



Official Journal of the MG Car Club – Sydney

Opposite Lock



July 2020

In this issue

Love My Car

The Phoenix Rising

Buchanan Bodied T-Types

Original Interior Trim Mk 1 MGB

MGCC Sydney Club Calendar 2020

JULY

- 6 Board Meeting ZOOM Meeting
- 14 Members Gathering, ZOOM Meeting
- 15 Mid Week Muster, Bob Parkinson
- 19 Club Run MGF/TF Registrar, Don Young
- 23 Illawarra Registrar Run, Michael Hough

AUGUST

- 3 Board Meeting
- 11 Members Gathering, Strathfield Golf 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
- 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
- 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, 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
- 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

Abingdon Edition AV



The reborn MGB from Modern Classic Cars, a modern interpretation of a true classic sports car. With a little help from our friends at Frontline Developments UK, we take an icon from an era when driving had more style, then apply the very latest technology and engineering to create a motor car unlike any other. Each vehicle is hand crafted to suit your desires.

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President's Report



As we move into the month of July it is pleasing to see that a significant number of the Covid 19 restrictions have been reviewed. To that end I am delighted to inform the members that the Board has decided that we will be able to return to physical meetings starting with our members gathering on the 11th August. However, as with all things at the moment there will be a few changes that need to be made and they are as follows. Currently, the Denistone Sports Club can seat 53 patrons at best, at one sitting in their restaurant area under current Covid 19 rules. Given that this area may also be impacted by traditional members of the club wanting to dine in this area, it is unlikely we will be returning to the Denistone Club anytime soon, as we normally expect between 75 and 100 members at any one monthly gathering.

Recently, the Board has been reviewing meeting venue options with the following key criteria in mind.

- The venue must be located centrally to the membership base.
- Dinner value must equal if not exceed the current arrangement
- The venue must be able to seat our expected numbers under current Covid19 rules.
- Audio Visual facilities must be on hand to enable us to live stream the meetings to current and future chapter groups.
- Conference facilities that would enable us to conduct high level presentations if required.
- An automotive display area located close to the meeting area for the purpose of a new car launch or a monthly tech tip.
- Car parking facilities that are well lit and secure.
- No room hire charge as is the case at present.
- The new facility to be agreeable to holding our library and our regalia.

Quite an extensive shopping list when you think about it. I am pleased to report that the Strathfield Golf Club has agreed to meet all of the requirements listed above. So, the July meeting on Tuesday 14th July, will be another Zoom meeting where a more formal presentation will be made to the membership.

It is then proposed to hold our August meeting on 11th August at the Strathfield Golf Club, so that members may enjoy this new, state of the art facility first hand.

I look forward to as many members as possible joining us at the July ZOOM meeting to share this exciting development. A running board will be sent out shortly with log in details.

Earlier this week John Cunneen handed over the membership portfolio to Shelia Trotman. John has been steering this portfolio for a number of years and I would like to take this opportunity to thank him for his service to the MG Car Club Sydney. At the same time, I would like to extend a warm welcome to Shelia as our new membership secretary. In consultation with Shelia, the Board have identified a number of initiatives to improve membership services to the members and we look forward to bringing them to fruition later in the year. As always, we will keep the membership advised on their progress.

Please note with the recent lifting of some restrictions we are able to hold runs again. The first run is Bob Parkinson's mid week muster on 15th July and then on Sunday 19th July, Don Young has organised the "MG River Run" and on 23rd July Michael Hough has a run in the Illawarra. Please check on page 7 and 26 of *Opposite Lock* for details or go to the website.

I look forward to seeing as many of you that can make it to the monthly runs and at the July meeting on line. *Charlie Frew.*

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!



Lesli Andrews	MGC
Crag Horner	Post 2010
Clive Milward	TF
Craig Cox	MGA
Mark Donohoe	MGC
John O'Neill & Sonia Khatri	TF
Paris Hanson	MGA
Helen Hanna	MGB

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*

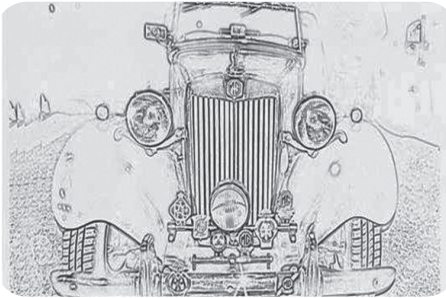




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CAMS
and the Council of Motor
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July cover photograph:

Tom Azel's splend MGA.

July *Opposite Lock*

Contributing photographers:

Thanks To:

Ros Bastian, John Lindsay,
Tom Azel, Robert Smith,
Jeff Newey, Mark Wellard,
Lyn Haywood, David McNabb,
Dom David, Maurie Prior
Delia & Peter Rayment,
Geoff Chrysler, Frank Perry,
Michael Hough, B.J. Braithwaite

Club contacts

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TF	Vacant			
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Magnette	Peter Baldry	Lesly	0407 102 279	leslyandpeter@gmail.com
RV8	Alan Heritage	Shirley	0418 459 496	alanheritage@yahoo.com.au
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C and V8	Steve Foldhazy	Chona	9680 4648	mgcgtsf@yahoo.com.au mgbgtv8sf@yahoo.com.au
Midget and FWD	Vacant			
Post 2010	John Lindsay	Lesly	0403 330 441	john@technispec.com

Club officials

Club Secretary	John Bastian	Ros		secretary@mgcarclubsydney.com.au
All British Day Coordinators	David Noble	Leta	0414 576 376	david.noble070@gmail.com
	Allen Gower	Yvonne	0439 650 401	allenandyvonne@bigpond.com
Breakfast Runs	Stephen Holt	Tracey	0409 002 177	holtstephen66@gmail.com
CAMS Representative	Vacant			
Club Plates	Brian Woolmer	Julia	0407 274 655	clubrego@mgcarclubsydney.com.au
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Library	Vacant			
Mid Week Muster	Bob Parkinson	Lynne	9728 9395 0412 968 771	rjparko@bigpond.net.au
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Regalia	Granville Harris		0414 880 374	granville2@bigpond.com
Regularity	Stephen Perry		0434 275 970	windywoofer@gmail.com
Social Secretary	Vacant			



LOVE MY CAR - WA Saloon WA0578

Robert Smith in Australia details some recent trials and tribulations that interfered with his social life...

It was a simple plan to start with. A drive to Stuart Ratcliff's workshop at the MG Centre of Sydney for a check over and change of essential fluids before heading off on tour 1,500 km round trip to the Australian biennial event of pre-war MGs, this time at Yamba on the NSW north coast. Well that was the plan.



En route to Stuart's, a mystery rattle was heard coming from the engine bay with a corresponding loss of power. Arriving at the workshop it appeared that the noise was coming from the top of the engine. Off came the rocker cover to reveal a stuck valve and two bent push rods. Cylinder head was removed for a service, as well as some new valve guides and hardened seats.

The oil sump was drained and a large number of small shiny tubes fell out of the drain hole! After much head scratching it was determined that these were in fact the remains of the hardened rollers from the timing chain. Off came the cover to reveal a somewhat second hand chain with some eaten up and broken links. Crossing the workshop floor to the spare parts department revealed that there was not a NOS chain to be found in stock – shock, horror! Not to be deterred, Stuart made up a new chain from a couple of removable link MGB chains.

After re-fitting the cylinder head, the spare parts department was unable to supply replacement pushrods either, so Stuart sourced appropriate chrome moly tube and we proceeded to



make twelve new ones – a first time experience for both of us, but not that difficult providing you are very accurate with your measurements.

The cups and balls were affixed into the hollow tubing with Loctite and left to cure for 24 hours. Not known to do things by half, Stuart has also decided to rebuild the distributor while we were waiting for the head to be returned from machining. Likewise, while the carburettors are off, this is a great time to service them with new seats, needles, gaskets etc. With everything back in place, pushrods inserted, valve gear reinstalled, carburettors sorted, all fluids, filters, plugs etc replaced, we were ready for start up. Immediate success and with some fine tuning of the carburettors and distributor she is running perfectly.

Note: we flushed out the cooling system after an initial run and refilled with the new Penrite colourless Classic Car Coolant which suits the age of our MGs rather than the green or red stuff.

So, did we make it to the Rallye?

Certainly did, unfortunately not in the WA but my MG CGT instead. Certainly an easier drive but not one with the Grace, Space and Pace (hold on wrong Marque!) as we'd planned.

Note to self: 1) write to MG seeking warranty claim on obviously faulty 80 year old pushrods 2) prior to the next Rallye to be held in Canberra in 2021 get the car over to Stuart's much earlier for a thorough check over to avoid unforeseen last-minute challenges.

Robert



Club Events

Although we are not able to conduct official Club runs at this point in time, you may like to consider personally doing a run with a few of your colleagues and of course filling in your log books. We have loaded onto the web site previous club run sheets which you may like to dust off and go for a spin. A small word of caution, these runs go back a few years and some road changes may have occurred with the passage of time. Visit: [mgcarclubsydney.com.au/MG Car Club/Run Directions](http://mgcarclubsydney.com.au/MG_Car_Club/Run_Directions).

END THE LOCKDOWN WITH THE

MG RIVER RUN

SUNDAY JULY 19, 2020

9.00 a.m for a 9.30 start at KFC - McDonald's car park at the roundabout
Old Northern Road and New Line Road Dural

A great run for MGs through Galston Gorge to Kangaroo Point for morning tea
then to Wisemans Ferry park via Old Pacific Highway and Wisemans Ferry Road.

Bring your own morning tea and picnic lunch

Kiosks open at both venues

A GREAT RUN FOR ALL MGS!

Contact : Don Young 0412 600 415

Wednesday 15th July 2020

Mid-Week Muster – A Picnic at Tench Reserve, Jamistown
Near the Boat Ramp, Tench Ave, Jamistown.

Meet: From 11:00 am for a picnic lunch with social distancing.
Bring your own seats & food. The nearby Coffee Club Café is operating.
Please note that the gathering is going ahead based on the current
NSW Government COVID-19 requirements for social distancing.
A Running Board Notice will be distributed by email should there be
any changes.

Contact: Bob Parkinson 0412 968 771 rjparko@bigpond.net.au



Wisemans Ferry early 20th century

Modified Hi-Torque "Gold Spark" Starter Motors

Suits all TC, TD, TF, MGA and all MGB models incl. MGB GT V8,
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- * Reduction geared - gives 200% more cranking torque
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temperature



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Membership Renewal

John Cunneen



This month's magazine includes the Membership Renewal Form as all memberships fall due on the 30 June 2020. Over the next few months you are requested to renew your membership of the club along with any family members.

New family members are always welcome.

There are two basic ways to renew membership:

1. Renew online, this involves logging in on the website with your username and your password. If you have forgotten them, then contact me on membership@mgcarclubsydney.com.au and I will send the username to you by email, the passwords are no longer available to me. You will then need to log on with your username and then use the link forgot password or similar. The link will then be sent to your email for you to log on. The link may only be temporary for about 24 hours. Both usernames and passwords can be changed by you. I can only change usernames. Payment is made online with a credit card through a secure portal and to the Sports Technology website.

2. Filling out the form and sending it to me at GPO Box 5165 Sydney NSW 2001 with payment by cheque, money order or credit card details.

The previous way paying at the monthly meeting and bringing your form in then is not available as meetings are not being held currently.

Sometimes if you have changed your email the logging in may not be effective. Try and change your email details first using your old email. Log out then back in and proceed to renewal. This was a problem for some members for the last two years. Contact me by email, I will first have to verify it is you and then I can alter your email details in the system.

When you pay online you should get an email from Sports Technology with a receipt number. They will then send me a Payment Advice email advising of the member name, Approved transaction status, receipt number and the charge paid. It also has another reference number.

When payment is made by post or otherwise then the renewal has to be processed to update your membership. This is done as soon as possible after its receipt. If a credit card transaction is made then you may receive an email from Sports TG confirming that. Your credit card details on the renewal form are cut off and shredded. The rest of the renewal form is retained. Cheques are banked into the Club's account.

Letters containing the new membership cards are posted in the ordinary post. If you do not receive your membership card within 7 days of an online transaction please contact me. I usually print them in batches of up to 30 at a time.

When renewals are received, whether online or by post they are checked to ensure address, membership details are correct, etc. The date the cards are posted are also noted on the form or the email I receive. I also tally the renewals to date to keep a record of the number going through.

In the August *Opposite Lock*, if you have not renewed you will be sent a personal letter advising that no further magazines will be sent as your membership has not been renewed. I will also send an email as well this year.

Membership of the club is a condition of the registration of your car under the scheme. If you are not a member then the registration cannot legally be renewed and the Club cannot sign the form required by Service NSW.

I hope you will be able to renew your membership.

To renew Membership online follow the steps:

Go to www.mgcarclubsydney.com.au. Click on Membership tab at top and select "Membership Renewals"

Step 1: Enter your Username and Password and login. NOTE: If you have forgotten your Username then please contact me at membership@mgcarclubsydney.com.au and I will send your Username to you. If you have forgotten your password you will have to log in with your Username and click on forgot password, you will be sent a link by the system you will need to use that link to log on. I cannot see your password so cannot give it to you. This is a change from previous years.

If you have changed your email then the system may not recognise you. Email me and I will first verify it is you and then edit your email. You will then be able to log on after I send an email confirming the change has been made.

Step 2: Select Renewing Membership on the top toolbar. Select the Registration Renewal that fits your situation and highlight the appropriate button. Next. Under Member 1 click "Check Detail" for Member 1. Next. Tick the box under Privacy Policy and The M.G. Car Club waiver having read them. Next.

Step 3: Member1 Details: confirm your email address. Next.

Step 4: If you are the Primary Member of a family of 2: Click on Linked Members and your linked members will be shown. Click on the first family member.

Step 5: Click "Enter Detail" for Member 2. Click the button RENEWAL (FAMILY MEMBER), then Next.

Step 6: Click boxes next to Privacy Policy and The M.G. Car Club waiver for family member. Next.

Step 7: Check family member's details, confirm email address. Next.

Step 8: When all family members have been entered click Next.

Step 9: Fill in credit card details and click Next. Follow the prompts and you will receive a receipt for you membership subs. You can use this receipt as proof of your financial status with the MGCC. Your membership card will be mailed in a few days.

Thank you, please email membership@mgcarclubsydney.com.au if you have any problems regarding renewal on line.

The fees are changed from last year following the resolution at the AGM in November 2019 to increase the single member (Primary member by \$20.00. The Family membership fee remains at \$15.00

Renewal one member	\$100.00
Renewal Family of two	\$115.00
Renewal Family of three	\$130.00
Renewal Family of four	\$145.00

John Cunneen. Membership Secretary



THE M.G. CAR CLUB LTD

ABN 66 000 560 538
TAX INVOICE

GPO Box 5165
SYDNEY NSW 2001

Tel:
Email:
membership@mgcarclubsydney.com.au

"Dedicated to maintaining the Breed"

Membership Renewal Form

PLEASE PRINT

	TITLE	GIVEN NAMES	SURNAME	DATE OF BIRTH	GENDER M/F
A					
B					
C					

CONFIRMATION OF DETAILS

Postal Address

	NO	STREET	SUBURB	POST CODE
A				
B				
C				

Telephone (one required)

	Business	Direct	Private	Mobile Phone	Occupation
A					
B					
C					

Email Address

--

CHANGES TO MY MG DETAILS

	Car 1	Car 2	Car 3	Car 4
MODEL				
YEAR				
REGO NO.				
CHASSIS NO.				
ENGINE NO				
CONDITION				
COLOUR				
Body				
Interior				

The fees (\$100.00 Primary member & \$15.00 for each Family member) are for memberships valid to 30 June 2021 and include GST

Membership applications can be done on line at www.mgcarclubsydney.com.au. Alternatively send a Cheque, Money Order or your MasterCard / Visa details with this renewal form to GPO Box 5165 Sydney NSW 2001.

Card No

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Valid through date

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CVN

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Cardholders Name (Please Print)

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PRIVACY: MG car Club members become members of the Confederation of Australian Motor Sport (CAMS). Members details are provided to CAMS under our affiliation requirements. These details will not be released to any other external party without the express permission of the member.



2020/21-MG National Meeting. Albury Wodonga. Bulletin 9

We are still intending to run the event as planned at Easter next year-2021.,

All the venues have been rebooked in anticipation.

Of course this is subject to the Federal and State Governments lifting all restrictions on mass gatherings and travel movements. We may not know this till very late in the year.

Accommodation Bookings

We understand that there is a major Hot Rod Show being planned for over Easter 2021. This will be held at the Albury Racecourse. It will have a large impact on the accommodation available. We have heard that motels are filling fast.

If you are intending to join us we strongly recommend you make your accommodation bookings as early as possible.

Entry Fee Refunds

By now you should have received your refund of the whole of your registration fees.

If not please let me know.

National Meeting Regalia

We are now in a position to send off all the regalia items that were ordered prior to the 3rd of March.

As previously advised no orders after this date were processed nor monies deducted from your account.

Apologies for the delay but it has been difficult to organise give the lockdown and self-isolating restrictions.

We will bundle up the orders by Club Centres for bulk delivery to Club Presidents and local distribution. If you are located remotely from your Club we will make arrangements to send directly to you.

Each order will be separately packaged and labelled.

National Meeting Photographic and Magazine Competitions

The judging has been done and we are pleased to announce the winners of both the Magazine and Photographic Competitions.

Note the awards for these competitions will be presented next Easter together with the awards for 2021.

The Magazine Award

Our Judge, Keith Mortimer is a former President of the Victorian Jaguar Car Club and an avid car enthusiast. He was involved over many years in the production of the Jaguar Club magazine. He owns several Jaguars and Rolls Royces; his favourite MG is the TD. He brings a wide perspective of Club magazines and very much enjoyed the experience of reading and judging our magazines. Thank you Keith.

Keith's overall observations - fabulous to see

- Inclusion and embracing of the new MG's
- Support for the MG Sporting tradition
- Focus on young members where possible
- Quality information around State and territory Historic Registration Programs
- A wide variety of register activities complementing the overall club and national activities.

The Time Machine – Gold Coast MG Car Club

Great publication full of run reviews and people pics, I particularly enjoyed: "The history of the MG series"

My most enjoyable pieces

- o Peking to Paris Aug/Sept
- o MG 11/4 Turn signal conversion April/May

Best Pictures:

- o 58 MG in the wall page 29 Oct/Nov
- o Abingdon page 19 Dec Jan

The Octagon – MG Car Club of Queensland

Another excellent publication rich in register activities, I particularly enjoyed:

- o National Rally Write up May 19
- o 1954 club run write up

Best Pictures:

- o Tawny Frogmouths page 7 Nov 2019
- o Cover Picture May 2019

MG Motoring – MG Car Club of SA Inc.

An excellent 11 issues, my particular likes were:

- o Bobs Crosswords
- o The tech article on "Don't knock wire wheels" – April 2019
- o The life of Brian's Theory Series

Best Pictures were:

- o MGA in full flight – Life of Brian's Theory March 2019
- o Cover Pic Jan/Feb 2019

MG Monthly Motoring News – MG Car Club of Tasmania

Engaging 12 issues, favorite pieces were:

- o MG Car Club Early Days – Brian Roberts Aug 2019
- o Flying Past October 2019 – reprint from the UK

Best Pictures:

- o Cover Picture October 2019
- o Cover Picture August 2019

Club Torque – MG Car Club of Newcastle Inc.

11 monthly publications with a focus on MG and motorsports – I note a very eclectic range of vehicles involved in competition.

My most memorable features were:

- o The Daniel Riccardo story from March 2019
- o Great to see the young driver development course

Best pictures:

- o Cover Picture November 2019
- o Lotus cornering on page 14 also November 19

Opposite Lock - MG Car Club Sydney

A very enjoyable read of particular enjoyment were:

- o Restoring my MGA Austral hardtop – March 2019
- o A boys own adventure – March 2019
- o Safety First "Just for fun" - April 2019
- o MG Musings and the regular Quiz spots
- o The clubs new MGB Sebring Replica July 2019
- o Goldie does Morocco – August 2019
- o Le Petit Tour – December 2019

Notable pictures were:

- o Australian Grand Prix article – All of the MGA pics page 26 April 2109
- o Ken Jones at 90 driving his son's TC page 29 December 2019

Wheel Spin – MG Car Club Victoria

Another vibrant publication reflecting a great variety of club activities, features for me were:

- o Pictures of new members each month
- o Behind the wheel road test series, in particular John Vicar's Y Type on page 50 March 2019 and Louise Crowther's ZA Magnette on page 30 Sept 2019
- o Prince Charles in a MG TD in Havana - June 2019
- o History of the Car Radio – page 54 June 2019
- o Guarantee Plate Tales – page 36 Oct 2019

Notable pictures were:

- o Cover picture April 2019 Daniel Riccardo Australian GP in MGA
- o MG Antics MGA under B Double lead trailer page 46 June 2019
- o October 2019 Cover picture
- o November 2019 Cover picture
- o December 2019 Pages Ponderings 2 boat tail M types with a Modern
- o MG Antics December 2019 – a collection of MGs

The Winner

The award for the best publication this year taking into account the many influences in creating the publication goes to The **Time Machine – Gold Coast MG Car Club**. An amazing job of a bimonthly publication from club numbering 265 and a production cost of between \$3.00 and 4.00 per unit

Tied for a close second are **Wheel Spin** – MG Car club of Victoria and **Opposite Lock** - MG Car Club Sydney, of which I could not separate.

Please note the above represent views of the reader and are in no way critical of the excellent publications submitted or more importantly the contributors or their editors.

Well done Gold Coast !!!!!!!

Photographic Competition

Our judge Robin Page is well known to most of you being a former President of the MGCC Victoria and the Director of the very successful 2015 National Meeting held in the Yarra Valley. A prolific photographer of all things including our MGs his works have been featured on the front cover of many editions of Wheel Spin. Robin writes.....

Thank you to all those who submitted entries. There were not as many entries as are generally received and this was possibly due to us requesting entries by mail in advance of the event. This was aimed at making the judging easier. To temper any disappointments I must say that all art, including photography, is subjective as per the well-worn cliché 'beauty being in the eyes of the beholder'. The judging was challenging as in each class there were several entries that could have taken home the silver. There were a couple of entries that resonated with me immediately I saw them and this is the aim we have whenever we take a photo whether it is of something ordinary, special or spectacular. I also believe we should be always trying to improve our photography both with our use of the camera/phone and with editing after the event.

But the good thing is that people are using their cameras or phones when out with their cars at events, or just cruising, to capture moments of time and their results do just this.



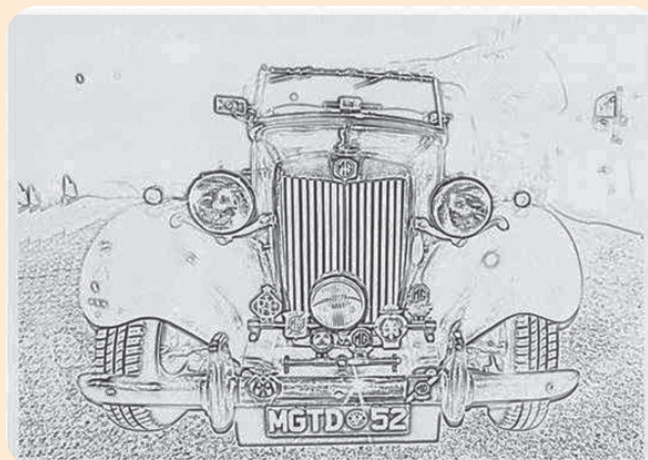
Best Action. Jeff Newey, Newcastle. Caught the action with the dust, flying dirt and as a bonus the face of the concentration.



Best Still. Mark Wellard Queensland. Captured the cars with the nicely distressed sort of period background we would all like to find when out in our MG with a camera to hand.



Best Novelty. Lyn Hayward, Queensland. Viewing the line up through what could be a window, but is a print on a Tee shirt. Well spotted and caught.



Best Digital Manipulation. David McNabb, SA. Extreme manipulation taking a full colour image to a black and white line depiction, complete with ghostly figure what's more.

Well Done Jeff, Mark, Lyn and David

Well that's it for now; we will keep you posted on developments as they happen for next year.

We look forward to seeing you all at Easter 2021.

Keep Safe, Social Distance and wash your hands.

Ian Prior Event Director 2020/21 MG National Meeting

Albury Wodonga

The Buchanan Bodied T-Types

I must qualify this story with a mea-culpa, over the necessity of sharing it with a silly teenagers love affair, with a 1949, Singer 4A roadster. I wouldn't want anyone feeling slighted, that Singers and MG's are being mentioned in the same sentence, least of all taking up half of this story. I do apologize, if I haven't devoted my pen totally to MG's. I am a fortunate man, in that I have had the benefit of enjoying both marque's, and from that experience, it gives me the benefit of being able to present this bit of sports car history.

Now that I am an owner of a T-Type, a "square rigger" a 1955, MGT 1500, it behoves me to relate a story from around very early 1958, when I couldn't afford an MG, of any MG variety - T Type, MGA, or anything other than, my much-loved, Singer 9 roadster. I have mentioned my flirtations with MG's in other stories, and given an opportunity to write for a few MG Groups and MG Club magazines, I didn't need to be urged.

Just to recap - My 1949, Singer 9 Roadster was everything to me at this time, well, Elaine G, was pretty special too, but at nearly 18, teen aged girls took second place and they didn't complain, so it must have been okay.

I loved my little Singer (and Elaine) because the Singer, was all I could afford, however, it got me around smartly, and earned admiring glances from the, you-know-who's, of the teen aged, late 50's. However, it wasn't enough to satisfy this apprentice carpenter/joiner, whose peer's, were young MG aficionado's, from well to do Newcastle families, like the Amos's, Middleby's, Moffats, Nelmes's et al, and they were proud of them, as they should have been. I was terribly envious, make no mistake about this, and there was very little I could do, to change it.

this new combined engine into a very quick racer, but that was of no concern to me then, and while the SM 1500 roadster was still readily available, I couldn't afford one.

Sometime during 1956/1957, a fellow in Sydney, named Nat Buchanan, a former successful racer and auto engineer, started manufacturing generic fibreglass bodies for sports cars.

This was a massive breakthrough at the time, as the Jaguars, Triumph's and Austin Healey's and even our own MGA's were modernistically streamlined, and for those days very much in demand as being up to date, by having the smooth and flowing, sports car lines. It made the T Types of the square rigger variety - the, sit-up-and-beg look of the pre-war cars, Singer and Morgan included, look old fashioned and out of date. The Buchanan Bodies were styled upon the Aston Martin DB3S of that era, and while they were a shadow in comparison to the donor car's history, they were aimed at the MG T Types, and looked the part, and gave the square rigger crowd, something to hanker after. Buchanan Motor Co.

<http://www.buchananmotorcompany.com/Buchanan%20Bodies.htm> This is a good read for anyone interested in Australia's early motor racing history.

Which brings me into the MG section of this story. In my silly 18 year old dreamings, I thought that I could have one of these new fibreglass bodies fitted onto the Singer, giving me a decided edge to the local T Type crowd. What folly! What hare-brained scheme it was, because Nat Buchanan only ever made one Singer body conversion, as far as I know. He made lots of bodies, but even then, I couldn't have afforded it anyway, as the body alone, cost almost as much as

a decent used T Type, so there was no advantage and my yearnings went into space along with my silly notions. I understand that the Buchanan Body was used by around 120, of the in-crowd in Sydney's sporting and racing circles, and there are just a few existing today, so it would be a very rare item. The scandalous thing though, was that perfectly good T-Type bodies, were removed and dumped, just to satisfy a silly pretension of trying to make a silk purse out of a sow's ear. From the above link to Buchanan, it appears that many TDs and TFs and probably a few TCs lost their bodies to this silly craze. I understand that it may have been at least 20 or more T-Types fell victim, and in hindsight, it was a disgraceful thing to have happened, in trying to hoodwink yourself, into attempting to keep up with the all-powerful and much

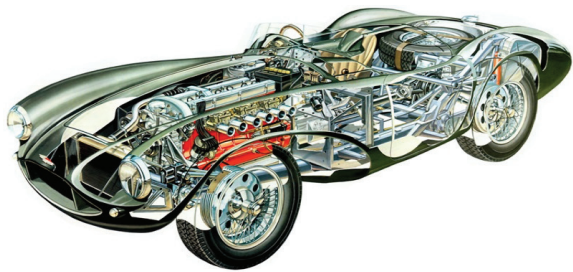
desired Aston Martins, of the day.

Can you imagine, dumping the whole body, of a TC, a TD, or even worse, a scarce TF, that would have only been, four or five years old at that time?

Worse was to come - not only did they dump the bodies, but they took out near new XPEG and XPAG engines and replaced them with Holden Grey Six engines. So they kept the chassis, the transmission, suspension and little else. Not much remained of the illustrious MG roadsters as we know them, and I wonder at whether any of the T types we see around today, may have ever had its body removed and dumped, and the engine swapped for a six pot Holden. Apparently, there are a few Buchanan cars still in existence with MG engines and chassis.



It was galling, to have to loiter on the outer fringe of Newcastle's sports car society, as Singers, especially the low powered 4A model with a beam front axle, cart springs, and mechanical brakes all round, were much scorned, quite unjustifiably. However, during 1951, Singer introduced a new model with a bigger motor, and it went from the pre-war 4A9 - 1074cc 3 speed box to the 1497cc 4AD, SM1500 4 speed box, and included twin SU carbies. It also boasted independent front suspension and hydraulic brakes on the front wheels, however it still retained the mechanicals on the back. Now, this new Singer 1500, was a real competitor for the MG T Types, and it was a very well performed sports car. Singer engines, prior to this, were already single OHC's, and during the mid-50's, had developed a very well-engineered, twin over-head camshaft head for the 1500 block, but sadly, the company folded and was merged with the Rootes Group (Hillman etc) in 1956/7. A small specialist British auto firm, HRG, incorporated



Some other marques, were built on a special Buchanan chassis, and also fitted with the MG XPEG 1500 engine, which was highly sought after. It was a terrible thing to do.

I can remember with clarity, in 1958 when doing a late night shift on a second job, at the Blacksmiths all-nighter, when a young bloke rocked up in a cream TD, and was bragging about the Holden motor he had in it. The silly thing was, that I was frightfully impressed!

Oh, the shame of it now!

The current owners of a T Type, who may have owned their cars for many years, may not really be sure, if their pride and joy, was the exact identical matching numbers MG, that came off the production line. Drawing a long bow, my car has a history, and I am not unhappy with this. I would really love to know all that I can about it, and wouldn't it be terrific to find out, if it is indeed, the same car, as-built, in Abingdon in 1955. The only constant for me, is that the chassis is original, and unmolested. As for the rest, who knows, and this now gives me an opportunity to search for its past.

I am quite prepared to unearth things that I may not be happy with, but I do love a good mystery.

Maurie Prior

Vale Mary Hickey.

Long time member of Sydney MG Car Club, Mary Hickey died suddenly on Thursday 4th June.

Mary, and her late husband Danny, were long time very involved members of our club.

Sadly Mary was only weeks away from moving into a beautiful cottage being built in a rear paddock of her daughter Alexandra's home.

Mary and Danny enjoyed lots of the breakfast and lunch runs of the club, many National Meetings and every one of Bob and Carol Dabbs' Touring runs.

Bob tells me that at the end of his later runs when he and Carol were deciding either where to go next, or whether he still had it in him to do another run at all, it was Dan piping up at the farewell dinner and saying "lets keep going till the money runs out" that helped Bob onto the following years run!

Besides myself there were a number of past members of our club who, like Mary and Dan live further up the coast, attended her funeral. Because of the Covid19 situation many members were not able to attend however many contacted Alexandra directly and I passed on wishes of condolence on behalf of many who contacted me.

I've lost two very dear friends in Mary and Dan Hickey.

Dom David



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What Type of Battery Should I Choose?

Jim O'Clair.

How lead-acid, gel, AGM, and other batteries compare?



Typical tar-top six-volt battery. Photo courtesy Jegs.

With stay-at-home orders currently issued all over the country, people may have not considered the fact that many classic vehicles, boats, RVs, and motorcycles have been sitting dormant for even longer periods of time than normal this year and many will require a new battery, or at least some battery maintenance, before we fire them up again. These days, though, there's more than just the standard parts store lead-acid battery to choose from, so let's break down the differences between lead acid, gel, AGM, and other battery types now on the market to see which is best for your needs.

For almost 100 years, the lead-acid battery was the basis for any automotive electrical system to provide an energy boost for starting, as well as long-lasting amperage to power ignition systems and dozens of electrical accessories. Initially offered in 6-volt form, batteries used a series of lead-based plates (with other ingredients), bathed in 25-percent water and 75-percent sulfuric acid, encased in an acid-resistant rubber box. The acid (or electrolyte) allowed charged ions to move between the lead plates, which resulted in an electrical charge either being drawn from the battery or returned to the battery via the car's charging system. These 6-volt batteries have three "cells," and 12-volt batteries have six.

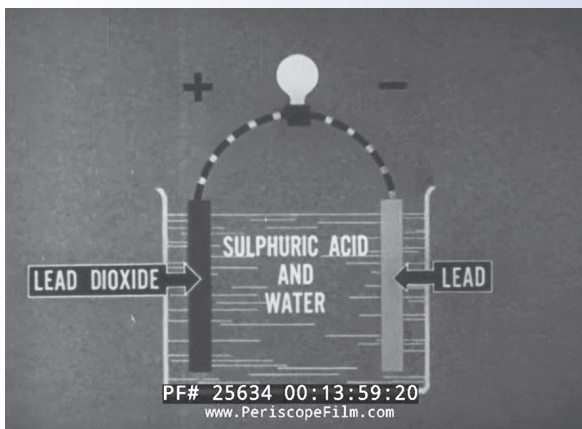
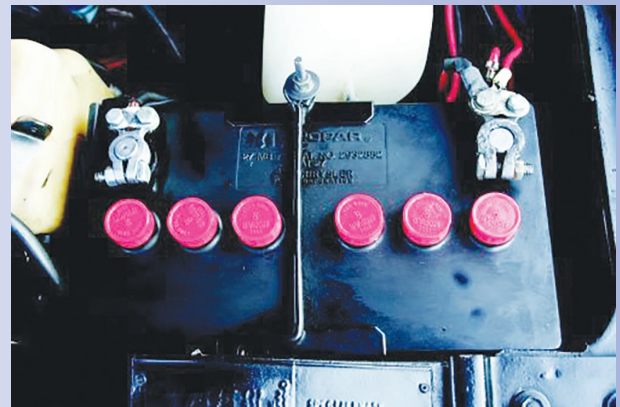


Image via Periscope Films on Youtube.

Each cell of a battery contains a series of positively and negatively charged lead plates. The amount of plates varies

and determines the amount of amperes the cells can store and deliver when needed. Every stacked cell produces 2.11 volts, which is why a 6-volt battery should measure 6.33 volts when fully charged and a 12-volt battery should be measure at 12.66 volts when brand new.

The movement of the electrolyte and discharge and recharge cycling often lead to a chemical reaction within the battery that results in evaporation and loss of some of the water content. This explains why most batteries had (and in many cases, still have) caps over each cell. The evaporation is vented through the caps, and these same caps allow us to inspect the battery's condition with the use of a hydrometer and refill escaped water content to maintain the proper 75/25 mixture. This is why you should never add acid to an old battery, as the acid content never diminishes, only the water.



Caps over each cell allow for inspection and topping off of water for batteries that require maintenance.

Maintenance of the level of water has always been an important factor in battery health because the less liquid in the battery, the less likely it is to recharge or to take a jump from another power source. Batteries can also freeze when subjected to constant cold temperatures without being maintained. The water and acid tend to separate in a dormant battery, and the water content is higher at the top of the fluid than at the bottom; eventually, this water freezes. Even though the acid is still potent enough and may not freeze towards the bottom of the cells, once the water freezes in a battery there is little chance of it ever regenerating despite recharges. (Important footnote here: Frozen batteries are not a warranty issue and no new battery manufacturer will warranty one, as these are deemed "unmaintained").

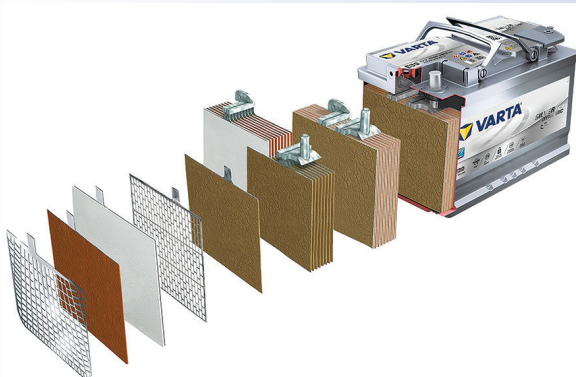
Historically, rubber-cased batteries could often discharge on their own if stored on a concrete floor, so improvements in design led to a change in the casing during the 1960s, when rubber was phased out in favor of polyethylene outer cases. Inner technology also changed, with improvements to the shape and the amount of lead plates that could be stacked into each cell, and changes to the grid design and connection between cells. The addition of more lead plates led to still higher ampere ratings and longer warranties.

A typical hydrometer.



Lowering the amount of antimony within the lead-based plates and substituting calcium, selenium, and strontium reduced the amount of gassing that occurs within the battery and virtually eliminated the need for battery caps. New buzz words for batteries were marketed because of this change; the improved batteries were then sold as “low maintenance” or “maintenance-free.” These innovations have also led to “sealed lead-acid” batteries, or SLAs, which are used extensively in computer power backups, battery booster boxes, kids’ electric vehicles, and emergency exit signs in municipal buildings. SLAs offer less fuss and muss to maintain, but because the cells were often no longer accessible, these batteries could not be checked with a hydrometer or refilled should water content decline. Many were still vented in inconspicuous places, but there was no cap to remove to test or refill. Hand-held battery load testers and electronic charging system analysers grew from the need to find a better way to test their condition and state of charge.

Driven by the marine industry, battery manufacturers created the next generation of battery, the gel cell. These batteries were safer in marine applications, wheelchairs, jet skis, RVs, and other special use vehicles, because the electrolyte solution was changed to a paste consistency by adding silica. The thicker acid mixture further reduced evaporation and spillage, and these batteries provide a more consistent available amperage than a conventional lead-acid unit. On average, a “flooded,” or conventional lead-acid battery can be charged to as much as 14.5 volts and maintain 13.6 volts in “float phase,” whereas gel-cell batteries can only be charged to 14.1 volts but maintain a higher float at 13.8 volts. Gel batteries are still very popular in special use applications, but their warranties are not as long as lead-acid batteries because they are used in conditions that require less cold cranking amps and more amp/hour or deep-cycle usage. The plates in deep-cycle batteries are thicker and, as a result, provide more reserve capacity over long periods of time. Both gel and deep-cycle batteries should also be recharged at a slower rate to get the most life out of them.



AGM-style battery (exploded view). Image via Varta.

AGM or “absorbed glass mat” batteries are the newest innovation, and their use has been adopted by OE manufacturers such as BMW, Mercedes, Audi, Volvo, and Volkswagen. American manufacturers are also heading towards their use; Cadillac, among others, recently adopted AGM units. AGM batteries have even more plates packed into each cell, leading to an increased active surface area within each cell. Each stack of plates is put together with a series of fiberglass separator mats, which are soaked in the acid mix. The matting reduces battery failures due to spillage or vibrations that occur due to vehicle suspension or within the engine compartment. Although AGM batteries do vent gasses, most are re-absorbed by the mat and require only a small side vent attached to a drain tube for any gasses they may expel. AGM batteries can be recharged as much as 15 percent faster than a lead-acid or gel battery, and peak voltage can be as high as 14.7 volts. Float phase voltage is in between the gel and lead-acid units, at 13.6 volts.



Optima Red Top battery. Photo courtesy Optima.

One last mention of AGM batteries are the Optima series performance batteries used in many muscle car, racing, marine, and aftermarket car applications. Optima batteries are virtually the same as the new AGM batteries, however, each of their 2.11-volt cells have their tightly stacked plates rolled into cylinders, with additional grid reinforcement applied to the outside of each stack. This explains their odd-shaped cases that look like three or six separate cylindrical batteries bolted to each other. Several vintage battery suppliers who offer reproduction rubber-cased batteries to replicate the OE design have discovered they can use Optima units within the classic battery cases and provide excellent starting power and reserve capacity for classic cars.

With the innovation of fuel-saving stop/start ignition systems, we foresee all new vehicles converting to AGM batteries within the next few years.

Things to consider with these different types of battery:

- The rate and duration of charge for each type of battery is important to battery health. Gel batteries need to be recharged at a slower rate than lead-acid or AGM batteries. AGM batteries can be charged at a faster rate than lead-acid batteries but can be overcharged more easily. Look for battery chargers that have a selector switch, so that you can charge both types: These chargers are designed so that you cannot overcharge an AGM battery or charge a non-AGM unit too quickly.
- The need for low-ampere battery maintainers, especially during extended storage. This is a good idea for all types of batteries but more importantly for any special applications that require amp/hour rates over cold cranking amps and units you know will be in storage longer than a few weeks. Even a 1/2-amp unit is fine, but many two- to four-amp units with automatic shut-off and auto-sensing re-start are very popular and functional on all types of batteries. With the many new electronic sub-systems in your car constantly drawing milliamps of charge to keep them functioning, this is especially important for cars that see limited use.
- Load testing. The easiest way to check any type of battery is with a load tester. New smart testers typically ask what type of battery is being tested and the battery cold cranking amp rating (stated on the label) before testing. They simulate a 50 percent draw of the battery's CCA to test the recovery period to determine if the battery should be replaced or recharged.
- Terminal sizing. Many new European AGM top-terminal batteries now have smaller battery cable posts than lead-acid or American AGM units. This means they may not be a direct interchange for the conventional batteries. You can still elect to upgrade to one of these AGM batteries in most applications, but you will need to purchase a battery terminal post shim for the original battery cables to retrofit properly. Conversely, attempting to substitute a European AGM battery with a lead-acid unit requires you to use battery cables with a larger post diameter.

Jim O'Clair May 19th, 2020. Courtesy of Hemmings Motor News. Forwarded by Ros Bastian.

The Phoenix Rising-My 1937 TA. Part 1.

Ros Bastian

I never intended to buy a TA although I had always wanted to own an 'old' car. However, when attending Motor Classica in Melbourne in October 2015 I saw on the auction floor, and was immediately tempted by, a beautiful looking cream and green 1937 MG TA. The car did sell at auction, though not to me, however the purchaser never completed the deal. I was approached after the auction and negotiated the purchase of the car. So began a journey I never planned to undertake.



I probably need to start this story with a list of 'Do Nots' and then move onto the ever growing list of 'Thank Yous'!

So, let's get the Do Not's out of the way first. First: do not buy a pre-war (any?) car at auction, especially if you know nothing about pre-war cars. Do not place any trust in what is written in an auction catalogue in relation to what it says/

implies about the car. Do not pay any heed to what the auctioneer says about the car, he is only interested in a sale and his commission. The auction booklet claimed that the car had been recently restored, as in 18 months previously, and had been 'driven into the auction room'. This to me implied a purchaser would be taking possession of a mechanically working car with all the body work already done. Certainly the car looked beautiful.

Second: do not borrow a trailer you know nothing about so you can tow the car back to your home base. And, when the trailer performs very badly, when empty, on the trip down to pick up the car, listen to your own experience with towing trailers and do not try to tow it back again with the extra weight of your brand new purchase inside.

The thank yous. With the TA damaged in a towing accident it was written off by Shannon's, who found assessing the damage difficult as they had closed their specialist classic assessment

division and were relying on a contractor who had no experience with pre-war cars. They were unable to provide a comprehensive or professional assessment of the damage but did at least pay out the insurance and return to me the 'wreck' (how that phrase hurt). I was at a complete loss as to what to do next.

The grape vine was busy with all sorts of extravagant stories, all of course founded firmly on fiction and gossip and not a word of fact. The gossip which got back to me following the Pre-war meeting in Bathurst that year was that it would cost 'at least \$100,000 plus' to get it back on the road, an amount I could not commit to such a project. I was feeling utterly depressed, so depressed in fact that I nearly accepted an offer, relayed to me through a third party, for the 'wreck'. The offer, however, even I knew to be rather below par and was perhaps someone looking for a quick bargain. Actually, the damage was limited to the body work, hood and windows plus minor damage to the front suspension, meaning the car was not a 'wreck' of catastrophic proportions. The chassis remained unbent and completely intact.

To my rescue came two members of the MG Car Club, Sydney, to whom I owe my undying gratitude. Without their timely intervention and unstinting help this journey would have never restarted. These two people are, Brian Woolmer who offered me his help to dismantle and rebuild the car if I was prepared to get involved and wield a spanner or three and to document and store every small nut, bolt, screw and washer as we took apart the car. A challenge? Definitely, as I had not done anything like this before. Was I prepared to give it a go. Undoubtedly!

The second major thank you must go to Geoff Morse, owner of Peninsula Sports Car Services at Brookvale. Geoff offered to



allow Brian and me the use of his workshop for the dismantling, storage of parts while the body work of the car was repaired and resprayed, and then the reassembly. Geoff was offering me exceptionally good mates rates. I also have to thank Richard and Mike, Geoff's super talented and totally patient mechanics for welcoming me into their male domain and providing endless help, support and advice. (I did work out quite early in the piece that taking in the cake or slice for morning tea was always greatly appreciated!)

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The other thank you must go to John, my husband, who did support me throughout the journey as well as physically helping with the car's restoration. John, who says he knows nothing about the mechanics of a car knows more than I suspected and has become very interested in the TA and committed to its mechanical health. I would have struggled on my own.

My poor little TA arrived at the workshop looking considerably the worse for its encounter with the trailer I had borrowed. Hindsight is a wonderful thing. Unfortunately, the trailer was lined with a small gauge reo and every where the car had come into contact with this the paint work had been damaged even if the body work had not. So, every panel which was still intact would nevertheless still have to be stripped and resprayed. (Interestingly this could have been a blessing in disguise as when the body work was stripped we found a degree of underlying rust which had never been adequately removed in the previous 'recent restoration' plus areas, under the running boards, where the old colour was to be found.)

The car was delivered to Peninsula Motors (it took 3 months to work through all the logistics) and the journey and the fun began. Brian advised me to come armed with large plastic storage boxes, plastic ziplock bags of all sizes, take away plastic food storage boxes of all sizes, marker pens, a book to document everything; screws, nuts, bolts, springs, parts etc etc etc..... And tools! I didn't own any tools (though John had some). I now own many tools, though most of you would look at my collection and sigh in despair.

We began by taking off the major body work – mud guards, running boards, doors, petrol tank, all the chrome fittings, the windscreen (glass smashed beyond repair) etc, etc. After discussion with the panel beater we decided to leave the dash board in place but to ease it out a little so it could be isolated and covered during the respray.

Every time we took something apart it was my job to ensure every nut, bolt, washer, screw, trim or small part was put into a ziplock bag or plastic box and labelled – right down to details such as, 'bolts for floor panel, driver's side; short bolts in footwell, longer bolts under seats etc'. This may seem extreme to aficionados but you must remember, this was a completely new world to me and if I hadn't recorded details in a super exhaustive way I would never have known where they went when we had to put the car back together. Every box and bag and part was numbered and recorded in a note book before being deposited in a numbered and labelled large plastic storage box. Then it was time to look at what could be reused and what needed replacing.

The headlights and radiator grill surround were damaged but salvageable, so off they went to be stripped, then on to a fabulous metal worker who took out all the little dents and returned them to us looking perfect and ready for re-chroming. Bluchrome in Bankstown did a great job and had everything back to me when they said they would. The one fault we picked up was quickly rectified. The result is a radiator and lights in better condition than when I purchased the car.

The dismantled car body went off to the panel beater, who promised the job would be done in four months. The windscreen glass was broken, however Brian took it apart and meticulously put it back together on a board so we would have a template for a new one. After a couple of false starts trying to find a local glass cutter to recreate the windscreen, this then went off to O'Brien Glass's specialist division. It came back and was a perfect fit!

Many small chrome parts were not salvageable, so began my education in terms of where to source these parts for a TA. If the car had been a TC, TD or TF the search would have been very much easier and straight forward as there are many providers of parts for these cars as their production numbers were so much greater than those of the pre-war T Types, the TA (3,003 built) and the TB (379 built, production interrupted due to WWII). There were 10,001 TCs built, TDs 29,664 and TFs 9,600. So finding parts for a Pre-war car was an entirely different matter. Again club members and the MG Pre-war register came to my assistance with advice, possible names and places to look and, in the case of Ron Taylor, actual parts seemingly not available elsewhere. Stuart Ratcliff also come up trumps when I needed a left hand side support for the windscreen as these were currently out of stock around the world. It was a little long, however Richard and Mike solved this by cutting it to fit before we sent it off to be chrome plated.



Prior to the restoration of the body work we had had a quick look at the engine of the TA. It was obvious the exhaust manifold had been cracked previously and mended but had cracked again. Efforts to get it fixed in NSW did not meet with great success and then Brian hooked up with a small manufacturer in England who was producing exactly what we needed. During the time the car was with the panel beater John and I did a trip along the Silk Road, in our MGB, which ended in Abingdon, the home of MG. So, while in England I picked up a new exhaust manifold as well as picking up some drag rods for Brian for his TC. This involved a trip to Devon and an interesting couple of hours chatting to the owner of the small manufacturing business. What was even more interesting was travelling back to Australia, via Canada for a wedding, with an exhaust manifold in the suitcase and drag rods as carry-on baggage!

Ros Bastian

To be continued in August Opposite Lock.

What Oil Should You Use?

John Lindsay



A revision to the technical item I did in 2012.

If you own a car with an XPAG, BMC A-Series or BMC B-Series engine, and most MG's do, then this information is vital to your car's wellbeing.

One of the most common questions asked by owners of older cars is "what is the best oil for my car"? Most people don't bother and tip in whatever they buy from the local garage, or is advertised as the "best" on the goggle box. There probably isn't a definitive answer, but read on anyway and you may change your mind or at least change your oil.

It's more common to look into oils when an engine suffers premature wear on a new engine, uses excessive oil or it smokes more than actors in an old B-Grade detective movie.

I don't have all the answers and some oil suppliers don't either. I served on the Fuels Committee of the Federal Chamber of Automotive Industries for some time and during this time we had many meetings with the oil industry and I did pick up some useful information.

The following facts should always be considered to look after your engine in a classic MG;

1. The manufacturer of your car did know what he was doing and if you use your car regularly, change the oil at the recommended intervals. If you don't know, do it every 3,000 miles/5,000 km or every 6 months.
2. For cars that are used infrequently, halve the oil change period (1,500 miles/2,500 km). If you don't do this sort of mileage. Change it at a minimum once a year.
3. Change the filter every 3,000 miles/5,000 km or preferably, every time you change the oil. They are cheap (by comparison to the oil) insurance for your engine.
4. Don't use modern oils designed for modern cars. This is most important! Modern oils designed for use in cars with catalytic converters will not protect your engine from premature wear.
5. Don't mix oils. If you're not sure what's in the engine, change it.
6. If you have your car serviced by someone else, make sure that they use only the oils you want in your engine.
7. Price is not an indicator of oil quality or suitability. Use the best oil suited to the engine after finding out what suits your needs.
8. Does your engine run hot? If so, you can probably fry fish and chips in the oil. Don't just keep playing with the cooling system; it is only the secondary means of extracting heat from an engine. The primary source of cooling is the lubrication system. Fit an oil cooler and tune the engine properly!
9. All oils, despite what the label says, use varying amounts of recycled oil. This is not a problem.
10. Most oils are now semi-synthetic; this also is not a problem. Avoid fully synthetic oils. Pure crude refined oil is available, but so is gold, and the prices are much the same.
11. Check your oil level regularly, especially if it burns or drops oil.
12. Don't overfill the sump. This is a good way to break a crankshaft or turn the oil into froth. Make sure your dipstick is accurate (easy to check when changing oil).

Why not use modern oils? Aren't they better?

No, they don't contain enough zinc or phosphorous to prevent wear on sliding surfaces. Both elements are important for engines with normal flat tappets and pushrod valve operation, these will wear quickly if not adequately protected. However zinc and phosphorous are detrimental to modern cars as they can poison the catalytic converter. Look for oil with high concentrations of both elements, like the following.

Product Viscosity Index Zinc - ppm Phosphorous - ppm

Penrite HPR30 – 20W-60	131	1580
1000		
Penrite Classic Light – 20W-60	140	
1760	1600	
Brad Penn Penn-Grade 1 - 20W-50	140	
1500	1400	

Very few major companies don't (or don't want to) provide comprehensive data sheets anymore on their products. If they will not supply this on request, don't buy their products, they obviously have something to hide!

What oils did I use in my older MG cars?

I've always used Penrite HPR30 in the MGB GT and not had a problem. However, it has now changed from 20W-50 to 20W-60 and is now more of a "modern" product, whereas in the past it was always a good choice for older cars.

Penrite Classic Light however, is more in tune with where HPR30 used to be, and I changed to this on the GT and then to Brad Penn.

The MG1100 was a different kettle of fish as it didn't just need engine oil. It needed an engine, gearbox and differential oil in one product. It needed lubrication with, high wear resistance plus high pressure operation and still maintain normal operating temperature, easy starting and good oil pressure. This is a lot to ask of any oil, so the best oil is vital for the car's longevity. If you search the internet forums for Classic Mini (same engine) you will find a wealth of information.

Recommendations for the choice of oil is an absolute minefield. I've used two oils to date, Penrite HPR30 and Brad Penn Penn-Grade 1 20W-50.

The only problem I had with the MG1100 engine, was with a badly reconditioned gearbox. When I ran it in after rebuilding the gearbox myself, I used HPR30, but changed to Brad Penn and ran this until I sold the car.

What would I recommend?

Either Penrite Classic or Brad Penn Penn-Grade 1 oils would satisfy most needs and look after your engine. High performance or racing, Brad Penn is said to be better.

Neither is available from your local garage or parts supplier. Some Penrite outlets may get Classic in for you; best bet is to contact Penrite to find out where you can get it. With Brad Penn, it is available direct from Torque Wear Australia, but they will ship it to you if you don't want to drive and pick it up.

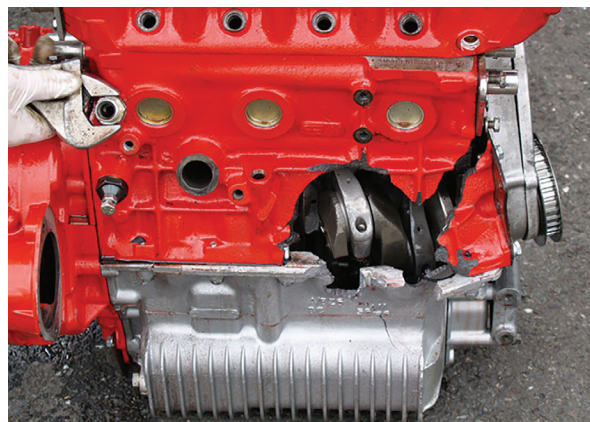
Web sites as follows;

<https://www.penriteoil.com.au/products/brands/classic>

<http://torquewear.com.au/brands/Brad-Penn.html>

The photograph is supplied to indicate the type of failure you can expect by using oils of an inferior quality. This Mini engine was revved to 9,000 rpm and exploded.

John Lindsay



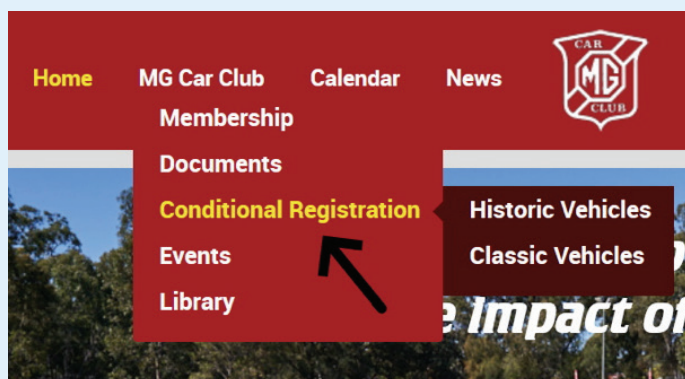
Conditional Registration

Brian Woolmer



Changes have been made to the information provided on the club's website. When you access the Home Page select the MG Car Club Menu and the Conditional Registration sub menu will display.

If you move your cursor over the words 'Conditional Registration' two further options display for Historic or Classic Vehicles as shown in the picture below.



If you select the Conditional Registration option it will take you to the Club's Policy information.

If you select the Historic Vehicles option it will take you to the procedures for Renewing or Applying for J or H category Historic Plates. A majority of club members would need this information.

If you select the Classic Vehicles option it will take you to the procedures for Renewing or Applying for Category D plates for modified vehicles. Only 5 cars in the club are presently on this scheme.

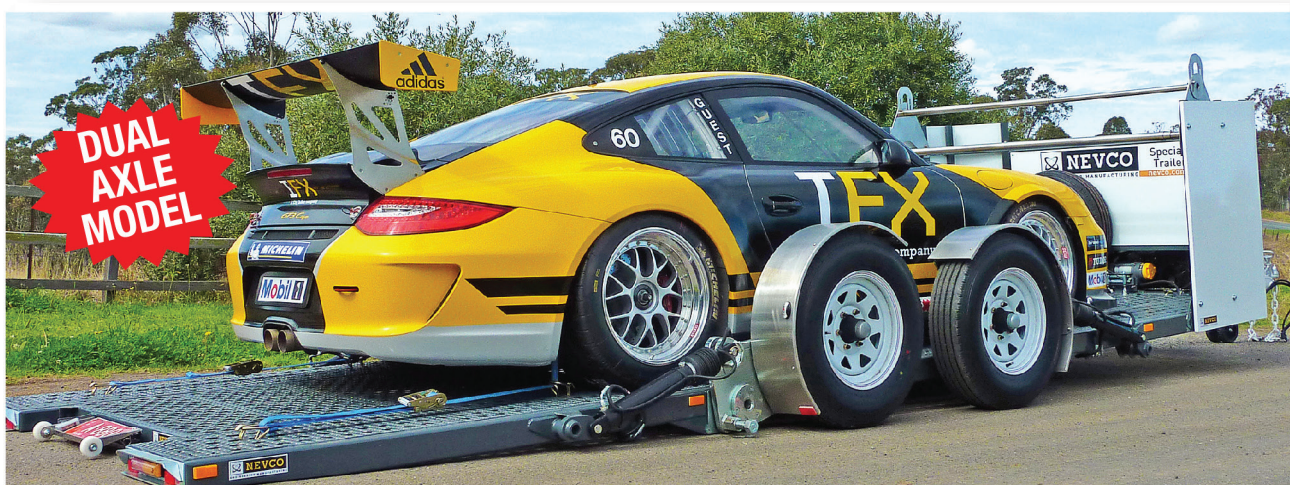
Make sure you complete ALL steps and send the required documentation to the Plate Registrar at the PO Box 363 Seaforth. NSW 2092. DO NOT send documents to the Club's GPO Box. Please also be aware that Australia Post are experiencing significant delays to processing times at the moment and sending paperwork to the correct mailbox will help to ensure that the documents are processed as efficiently as possible.

Brian Woolmer. Club Plates



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New Zealand Tour 2020

Delia & Peter Rayment



Some time ago someone (alias Warwick Protheroe) dangled a carrot in front of our nose and said, "If you would like to go to a New Zealand MGCC National Rally then we can offer you an MG to drive!?" Well, what would you have said? Of course, we said, "YES please – when?" "February 2020?" We thought about it for a moment and said "Good. Why not. That will give us about a month back at home to get ready for the Wodonga National Meeting

– Yes, thanks." And so, the die was set, plans made, flights booked, National Rally registration booked, accommodation booked. We were all ready by November 2019 to attend our first NZ MGCC National Rally with a tour around the South Island.

Before we left Australia, we contacted the RACQ for a letter confirming our membership. This letter we took to an AA agency in Christchurch where we were registered as visitors with reciprocal rights. The maps and accommodation booklets, we obtained from them were invaluable. You can only do so much research from home and Google/Navman maps, whilst you are on the move, are somewhat useless. Our route and accommodation we had decided on before we left home, but found the AAs "Traveller Must Dos" booklet most useful, with up to date articles and advertisements of attractions and points of interest stories.

To maximise our time spent in the south of the South Island, on this our first land trip, we chose to do a lopsided loop clockwise from Ashburton, where our hosts Julianna and Warwick Protheroe live. We called this a reconnoiter tour as we knew that we would only be able to scratch the surface of this very interesting Island in the time we had.

Our route, which we had worked out before leaving home, stayed off major roads, where possible. It took us from Ashburton to Oamaru for the first night going via Fairley, Lake Tekapo, and Omarama (the lopsided bit). Oamaru to Owaka the second night. Owaka to Tutapere the third night. Tutapere to Kingston for the fourth night. Kingston to Clyde for the fifth and sixth nights. Clyde to Haast for the seventh night. Haast to Hokitika for the eighth night and then on into Ashburton the next day. Covering a distance of 2413kms / 1498 miles in total in the 9 days of touring. We were right, we had only scratched the surface. One could easily spend 3 weeks just doing this lopsided loop that we did and still not see it all. We hope that we can wet your appetite to go – it is only just across the ditch, is good touring country and like the signs say "New Zealand' roads are different".



Here are some of the highlights of our Southern trip.

The geology New Zealand is a geologists' paradise. Its new geology still being shaped and shaken by the volcanoes of the Pacific Rim, changing all the time. And yet there is evidence everywhere of old geology with the glacier formed river valleys and mountains of glacier worn rocks. In the rivers, gravel and schist is paramount with hardly any soil. Some locals call the gravel shingle.

Banks Peninsular An extinct volcano, just to the east of Christchurch. This landform is spectacular no matter which way you approach it, be it from the sea, from the land or from the air. Just looking at its mesmerizing footprint on a map and you want to go there. Besides its geological attributes the main historic little town of Akaroa on the peninsular will take you back in time, as we found evidence of the first white settlers of the area-the French.

Gemstone Beach. At one point we found a sign to Gemstone Beach. Delia, coming from a "rock" collecting family, just had to go there. We didn't find any gems in the few minutes visit, but it gave us the opportunity to look at the beaches on this southern-most area of the South Island. And we contemplated the fact that there wasn't any land between where we stood and Antarctica. The beach was strewn not only with beautiful water worn rocks, but also piles of tree trunks and debris from the recent floods in the area. At this point we were starting to get into the area which had had inches of rain before we left home washing out and closing the road to places like Milford Sound.

Ka Ka Point. The word 'nugget' on the map had us intrigued! It would appear that it is the name of the breakaways from Ka Ka Point, a bit like the 12 apostle's area on the Great Ocean Road, Victoria. The short walk to the Nuggets also gives you a view of the Nugget Point Lighthouse, which like most lighthouses in the world has commanding views from a spectacular headland.

The Southern Alps. The jewel in these alps is Mt Cook 3724 metres, 12218 feet high. We were lucky enough to see this mountain on day 1 of our southern tour and in full sun too across Lake Pukaki. Later as we came up the West Coast it was in cloud. But as we were leaving to fly back to Australia the sun was shining and we received a wonderful view of the Alps. Mt Cook included. You could see why New Zealand is often referred to as The Land of the Long White Cloud because stretched right along this coastline was a long white cloud.

Suspension bridges

We found numerous of these on our travels. 2 of our favorites this trip, would be The Clifden Memorial suspension bridge and the Alexandra Shaky bridge. We had found the Shaky bridge by default as we had gone up to the lookout above Alexandra and spied it down below.



The Clifden War Memorial suspension bridge is New Zealand's longest wooden bridge, spanning 111.5 metres above the once mighty Waiau River.



We wondered why the plaque said "once mighty"! Then after looking at some of the old photos we realised that, like a lot of the rivers in New Zealand they are no longer mighty because they have been dammed.

One-way bridges – There are numerous! We would guess that because of economics (and population) one-way bridges appear to have been the only way that most creeks could be bridged. So, if touring the South Island just be ready to stop, usually half way around a bend, to give-way to on-coming traffic. They are well sign posted and once you get the hang of it, quite useful. The stop gives you time to catch your breath from all the twisting and turning and gives you the opportunity to look closer at the scenery.

The Wilderness Area- People come from all over the world to visit this unique area and one can see why. A lot of this south-west area of the South Island is still wilderness. It's ruggedness and its weather, being the 2 main reasons, which luckily help keep it that way!

To see and appreciate the fauna, flora, and landscapes of this area you really have to go on one of the many walks or take a boat trip, of which there are numerous. Because a lot of the fauna is nocturnal the best places to see them, though, with limited time, is a place like the Wild Life Centre at Franz Josef.

The Lower West Coast – referred to as The Coast by some east coast locals.

It was wet whilst we were travelling in this area. But we were still able to see enough to have an appreciation of the area. Because there had been so much "wet" before our visit there was still a lot of roadworks happening.

Evidence of where there had been landslips onto and over the roads appeared all along the route. With only fine schist holding the water/glacier worn rocks together which make up most of these mountains one just has to add water and the mountain starts to slip down the rivers and creeks. These rivers and creeks then become choked with the loose rock as the 'soil' is washed away thus creating other problems, such as blockages under bridges and over roads. Evidence of massive lots of road/river/under bridge clearing work was everywhere along the main road we took to the north. We take our hats off to the workers who have achieved so much, in such a short time, they have been working very hard.

With the weather being so foul we were unable to visit places Franz Josef Glacier. One bonus however with the wet weather was that all the signposted waterfalls were working well. In between squalls we were able to view quite a few like the sheer drop of Thunder Creek Falls

Gold Mining Towns- Predominately most of the old gold mining towns can be found in Central Otago area in this southern part of the South Island. We visited - Arrow Town, Cromwell, Clyde and Alexandra. All of which were established because of gold and still thriving now because of the crops, and vineyards irrigation from several dams in the area - an added bonus of their hydro schemes. With the tourist trade adding to the economy too of course.

We happened to be in this area just as the locally grown stone-fruits were in season (February). So, our daily intake of good foods included plums, cherries, apricots, peaches and greengages. We have never seen greengages at home, but Delia's mother used to talk about them, and how she had eaten them when she was younger and enjoyed them. They are about the size of a plum, with one single free stone and green coloured of course. And they taste a little like an apricot. Beautiful. We stayed with Maggie and Stephen Elford at their Clyde Air B & B for 2 nights, their garden was a cornucopia of fruit.

The natural dryness of this area means that it is relatively easy to get around by foot, bike or car. We noticed that several of the disused railway lines have been converted to bike ways, plus new ones have been built connecting these little towns. Good for everyone, as they are generally flat with no cars.

Museums.- Most towns we visited in the southern part of the South Island have their museum. Some towns themselves in fact were like museum. One could say that they are historical gems - building wise as one town in particular caught our eye - Omaru. Many of the beautiful Whitestone (limestone) buildings in the main part of town have been preserved. Still standing



as a testament to the early settlers' commitment to their new country. (NB It is proposed that the 2022 NZMGCC National Rally will be held at this town)

Farming areas - The vast flat area of the Canterbury Plains, to the south of Christchurch is very heavily farmed. Mixed farming seems to be the norm. One could call it the grain basket of New Zealand. On the east coast, along most of the river flats predominately there is dairying. Around the south it would appear that dairying is taking over from sheep. Though wherever you go (except for The Alps) sheep can be seen.



Delia & Peter Rayment.

Part 2 of their travels will be in August **Opposite Lock** and the MG National Rally in Wellington in the September edition.

Original Interior Trim. Mk 1 MGB

John Clarke



In 2015 Geoff Chrysler bought himself a very original 1964 'pull door handle' MGB Mk1. Geoff is a motor trimmer based in the lovely town of Victoria, British Columbia in Canada, where his business Rightway Heritage Trimming specialises in re-trimming classic cars. He set about restoring his MGB and recorded the removal and restoration of the trim in great detail in his blog. What is unique about this is the insight that he provides on the detail and methods that the factory used when trimming these cars originally. Geoff has kindly allowed us to reprint part of his blog. (<https://detailenthusiast.weebly.com/blog/archives/12-2015>).

We will run this article over 2 issues of *Opposite Lock*.



With Christmas behind us, the work has begun! This week I carefully removed and documented all of the B's original interior so that I can prepare her for some metal and paint repairs. In the meantime I'll have the opportunity to go through each piece of the interior trim and clean and refurbish as needed before putting it all back together.

I took careful notes on the materials being used and the details of how it was originally trimmed, keeping track of all original hardware and the order in which things were installed.

The first things to go in are the 1/4" strips of jute underlay that are cut to fit in all the slots of the main floor panels. These were glued in place and because mine are still so well stuck down and fragile, I'm leaving them there.

The next pieces to install are any small bits of vinyl to cover any areas that are not covered by carpet or panels...



Here you can see the red vinyl applied around the handbrake lever and also some small pieces to cover the lower rear lip of both door openings. Note also that the dash and speaker panel would have already been installed before any soft trim.



The next pieces to go in were the 2 rubber sill covers. These are unavailable in any of the original colors except black now. They were glued in place with a bit of overlap onto the floors.



Continuing with some rubber, the always black - rubber starter motor cover is glued in place followed by the 4 uniquely shaped carpet covered toe board panels that go in around it and also on the drivers side.

These footwell carpet panels are all individually sewn with vinyl edging and then trimmed to uniquely shaped panel boards. They are all screwed in place with black metal trim screws and cup washers with 1/4" jute under felt glued to the backside of each panel.



Also to go in was the vinyl covered panel behind the speaker box that the demister vent hoses attach to. This panel is held in place with 4 black panel screws and washers.

Next to go in are the rear wheel arch carpet covers. It needs to be pointed out



the style and type of carpet that was used in MGB's, it was an un-backed loop pile carpet. Because of no heavy backing, this carpet was slightly stretchy for applications like these curved wheel arches. The wheel arches were glued directly to the metal on each side as one piece (no sewn seams like modern replacements have) with

smaller pieces to cover the shock mounts butted up beside them.



After that goes in the lower rear bulkhead carpet cover. One long piece to cover the entire panel with a 3" wide vinyl strip sewn and glued along the top edge. It was cut flush around the tunnel opening and rear sills with some overlap onto the floors. This piece of carpet had a few types of male ended

snaps/fasteners installed for snapping down the tonneau cover and rear deck mat respectively.

Next and so often misunderstood - the main tunnel carpet



section. This was made by first applying a 1/2" layer of dense jute to the tunnel and molding it around the shift dome probably by soaking it.

After dry and shaped, the un-backed carpet was glued directly to the jute and moulded to shape in one big piece.

No seams, just stretched and glued to shape! It was trimmed around the front and rear edges of the jute as well as around the speaker and handbrake openings to give it a clean look without any binding. The bottom edges along the floors were left about 3" long for overlap.

There was also a leather

tab riveted in place with a lift-a-dot snap behind the speaker opening.

Geoff Chrysler

Geoff's blog will be continued in August *Opposite Lock.*

John Clarke

MGA Grill Mystery

Frank Perry

Restoring a car can be exciting, rewarding, frustrating and demanding. And sometimes it can create a mystery which in this case, club members might just be able to solve?

I am restoring a 1959 MGA 1600 Mk1 and the radiator grill on the front of the car has obviously seen better days. The chrome has all but gone, some of the grill slats need refixing and the MG badge has lost its colour.



So, when a new old stock MGA 1600 grill became available, it was purchased as a replacement. However, when comparing the new replacement grill with the one taken from the car to be restored it became apparent that the slats on the original grill of the car to be restored were facing the other way?

A quick check of restoration books and manuals confirmed that the grill purchased was correct. But why were the slats on the grill of the car to be restored facing the other way?

A further examination of the car revealed that its grill's frame

had a copper base, so it is quite likely an original grill. The grill slats are each riveted to a one-piece separate frame, so it is impossible to put the unit together, either upside down or around the wrong way.

An internet search has not revealed anything relevant, however there are a very small number of MGAs around the world that do have the grill slats reversed. These cars generally appear to have a reduced number of slats. Can anyone in the club shed some light on this mystery?



The replacement grill.

Frank Perry



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Ashley is wearing the ladies only quilted puffer jacket, made from quilted micro fibre with black tone on tone club badge on sleeve. \$180



Bomber jacket- a retro style black poly cotton twill jacket with red highlighted trim and taffeta lining. Press stud front. Embroidered silver club badge on front and large embroidered MG Octagon and Safety Fast motto on back. \$150



Hats- with velcro straps to fit all sizes. \$25.

Scarf - double sided jacquard knit scarf in black with a red MG Octagon on one side and red Safety Fast! on the other. \$35



Club Shield Jacket- a dual colour dark blue and sky blue hex pongee and vortex shower proof jacket, mesh lining and fold away concealed hood. Also available in green and navy. \$100.

With thanks to our models, Ashley Clarke and James Lombardo.



Illawarra Register

Michael Hough

This month the report is again very simple, as there is officially nothing happening and we are waiting for the Government imposed COVID 19 restrictions to be further lifted, before the MG car club officially restarts our activities.



One of our Illawarra register events is attending 1 day of the Wings Over Illawarra 2020 Air Show. WOI 20 has been postponed to run over 7th and 8th November 2020 (we hope) at this stage, so please pencil in Sunday 8th November as the MG Illawarra Register run to Wings. Thank you

We plan to hold an informal get together on **Thursday 23rd July**

Meet: 10 am at the Indian Temple Helensburgh.

Directions: Make your own way to the Indian Temple in Temple Road Helensburgh (strictly it's the Sri Venkateswara Temple) which if it is open will take about 30 min to look through.

If it's closed we will drive along to the Bald Hill lookout for a great view.

About 10.45 am or so we will depart the Temple and convoy to the Mt Keira Scout camp, a nice drive of approx. 25 mins south down the M1 freeway and then down Mt Keira Road to the Scout camp

Food: Due to COVID 19 restrictions we will not use any catering services, so please bring your own morning tea and lunch. The Scout Camp will provide BBQ type cooking facilities for cooking sausages / steak or similar.

Please bring everything including drinks.

About 1pm depart the Scout camp

If you plan to come, please let me know by email or phone asap. Thanks!

mhough5@gmail.com or 0418 424 848

Now for some direct MG related content.

I have again provided some car related content for Hilary our editor, who is trying to produce a magazine with no Car Club current activity to report. So here are some photographs of the 2015 MG Car Club Concours and rally day.

A day where, as the then Classic TF registrar, I was working to build up attendance numbers of these lovely classic cars.

It was a very pleasant day all round, please enjoy the photos!

Michael Hough





MG Motor Expands HS Model Range in Australia



New high-grade MG HS Essence confirmed for Australian arrival in July 2020, sell price \$36,990.

MG HS Essence tops the MG HS range, featuring MG Pilot Driver Safety Technology and several exciting new features

MG Motor looks with optimism to the year ahead, adding new dealer partners, new models to its range, and the launch of its first all-electric vehicle in Q4 2020

MG Motor Australia approaches the second half of 2020 with the confirmed July arrival of the top-specification MG HS Essence SUV.

The 5-Star ANCAP rated MG HS is designed to be purposeful, sporty and perfectly at home on Australian roads. Featuring a premium design aesthetic combined with elevated levels of technology, the new HS Essence fully encompasses MG's offering of immense value to its customers.

The new model comes equipped with the marque's high-tech driving aid assistance suite known as MG Pilot, featuring as standard across all MG HS variants, helping to make the driving experience relaxing and safe. With a 5-Star ANCAP safety rating – coupled with its 7-year unlimited kilometre warranty and 7-year roadside assistance package – the HS range offers compelling value to MG customers.

Peter Ciao, CEO of MG Motor Australia and New Zealand, said: "The MG HS has proved a popular addition to our range. Moving into the second half of the year, this range-topping yet value driven model is one we're excited to bring to our customers, with a range of additional features we know they'll enjoy."

The 5-seat MG HS Essence joins the current range, which includes the Vibe and Excite variants. In addition to the MG HS features that come standard on the Excite model, the MG HS Essence adds an impressive Panoramic Stargazer Sunroof, a 360-degree camera to provide owners full visibility when manoeuvring, a red interior option, and a sportier interior seating design.

Full details of the MG HS Essence will be revealed in July, with dealerships now taking expressions of interest for this premium new addition to the HS family.

Optimistic for the year ahead, the second half of 2020 is full of exciting growth for the MG brand, with additional dealerships, the arrival of MG HS Essence, and the launch of the MG ZS EV.

Globally, MG parent company SAIC Motor is pioneering innovation when it comes to autonomous mobility, new energy, and vehicle concept integration. Designed at the home of MG in the United Kingdom, MG's first all-electric vehicle, the ZS EV, has proved popular around the world and is a highly anticipated addition to the Australian market.

Arriving in Australia in Q4 2020, the new MG ZS EV is an all-electric evolution of the marque's best-selling compact SUV, the MG ZS. A family-friendly electric car, the ZS EV is designed for those who want all the advantages of a zero-emissions vehicle without compromising on practicality or style.

The brand also recently announced the appointment of five new dealer partners to its growing sales network. The new dealerships, all in Victoria, include the now open Brighton, Mornington and Shepparton locations, with Bendigo and Mildura to open later in June.

"We're grateful for our customers ongoing support and warm reception to our innovative product range. Our continued growth, with new dealer partners and exciting new iterations like the HS Essence, provides more choice and better access for service and sales around the country. As we move into the second half of the year, we're delighted to continue in our partnerships with exciting sporting teams, but also reveal further exciting models to the Australian market," concluded Ciao.

For further information about MG Motor Australia, visit:

<https://mgmotor.com.au/>.

MG Motor Sydney, Australia, 17 June 2020:

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MG-F Experience

B.J. Braithwaite

We all know MGs are products of finding bits and pieces from the part bins of other models fettled usually with great skill and economy into a range of models that have endured far far longer than the factory ever expected, some successful some not quite so. Sadly, the MG F is a model rather plagued with problems and here are some issues which have been addressed.

1. The previous owner had to replace the windscreen wiper motor due to its exposed position just below the grill in front of the glass. The plastic mounting at the back of the "boot" was removed, 2 small rubber nuts-OS edge, 2 more along base and a plastic rivet attached to the air intake NS. A thin aluminum cover secured over the windscreen wiper motor to protect it from rain water, the area over the motor wirings connections protected with neoprene rubber glued to the aluminum. The wiper joints have been greased (zinc base).

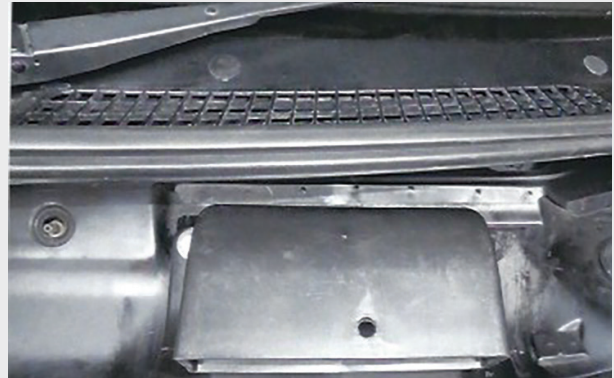


2. The original screws and bolts around the front "slam" panel are showing rust and the locking mechanism needs attention (loop on activating cable prone to slip off the hook arm) Once the bolts and screws are removed including one bolt which had rusted solid and needed cutting through. The panel under the locking plate had never been painted and needed a panel beaters help to straighten and align before blasting, zinc coating and several coats more paint. The locking plate was cleaned, liberally greased (marine grade) and the cable loop to lock hook secured with a cable tie.



3. In this model, air flow through the radiator is really only effective on the lower third of the total area. Roger Parker advises trimming the slam panel to allow airflow upwards and indeed cutting the bonnet and allow the air to flow right through, that will help reduce lift of the car front at speed (not a problem for us!). To retain the original bolt pattern and bonnet stay clip mounted the panel on a drill press and used 2

sizes of hole saws to cut away a reasonable area and allow the panel to be bolted back as normal. All parts then repainted as needed and assembled with s.s. bolts or screws (NB no lock washers used originally, I have used some "Loctite" and copper grease on spots). A trail run gave a warm bonnet so the air is flowing and given this car has 3 radiators that may help in the summer.



4. Heater Air Intake. In 2003 a better design air intake was fitted; this part is now available (JKA000120) and gives a much better seal preventing water leaking into the passenger foot well. Remove the moulded cover firewall side of boot; As Porter suggested I cut the old air intake to pieces with a die grinder but found the maker had changed things (remember that fine print near the bottom of manuals etc? "The manufacturer reserves the right to change specification without notice" well he had! Instead of 6 holes with captive nuts the intake was held by self tapping screws fitted from the inside, hence placed very early in the car's build and the screws went into "speed washers" moulded into the plastic of the air intake and they were rusted! An application of acetone and hydraulic fluid (50/50) left on for 24hrs and a vice grip clamped on the tip of the exposed screws managed to turn them free(no chance of getting at the screw heads).

Next problem; trial fit of the new intake showed 4 holes matched, 3 along lower edge, 1 centre upper edge. How to secure? Nut rivets (essentially a hybrid pop rivet) the 4 matching holes took 6mm rivets neatly, but angling the drill up under the windscreen grill to make the 2 new holes was a mistake- the holes were just that little too big-those rivets need an accurate hole to grip. I should have used a smaller drill and reamed or filed to fit. So I ended up with 8mm rivets in those 2 holes, new intake bolted in and sealed with polyurethane around the margins. Replaced the moulded cover and believe it or not, that plastic button fitted neatly into the hole in the new intake. So hopefully no water leaks into the passenger side foot well, no wet carpet, no rusted floor and no passenger gripes.

B.J. Braithwaite






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Our new workshop in Riverstone is now available for hire to owners of vintage and classic car:

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- ☐ Add \$30 for one on one coaching.

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Classifieds - Cars

NEW



1972 MGB GT

Immaculate condition:

- 4 Speed Electric overdrive
- Power Booster fitted to brakes
- Thermo Fan Fitted
- Two spare wheels & wheel hubs
- Completely re-upholstered
- Currently on Club Rego

Location: Tuggarah Lakes. Central Coast

Price: \$24,000 ONO

Contact: Robert Brown.

02 4390 8940 or 0438 439 089



1955 TF 1500 MG Roadster Convertible

This vehicle has been meticulously and fully restored and is in Concours condition. Purchased by my father in law, it is fully registered in NSW and the sale includes the number plates. The restoration has been documented and has full history & manuals. It has only been driven a handful of times in our 13 years of ownership.

This is a classic and will win trophies at car shows.

Year: 1955

Model TF Midget

Engine 1.5 litre, 4 cylinder, petrol

Transmission 4 speed manual

Odometer 12,124 km / 7,533 miles

Engine number XPEG2538

VIN HDC269400

Full Registration

Exterior colour Red

Interior colour Red Leather

Location: Bowral NSW

Price: \$55,000 ONO

Contact: Gae Crea

0429 015 100



The GAF MGTC Special.

This unique LB sports racer is for sale. Over the years the car has developed into a superbly light handling, sure braking super charged joy to drive. The totally aluminum body hand built for Bob Thompson in the 1950's by craftsmen at the Government Aircraft factory (a bit like the master of the era) 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



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-Parts

NEW

1953 MG TF, parts:

Distributor, used, complete & working \$250
Windscreen wiper motor/ gear used, working \$200

Brooklands screens, as new \$150, \$280 the pair

4 brake slave cylinders, used, \$40 each, \$150 for 4

Rear view mirror, as new, original \$ 95

Badge bar new (Moss) \$90

Side lights, complete, new (Moss) \$90 each, \$160 the pair

Original 1953 tyre pump - surface rust but restorable \$60

Cylinder head, \$150

Horn button, used, \$20

Splined wide wire wheels, 5J, \$60 each

SU balancing tool \$20

Switch bezel tool \$20

LH Swivel pin brand new Moss \$80

GPS Speedometer \$80

Exhaust manifold original, hardly used, \$250

Standard camshaft, hardly used, \$300

All prices o.n.o - all available by post (at buyer's expense) or pick up Northern Beaches.

Contact: David Taylor

david.p.taylor@optusnet.com.au



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



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



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



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

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Recycle... Drive an old MG

Classifieds-Parts

MGF Manuals

2 volumes of MGF workshop manuals in mint condition with receipt for \$160.

Price: \$60.

Contact: Brian West. St Ives
9988 4392

TD, TA, TC,TF & MGB

TD 1 pair front guards repairable \$100ea

TC 2 driver front guard repairable \$100ea

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 tacho 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



MGB Parts for Sale:

As a result of the imposed workshop clean up situation (self – isolation) I have been very stimulated and found the following items for sale.

- 1.MGB Steering rack Gaiter Kit GSV1155 NOS \$25
- 2.MGB Boot Carpet set NOS \$175.00
- 3.MGB Quarter Vent-window rubbers L & R NOS \$60
- 4.MGB Front blinker ass 2nd hand \$20
- 5.MGB Tacho 2nd hand X 3 Neg Earth \$150 each
- 6.MGB Speedo 2nd hand X 3 \$150 each
- 7.MGB Fuel Pump 2nd hand X 2 \$50
- 8.MGB Rear Shocks 2nd hand Very Good condition with link arms \$100 set
- 9.MGB Front Callipers 2nd hand Very good condition and near new pads \$120 set
- 10.MGR V8 Front LHS Guard 2nd hand Very good condition \$1000 (Woodcote Green)
- 11.MGR V8 New Front Cross Member Poly bush set.

Location: Padstow Heights.

Contact: Ross Freeman

0412 239 118

Classifieds-Wanted

NEW

2003 ZT

Bonnet, Boot, rear windscreen stop light and front windscreen

Contact: Ross Freeman
0412 239 118

NEW

MGTF 1500 or TF1250 project car wanted to purchase.

Incomplete car or with major parts is acceptable, but must have XPEG engine

Location: Glen Innes, NSW, 2370

Contact : Maurie Prior, 0438 668 162
malleeboy01@gmail.com

Pair 11/4" bronze bodied SU carbs or one 13/8" carb

Contact: Jim Runciman 0419 847 888
runcimans@westnet.com.au

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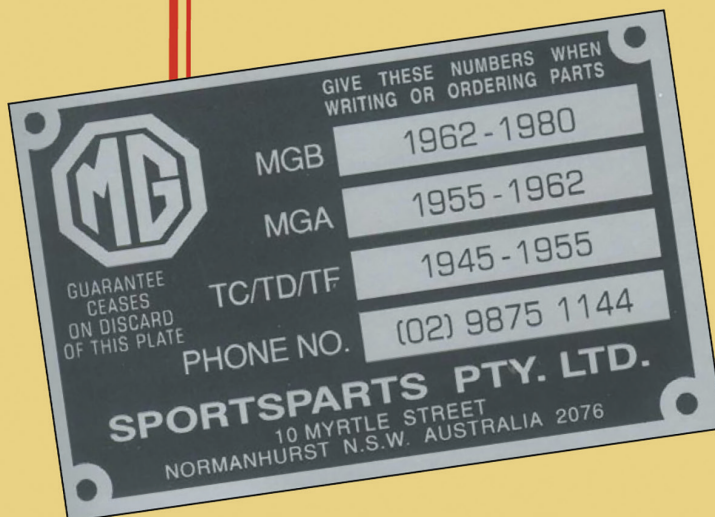
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