muck and moisture, eventually rusting the top of the tank.

Only fix is to replace the tank - sooner rather than later!

10. After sitting for a couple of weeks after being out in heavy rain the car started OK but soon the engine died. There was no 'ticking' noise from the fuel pump, but a couple of blows to the pump with a soft hammer soon started it ticking again.

11. When jacking up the car always chock a wheel on the opposite side or end of the car to that being lifted, and If working under the car ALWAYS place a stand under the body of the car NOT on a suspension point - if the jack slips then the body will drop down until the suspension travel is taken up. The exception is if the jack is placed under the rear axle to lift the car, then the stands can be placed under the axle, as the body is not lifted off the suspension.

12. When checking the oil or water place the oil filler cap or radiator cap on the cup for the bonnet locating pin, this will prevent accidentally forgetting to replace it if you get distracted, as the bonnet cannot be closed!

Greg Fereday

MG Car Club Victoria

Gday Everyone,

Thought you may like to see a few shots from my little pocket camera of yesterdays motorkhana. We gathered under grey skies (both physical and metaphorical) with a drivers briefing focusing on the necessary hygiene and social distancing which we practiced throughout the day. We had four challenging courses on the two different concrete surfaces, one holding the rain water much more than the other with some excellent

driving being displayed.

I had some fun getting the tail sideways in my TF 1500.

This might be it for a few months as they start 'turning the lights off' across Melbourne.

Stay safe, Safety Fast.

Matthew Magilton. VIC MG Car Club





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MG Motor Sponsorship of Port Adelaide Football Club

"We are very grateful for the support MG Motor has extended to Port Adelaide and the belief it has shown in our future."

Peter Ciao, CEO of MG Motor Australia said, "We are thrilled to be entering into a five-year major partnership with Port Adelaide Football Club."

"MG Motor and Port Adelaide are two iconic brands with storied histories and a desire to continue innovating in our respective fields."

"Port Adelaide is also investing in the growth and development of its side, with the league leading percentage of young players on its team, something which MG Motor aligns strongly with – as we continue on our journey of bringing our new model line up to the Australian market, building trust and providing more choice in the passenger car segment."

"It is these similarities that cemented the partnership and excite us as we prepare for our first season collaborating together."

"AFL fans are some of Australia's most passionate sporting supporters much like our classic and modern MG owner groups and we look forward to watching the season unfold."

The MG Motor name and logo will appear on the front of Port Adelaide's home guernsey and on the back of its away strip.

Mr Koch said MG Motor's slogan – "Fun motoring for life" – was highly appropriate for Port Adelaide.

"MG Motor's philosophy of fun and innovation is a perfect fit for Port Adelaide as we celebrate our 150th anniversary," he said.

"Yes the AFL is a highly competitive industry but it is a game we all love and connect so deeply with. Football should be enjoyable whether you're a player or a supporter and through our partnership with MG Motor we will continue to drive the notion of fun within everything we do, including our family friendly industry-leading game-day experience at Adelaide Oval."

"There is so much to look forward to at Port Adelaide. On one hand we will celebrate our rich history as Australia's most successful league football club in 2020, while at the same time confidently look forward with one of the most exciting young playing lists in the competition."

"Now we welcome a great new friend in MG Motor to the Port Adelaide family and to have the company as a driving force behind us is just wonderful for Port Adelaide."

"Port Adelaide was of course established in 1870 and MG Motor was founded in 1924 and while we both have a rich history, we also share great excitement for what the future holds."



Press release by MG Motor on 25th Feb 2020.



MGB Musings -Replacing the BGT V8 Engine Mounts

John Clarke



Let me tell you, that was the worst job I have ever had to do on an MG. I think I would rather be a sewerage diver in Calcutta than replace the engine mounts on the BGT V8 again.

The workshop manual made it sound so simple – raise the front of the car, remove the steering rack assembly, take the weight of the engine, remove the nut from the stud where the engine mounts are secured to the chassis brackets, raise each corner until the stud clears the slot in the bracket, and finally detach the engine mount from the bracket on the block. Assembly is the reverse of removal. Easy, well no it didn't turn out that way.

Before I regale you with my tales of woe let me tell you why I needed to do this job. Ever since I had got the BGT V8 I thought that the steering was unusually heavy. It had been getting worse over time and I even felt there was torque steer when I applied power mid corner, which is an odd sensation in a rear wheel drive car. Doing some investigation, I found out that this is a very common problem. Even when everything is new there is not much clearance between the manifold and the steering column on the drivers' side. The engine mount on the drivers' side compresses and sags over time or breaks from the torque of the engine, resulting in the manifold being pushed against the steering column under power. In my case I could not get a feeler gauge between the manifold and steering column with the car stopped in the garage. The manifold was actually resting on the steering column so when driving and applying power the steering got harder to turn the more power that was applied. This was not only unpleasant but dangerous.



The problem with doing this job is that there is just no room. The V8 takes up a lot of space in the engine bay, particularly with the manifolds sticking out each side. Indeed, the inner guards on the V8 are different from those on the earlier 4 cylinder cars to accommodate the exhaust manifolds. Also, the mounting brackets on the chassis are a triangular box section that encloses the stud and nut (see photo) so that I could not get a socket on to it and there was not much space to turn a spanner. Fortunately, I was able to get an open-ended spanner on to it and undo the nut a flat at a time until it was loose enough to use the tips of my fingers. But then I could not get

to the nuts and bolts that hold the engine mount to the bracket on the side of the block. I ended up having to remove both manifolds to get to them. However, the bottom row of bolts that hold the manifold are similarly inaccessible on the driver's side and required a universal joint with a very acute angle on my socket and the engine lifted on that side to get to the bolts to get them undone. Ahhhhhh.

When finally I got the engine mounts off both of them were broken where the rubber attaches to the metal plate and it was clear that the one from the driver's side had compressed and



sagged (see photo), so there was no doubt that the job needed doing. Putting it all back together was actually even more nauseating than getting the engine mounts off, although I think I have whinged enough, so I won't bore you with that.

As I skinned my knuckles and grazed my hands I was tempted to just stop, disconnect the radiator hoses and a few other things, disconnect the drive shaft, drop the gearbox cross member and try raising the engine just high enough to get access to the engine mounts. It may have involved some additional work but since the engine would not actually be removed, I think it could be done without having to disconnect too much stuff and it would have saved considerable time and frustration. I think this is what I will do next time.

I might point out that the engine mounts on the rubber bumper 4 cylinder car are the same arrangement as on the V8. Although with considerably more room to work, replacing them should not be anywhere near as trying.

As you read this, if we are not yet in formal coronavirus lockdown then I expect that most of us will be staying pretty close to home. Of course, this is a great opportunity for you to get some of those little jobs done on your MGB. If you would like to share your story with us or have a tech tip, we would like to hear from you.

Finally, and most importantly, I really do hope that we all stay safe and look forward to when we can all enjoy driving our MGs with the MG Car Club again.

John Clarke

Sadly, but understandably the Tour de Young this year has been **CANCELLED**.

Arrangements will be made to reimburse members who have paid a deposit.

We thank Robert Smith and Matt Sexton for their organisation of this event.

We are planning on running the Tour de Young in 2021.



TOUR de YOUNG
6 – 8 June 2020

Theme Night: “IF I was YOUNG again”

Get your reservation in early as limited numbers available

Saturday: Meet at Crossroads Hotel at 8.00am for breakfast. 9.00am (sharp) departure. Then enjoy the day driving great country roads with activities & stops en route to our accommodation at Young. Afternoon arrival at motel accommodation for a noggin and natter. Evening dinner, dancing and our much loved fancy dress event!

Sunday: Following breakfast we’re off for special things to do & places to visit with a sensational finishing highlight

& yes..... there might even be some questions to keep you on track & maybe trick you!

Monday: Breakfast then depart at your leisure

**Please complete & return the booking form with \$100pp deposit to Robert Smith:
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Please include your “surname & YOUNG” in the transaction description

CANCELLED

Post 2010 Registrars Report

John Lindsay



Post 2010 MG Registrars Report - April 2020

Perfect! Robert Smith's Kimber Run was a ripper. Can't wait for the Tour de Young.

Great venue, the Precinct (the old Portland Cement works) at Portland. Silo art, sculpture exhibition, market day, tour of the facility and lunch at the Coronation Hotel.

Rained all the way to Lithgow, before the sun came out to provide us with a perfect autumn day in the west.

Did any of our members own the blue MG ZS in the general car park, or was this just a drop-in? If owned by a member, please provide me with details for the register.

I won't dwell on the Kimber Run, I'll leave this to someone else who did the whole run to and from the venue. We just turned right out of our street and headed up Old Bathurst Road.

What this day did, was to give me the opportunity to catch up once more with Harrie Fisher. Harrie, for the uneducated, is a world renowned artist creating magnificent sculptures in steel. A previous winner of Sculptures by the Sea. Originally her studio was in Oberon, and her sculpture 'our light horse' is mounted outside the RSL Club in Oberon.

I met Harrie briefly when I took Stuart Ratcliff to Oberon hospital after he tried to count the rotating fan blades on Matthew's T-Type with his hand, during the Tour de Oberon. She was at the hospital with her sister and nephew, who was suffering a painful earache.

I had a photograph of 'our light horse', which I created my interpretation and dedication of the WWI light horse mounted soldiers by incorporating several images together and using a surreal texture giving this image a ghostly appearance.

The image was a competition winner in our photographic club. I framed a copy and presented it to Harrie, who was extremely pleased to receive it. Refer to the photo below.

MGCC Post 2010 register

Own a MG3, MG6, MG ZS, MG HS or MG GS? Let me have your details and we'll get you onto the Register.

Know any relations, neighbours or friends with a new modern MG? If so point them in the direction of the MG Car Club, as you well know the club has a lot to offer.

National Motoring Heritage Day (Old Speckled Hen Run) on Sunday 17 May 2020, unfortunately our Club will not be attending this year as the Board have made the correct decision in cancelling all Club events until further notice.

John Lindsay



Harrie Fisher & John Lindsay

Packing Room Team

The Board would like to thank the 'Packing Room' crew who have made sure that MGCC Members have received their 'hard copy' of *Opposite Lock* and they have met every four weeks to ensure that this has occurred.

Due to the uncertain times, with social distancing and meetings no longer being able to be held, from this point on you will be receiving your monthly *Opposite Lock* electronically. Initially as an e mail attachment, with us working behind the scenes to get it onto the web moving forward. We will keep you posted on our progress.

Our thanks to: foreground right John Mangnall who sorted the address labels into 'International' - yes, there are some other than MGCCs and MGCC Sydney Members. He also brought the empty post boxes, loaded the full ones into his car and

delivered them very early next morning to the local post office. Behind him is Bruce Smith from Sportsparts, then John Cuneen, Membership Secretary. Opposite John you'll see Ian Hoggard, not a member of the club but keen volunteer, then Jim Hull, Alan Paynter and Ingo Weinberger at the back left. All were engaged in sticking address labels onto envelopes, inserting the *Opposite Lock* magazines, seal envelopes and dropping them into the post boxes.

Thank you. *Hilary*



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Illawarra Register

Michael Hough



Hi to all our readers, and I hope all your cars are behaving themselves.

In this month's report, I want to focus on the impact of the coronavirus health related restrictions and their impact on our proposed MG car club activities operations.

Firstly I would like to extend our sympathy, goodwill and best regards to all those who are more directly affected i.e. they have a family member or close friend with the symptoms or they are operating a business adversely affected by the rapid downturn of many planned activities involving crowds, such as the very recent cancellations of the Royal Easter show in Sydney; Anzac day celebrations, and now unfortunately Wings Over Illawarra 2020, which the event organizers, Bright Events Management, have just announced it will be postponed till later in the year, probably November 2020.

The Club has cancelled all events until at least the end of JUNE 2020.

Our Illawarra Register's success factors which are:-

- * We aim to create a series of relaxed and enjoyable events where we all can take the MG (or Jaguar) for a run- especially those cars on historic registration.

- * That the MG Car Club of Sydney and the Jaguar Drivers' Club of Australia (Illawarra Registers) are combining with other locally based Car Club groups, especially the South Coast Veteran and Vintage Car Club (SCVCC) for these events, and as a consequence we are getting a useful and interesting mix of cars from these two classic British Marques plus the SCVCC.

Illawarra Register Dates Post JUNE 2020, subject to the Boards decision late June. Please put the following dates into your diary,

July: Thursday 23rd Nan Tien Temple
(TBC)

September: Saturday 5th

Return visit to Retford Park Bowral

November: Thursday 26th Proposed Lunch
@ a Winery.



Any specific venue suggestions would be greatly appreciated.

Please note: -

There is no Christmas in July in 2020

To compensate for no current photos I have attached some great shots from our previous Illawarra register activities, including some shots at HARS, in lieu of Wings Over Illawarra.

Michael Hough 0418 424 748

mhough5@gmail.com

Navy Eurocopter at HARS



Fighters Panorama in HARS Hanger





2019 TF Concours Winners



Tracker 844 Wingfold



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"Goldie" in New Zealand



John & Ros Bastian have recently driven the length of the New Zealand in "Goldie".

Pictured here at the jet boat river just outside of Queenstown, South Island. New Zealand.

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Get into Ashfield Cycles, owned by MG Car Club member John Michell. He's been in business for 40 years and is passionate about getting people on bikes.

E-bikes – great for older people or those who want a little help.

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Classifieds - Cars



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NEW

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Cam logbook and C of D. Currently on Club plates. Documented full racing history available. If you are a MG buff or a boy racer this piece of history is for you.
Price: \$65,000

Contact: Brian Parkinson 0417 265 936
info@regalpc.com.au



1976 MG MIDGET

This MG was owned by our youngest Capricorn Chapter member up until her passing several years ago. She named it MIDGE

Now her mum has said that it is now time for it to go to a new owner who will look after, love & enjoy Midge as her daughter did. We are all hope at the Capricorn Chapter that Midge can start her next life chapter.

Full Registration: Due 9th. March 2020
Mileage: 89846

Location: Rockhampton Qld.

Price: \$13,000 Negotiable

Contact: Margaret Thomasson
0407 693 554 or
Gurney Clamp 0439 751 170
golfcq@bigpond.net.au



NEW

1951 MG TD

After 32 years of midlife crisis I have decided to sell my beloved TD.

Built in 1951, I am only the third owner, it is fully registered until 21 st Feb 2021.

Engine rebuilt 2006 with XPEG crank, leadfree head, Jerry Austin axle shafts, stainless steel lined brake cylinders etc.

A more comprehensive history and copies of receipts are available on request. Many spares.

Price: \$18K.

Contact: Sjef Vleeskens 0499 439 939

vleeskens.sjet@gmail.com



1954 MG-TF-1500

Hawthorn Green, total restoration from the chassey up to drive away concourse presentation.

Club Registration No. 66215-H

Engine No. xpag TF-34878

Chassey No. TF 9612

Car No HDE 23/4967

Mileage since restoration 523

Total coach work replaced by Anton

Walker P/I, engine replaced by Ray

Skewes Engineering P/I. All vinyl trim and

upholstery replaced in A-grade camel

colour leather as well as hood, torneau

and rear wheel cover in Sonnendeck

beige by West Coast Auto Trimmers.

History of restoration under direction of

the M.G. Car club of Geelong.

This car has been fully garaged since

completion in 2010, total history

of expenditure to December 2019.

Roadworthy certificate available at time of purchase.

Location: Melbourne

Price: \$50,000.

Contact: John (03) 5989 2789
0408 327 420



Restored MGB

My beautiful little Blue " B " which due to poor health I reluctantly sell.

This B is a Multiple National Concourse Club Winner and place getter for many years between 1988 - 2013. Many Club members know this car intimately due to its different body/interior colour and trim. This car is still in prize winning condition and is a dream to drive. Stands out among the many red, green, white B's. No other B to my knowledge this colour in Australia.

It saddens me to place this car on the market. I can only hope it goes to an existing Club member. It has been regularly serviced and is driven as often as possible in the lovely winding roads of the Northern Rivers. (rarely missed a beat except for Lucas Electrics.) Still winning Local Northern Rivers Car club Show Days.

This is the car's second full restoration. Many might remember in 1997 on a trailer to Gold Coast Nat Meet it flipped upside down in a ditch near Warwick Qld. Restored to Win Nat Meet 2000 1st in class runner up in open.

EXTRAS. The car has alternate leather trim navy blue with blue/grey piping. Padded Seat in rear. Great paint and panels. Chrome immaculate. Engine bay and underside gloss sheen. Has English fabric Hood and new tonneau cover. Boot carpeted and lined. Tyres including spare as new. Chrome Spoked wheels Too many more immaculate features to include in this abbreviated advert.

The car is on historic plates

Location: Maitland Region, Newcastle

Inspect To Buy.

Price: Asking \$35,000.

Contact: Peter 0400 497 428.

ppo16731@bigpond.net.au

Classifieds-Cars



1954 MG TF 1250

Chassis # HDC 26/6699

Engine # XPAG/TF 36368

Engine bay damaged by fire.

Ready for restoration- open to genuine offers.

I have owned this car for 25 years. Recently a fire occurred in the engine bay possibly caused by a fuel leak.

The rest of the car and interior are largely intact.

I have the owners, workshop and parts manuals.

The car is covered and parked in a garage in Bellevue Hill, ready for inspection.

Contact: Hanan Mowszowski

0419 477 805

cmow51@gmail.com



1954 MG TF with XPEG 1500 motor

Family owned since February 1971.

Registered on Historic MGCC plates;

The condition of the car is fair / good.

It can be driven as is or it is a good contender for a full re-paint as the vehicle is all metal. Vehicle was restored in 1980's and fitted with new XPEG 1500 engine. Since restoration, it has travelled about 30,000k. The hood, windows and tourneau are operational.

The vehicle is currently insured with Shannons covered for \$44,668.

Significant modifications to the vehicle include:

XPEG 1500 engine (the cylinder head is fitted with hardened valve seats);

The original gear box;

The original Diff housing is fitted with a 3.7:1 CWP giving a cruising speed of 100kph at 3,000 RPM;

Air Heater fitted;

Stainless steel liners in the Master cylinder and slave cylinders;

Negative earth Dynator Fitted (30 AMP Alternator encased in a generator with a mechanical drive to the tacho)

Dual electric fuel pumps with a change over switch;

USB electrical supply in both glove boxes, for GPS and phone chargers;

Key ignition switch and start; and

Seat Belts

Maintenance over the last five years.

Five new Michelin tyres and tubes;

Five complete new wire wheels;

Four new spline hubs to match the new wheels;

Annual service including a regular change of coolant and brake oil.

The car was displayed at the MGCC National Easter Meeting at Ulverstone Tasmania in 2018; self driving to Melbourne and catching the ferry to TAS

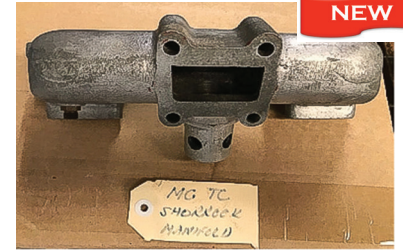
Location: Breakfast Point Sydney.

Price: \$34,000.00

Contact: Stewart McAlister

0419 214 585

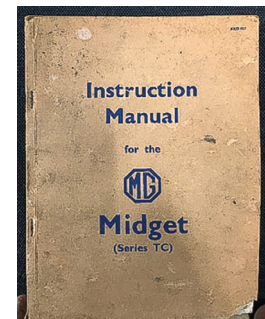
Classifieds-Parts



MG TC Shorrock Supercharger inlet manifold and blow off valve – very good condition \$450



MG TC Bluemels four spoke steering wheel new, old stock \$550



MG TC Owners Handbook minor tear lower right of front cover \$175.

Contact: Jim Runciman 0419 847 888

runcimans@westnet.com.au



Brand new grille/slats for MG TC radiator. Left over from my TC restoration, still in the original packaging, unpainted and ready to add glamour to your resto.

Price: \$195, less than replacement cost.

Contact: Syd Reinhardt. 0418 180 418

syd@reinhardts.net

Classifieds-Parts

NEW

TD, TA, TC,TF & MGB

TD 1 pair front guards repairable \$100ea

TC 2 driver front guards repairable \$100 each

TA fuel tank repairable free

TC,TD,TF free assorted timbers only good for templates.

TD timbers new negotiable

TC main rail negotiable

TC selection of doors \$75 each

TF skin \$75

TF 1 new drivers side bonnet \$75

TC 1 pr new steel tub frames \$ 200

TC tub frame drivers \$50

TD 1pr early rear guards \$100 each

TD 1 new guard \$200

MGB front guards most need some repair \$100 each

TF 6 re-chromed octagonal dash bezels \$ 75 each

TC 1 alloy TC sump good cond \$400

TC 1 rebuilt air cleaner with front section alloy manifold & clamp \$ 500

TC,TD,TF Asst oil pumps \$100 each

TA,B,C repro guage faces to exact original finish \$ 140 set of 4

TC tachometer with clock \$350

TA 1 set genuine all bronze rebuilt carbies \$ 2000

TC engine complete with head & rocker gear \$3000

TC diff with hubs & axles \$1000

Location: Central Coast

Contact: Ron Taylor

0418 413 613 or work 4324 5877

the2taylors@live.com.au



Four 16 inch wheels for sale including tyres and tubes. From my MG TC.

Price: \$1400

Contact: Geoff Barlow 0418 966 276

geoff.barlow@ozemail.com.au

NEW



Your chance to own 'the plates' for your MGB 78. These are rare NSW plates and have been held in storage for years, they are now offered for sale for the first time to compliment your MGB.

Contact: Brooke Cunningham

0428 35 45 45

brookehabel@outlook.com

NEW

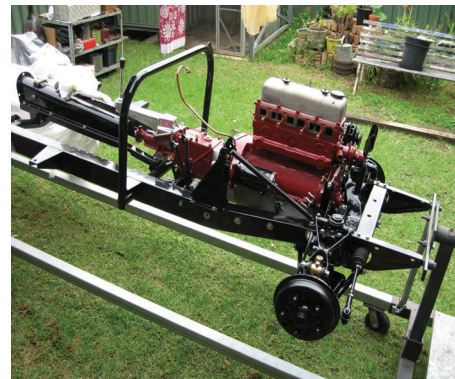


Original MG Y-Type Dynamo,

Lucas Model C39 PV2, Type L/O that has been completely refurbished with new bearing and brushes.

Price: \$400 ono.

Contact: Ross McMillan 0417 041 802



MG TD Chassis-Rotisserie.

May also suit MG TF Chassis. Robust.

Price: \$250 ONO

Contact: Jeff Long 0417 658 915

jeffrey.long@bigpond.com



Mazda MX 5 boot lid luggage rack as new, never been installed. Cost over \$500 new will accept reasonable offer.

1949 MG TC parts left over from restoration including front and rear leaf springs in reasonable condition, other bits and pieces including box of new rubber sections all free

Location: Bowral NSW

Contact: Gordon Messiter 0408 021 936

gmessiter@bigpond.com

Classifieds-Wanted

NEW

Pair 1 1/4" bronze bodied SU carbs or one 1 3/8" carb

Contact: Jim Runciman 0419 847 888

runcimans@westnet.com.au

One 19" center laced MG wheel in reasonable condition to use as a spare will swap for a good 16"

Contact: Ross Harris 02 4474 4567

ross.harris@mgta.com.au

Chrome replacement spokes for 15" TD/TF wire wheel. Five pairs long and short.

Contact: Phil Clarke 0429 627 767



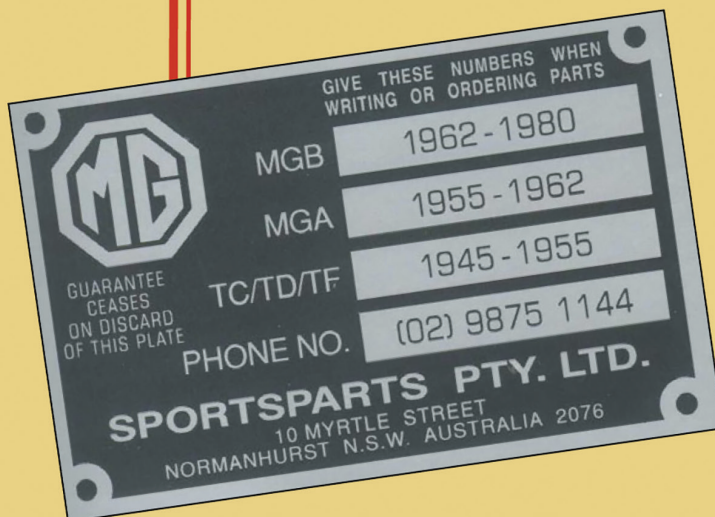
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*Parts and Technical advice
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- Specialists in original and reproduction MG parts for over 30 years.
- Buy your parts or accessories from us and get free and comprehensive advice on the best way to fit them.
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