



Official Journal of the MG Car Club – Sydney

Opposite Lock



April 2021

In this issue

Spencer Martin Interview
Boot Trouble

MGB Musings
Tour de Young

MGCC Sydney Club Calendar 2021

APRIL

- 2-5 Easter Run, Albury - Wodonga, Charlie Frew
- 4 North Shore Sporting Club- St Ives
- 11 Pre War Run, Robert Smith
- 12 Board Meeting
- 13 Members Gathering, Strathfield Golf Club
- 15 Illawarra Register Run, Michael Hough
- 18 CSCA -Supersprint. Pheasantwood, Marulan hosted by MGCC, Max Wasson & Steve Perry
- 21 Mid Week Muster, Bob Parkinson
- 25 Club Run, Classic TF Registrar, Cancelled

MAY

- 2 North Shore Sporting Club- St Ives
- 3 Board Meeting
- 8 CSCA Sydney Motorsport Park, South. Evening meeting under lights hosted by Sprite
- 11 Members Gathering, Strathfield Golf Club
- 19 Mid Week Muster, Bob Parkinson
- 16 Club Run - National Motoring Heritage Day Post 2010 Registrar, John Lindsey. TBC

JUNE

- 6 North Shore Sporting Club- St Ives
- 7 Board Meeting
- 8 Members Gathering, Strathfield Golf Club
- 12-14 Tour De Young, Robert Smith
- 16 Mid Week Muster, Bob Parkinson
- 17 Illawarra Register Run, Michael Hough
- 27 Club Run Magnette Registrar, Peter Baldry

JULY

- 4 North Shore Sporting Club- St Ives
- 5 Board Meeting
- 13 Members Gathering, Strathfield Golf Club
- 17 CSCA Pheasant Wood, Marulan, hosted by MG Newcastle
- 18 Club Run, MGF/TF Registrar, Don Young
- 21 Mid Week Muster, Bob Parkinson

AUGUST

- 1 North Shore Sporting Club- St Ives
- 2 Board Meeting
- 8 Club Run, TC Registrar, John Carter
- 10 Members Gathering, Strathfield Golf Club
- 14 CSCA Sydney Motorsport Park, Gardner hosted by Morgan
- 15 CMC Shannons Sydney Classic Display, Sydney Motorsport Park. Greg Fereday
- 18 Mid Week Muster, Bob Parkinson
- 19 Illawarra Register Run, Michael Hough
- 29 All British Day , King's School, David Noble

SEPTEMBER

- 5 North Shore Sporting Club- St Ives
- 6 Board Meeting
- 10-12 Gathering of the Faithful hosted by MGCC of Wagga Wagga, Peter Baldry
- 14 Members Gathering, Strathfield Golf Club
- 15 Mid Week Muster, Bob Parkinson
- 18 CSCA Wakefiled Park, hosted by Triumph &MRA
- 26 Club Run C&V8 Registrar, Steve Foldhazy

OCTOBER

- 1-4 Pre-war & TYme Event, Canberra
- 3 North Shore Sporting Club- St Ives
- 5 Board Meeting
- 10 Bathurst 1000, Mount Panorama*
- 12 Members Gathering, Strathfield Golf Club
- 20 Mid Week Muster, Bob Parkinson
- 21 Illawarra Register Run, Michael Hough
- 22-24 Motorclassica, Royal Exhibition Building, Melbourne*, **Postponed till 2022**
- 24 MGCC Concours & Display Day, Silverwater Park Allen Gower
- 31 CSCA Sydney Motorsport Park, North hosted by Jaguar

NOVEMBER

- 1 Board Meeting
- 7 MGA/MGB Workshop Day. MGA Registrar, Greg Keenan
- 7 North Shore Sporting Club- St Ives
- 9 MGCC Annual General Meeting & Members Gathering, Strathfield Golf Club
- 13 Wings Over Illawarra Illawarra Registrar ,Michael Hough
- 17 Mid Week Muster, Bob Parkinson
- 21 Club Run, MGB Registrar, John Clarke
- 21 Australian F1 Grand Prix, Melbourne, Daniel Riccardo*

DECEMBER

- 5 North Shore Sporting Club- St Ives
- 6 Board Meeting
- 14 Members Gathering, Strathfield Golf Club
- 15 Mid Week Muster, Bob Parkinson
- 16 Illawarra Register Run, Michael Hough
- 25 Santa comes - Get some MGCC regalia to put under your tree*

President's Report

As I write this report, we are one week away from our Clayton's National Meeting in Albury Wodonga. Thirty members of the Sydney Club will join 56 members of the Victorian Club for an Easter get-together on the Murray River. A full National Meeting program has been organised including Rocker Cover Races, the annual Kimber Run, an Observation Run through the northern mountain towns of Victoria and a Show & Shine Display Day in Albury in lieu of the annual National Concours d'Elegance. Whilst it is now a little late to join this event, I would like to remind members that we still have effectively a full year's programme ahead. Worthy of special mention is the Pre-war members run on 11th April hosted by Robert Smith, and the CSCA Round 2 at Pheasant Wood Circuit hosted by the MG Car Club of Sydney. As this latter event is organised by our club it will require significant support from the membership.

As members are aware this event and another six like it throughout the year are opportunities where members can test their motor racing skills. It is not essential that you compete at the highest level in fact many members from all the clubs attend these events just to enjoy the comradery of the social gathering and the experience of the racetrack at a comfortable personal level. For over fifty years the MG Car Club of Sydney has supported and organised events such as the one on 18th April. In fact, it would be fair to say that a sizeable amount of our term deposit has been generated through the organisation and operation of these events. If the club is to continue to participate in these events and specifically at an organisational level, it is imperative that members support the Sporting Captain Max Wasson and his very able assistant and former Sporting Captain Steve Perry. As I write this report we are in desperate need of assistance on this day. Member's volunteering will be asked to do a number of roles not the least of which will be acting as flag marshals and assisting the safety officer in any number of roles. A large core of the membership strongly desires this division of the club to continue into the future. As in fact we hope that one day MG will produce a modern sports car. Whilst the latter point is not relevant, the former is. We have been in the past and desire to be in the future, a Sporting Car Club. Therefore, I would ask that if you have some time on this day please contact Max Wasson or Steve Perry, I am sure they will be delighted to hear from you.

Whilst nearly fully booked, members are reminded that the Tour deYoung will take place over the Queen's Birthday weekend in June. This will be the 27th or 28th year of this event. I understand there may be one or two places left so if you are interested, I suggest you contact Robert Smith ASAP and get your name down on the list. This is a fantastic weekend away and one of the highlights of the calendar year.

As I mentioned last month, Midweek Muster's hosted by Bob Parkinson are back on the agenda. Traditionally these weekday runs have been very popular and I encourage all members and particularly new members to come and join us on the day and share the road with fellow MG enthusiasts. Details on the website under events.

Subject to a final series of testing, the new membership system will be up and live during the month of April. More information will be supplied via a running board. This running board will include details on how to access some online tutorial information and additionally it is proposed that an in-house demonstration will take place during the May members meeting.

I would like to wish all members a Happy and safe Easter holiday and for those of you travelling to Albury Wodonga for our members gathering I look forward to seeing you on the road.



Charlie Frew

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!

Anthony Hanks	MGA
Gerard Meeuwissen	YA
Rod Read	MGB
John Irwin	
John O'Connell	MGF/TF
Malcolm Bell	TF & Z Series
James Hole	MGB
Matthew Stone	MGB
Scott Burnie	MGC V8 & RV8

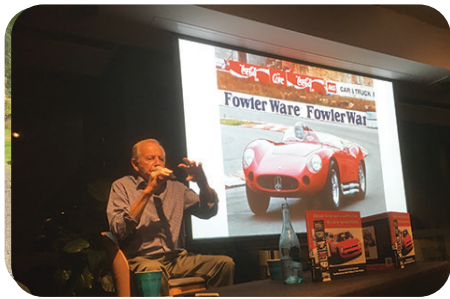


So, you have bought a 'new' MG, or you have unearthed one long lost in the garage or you have finally finished that 'long, long, longer than you expected' restoration and decided to now join the club.

We want to hear your story!

*Please send a short story about your car by email
And do not forget some pictures!
to: editor@mgarclubsydney.com.au*

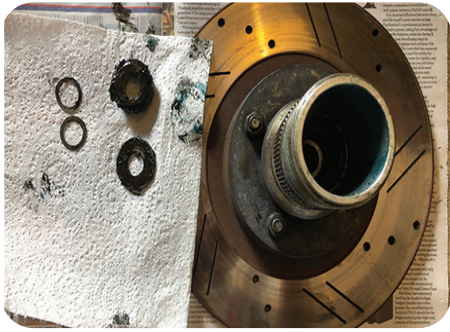




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April 2021 Cover:

John O'Neill in his 1954 MG TF 1250

April 2021 *Opposite Lock*

Contributing photographers:

Thanks To:

Ron Taylor, Michael Hough,
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John Clarke, Greg Fereday,
Alan Heritage, Ros Bastian,
John O'Neill, Andy N

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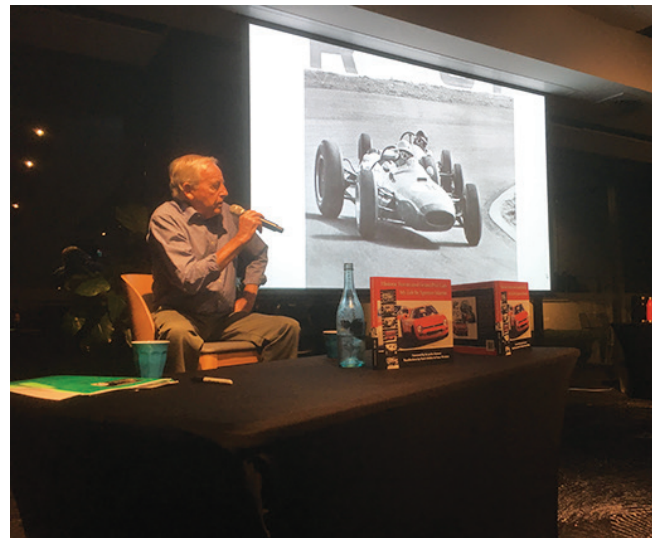
Model registrars

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TD	Michael & Jacqui Gerondis		0411 390 285	mgerondis@optusnet.com.au
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MGB	John Clarke	Christine	0412 890 409	parclose@optusnet.com.au
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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
F and TF Modern	Don Young	Sandy	0412 600 415	don.young9636@gmail.com
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
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Breakfast Runs	Vacant			
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Library	Scott Davidson		0413 382 483	sadavidson@optusnet.com.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			

Spencer Martin Interview



Guest Speaker : Spencer Martin

At our March Gathering over 80 members were entertained by twice Australian champion, Spencer Martin. Skillfully interviewed by David Williamson, Spencer spoke of his life racing cars. He has completed the story of his career behind the wheel of some amazing cars and has just published his book.

“Historic Ferrari and Grand Prix Cars”

Starting with his home-built special then on to Ferraris, Brabhams, Maseratis, Porsches, Alfa Romeos and Jaguars ...and many more!

The great assortment of photos in the book remind us of those fabulous days at Catalina Park, Warwick Farm, Sandown Park, Lakeside and tracks in New Zealand.

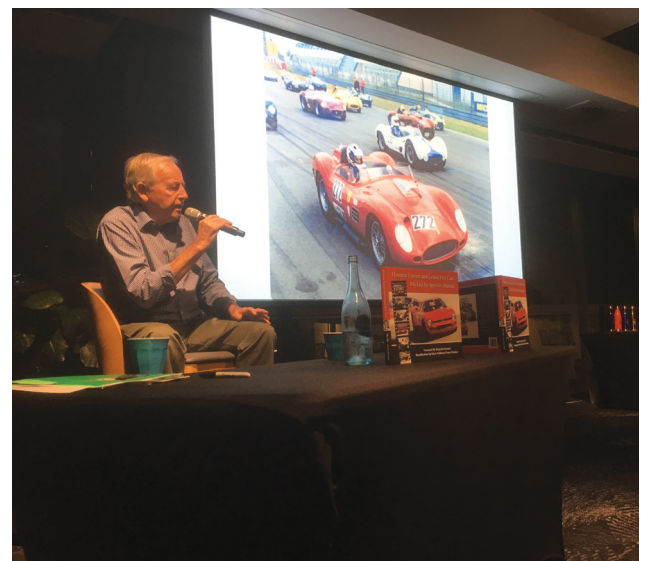
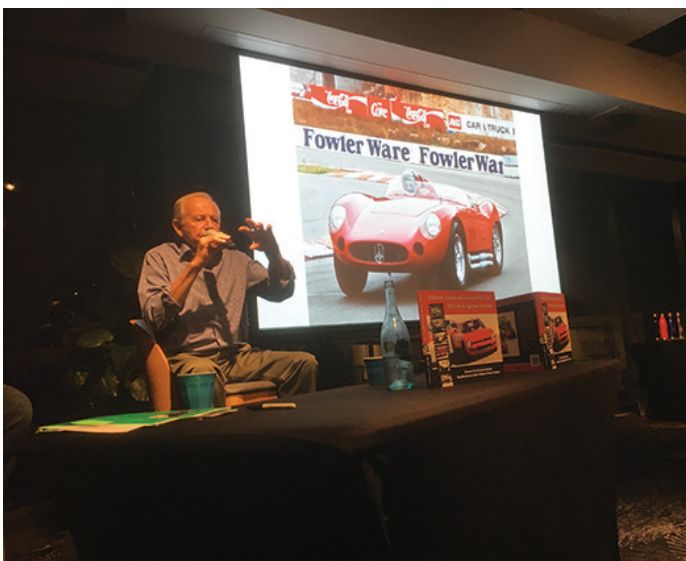
His races at overseas track, Laguna Seca, Monaco, Silverstone, the Nurburgring, Magny-Cours, are all well covered and captured in wonderful colour photos.

If you missed out on purchasing the book on the night please go to Automotobookshop.com.au and type in Spencer Martin to secure a copy.

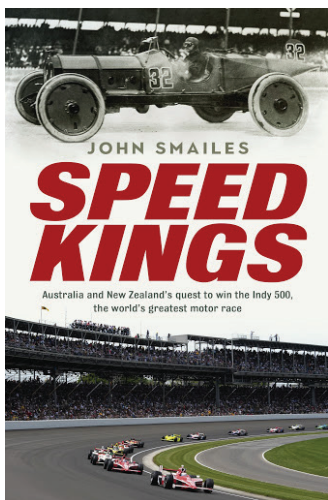
The lucky door prize was a run in the club MBG Sebring won by John Burns.

Greg Fereday

The book cover features a red Ferrari sports car in the foreground. To the left is a vertical film strip with several frames showing various racing cars and drivers. The title is in white serif font on a red background. Below the car, it says 'Foreword By Sir Jackie Stewart' and 'Recollections by Mark Webber & Peter Windsor'.



April Members Gathering- Strathfield Golf Club. 13th April, Dinner from 6.30pm



Guest Speaker : John Smailes

John Smailes is a journalist, motor sport commentator, publicist and until recently the proprietor of a specialised communications agency. He was co-commentator with Will Hagon on the ABC's national coverage of the Australian Touring Car Championship at the combative height of the Ford vs Holden wars.



As a young reporter he covered the London-Sydney Marathon and has a substantial library of photographs as well as contemporary interviews and records.

His recent books are Race Across the World and Mount Panorama.

His latest book is Speed Kings – Australia and New Zealand's quest to win the Indy 500, the world's greatest motor race.

Come along for the evening and the lucky door prize will be a run in the club MGB Sebring on the next club run.

May Members Gathering- Strathfield Golf Club. 11th May, Dinner from 6.30pm

Guest Speaker: Warwick Brown.



Warwick Brown is a former racing driver who was active mostly during the 1970s. He collected three championship titles in Australian and New Zealand open-wheel competitions, winning the 1975 Tasman Series and Rothmans International Series two times (1977 and 1978).

He was also second in the 1978 Can-Am Series to Alan Jones. In the Formula One World Championship, Brown recorded one start, driving for Wolf-Williams at the 1976 US Grand Prix.

During his career he also raced saloons



April Mid Week Muster Wednesday 21st April 2021

Where: Bicentennial Park , Homebush
Enter from Australia Avenue, Homebush

<https://www.sydneyolympicpark.com.au/Parks/Bicentennial-Park>

Meet: At the BBQ area on the left just past the Waterview Restaurant. The covered BBQ area has a couple of tables, but might be advisable to put chairs & tables in your car in the event of a rush of visitors. No need to confirm, just come along & enjoy the drive & company over a good lunch.

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



May Mid Week Muster Wednesday 19th May 2021



Where: Manly Wharf Hotel, East Esplanade, Manly

Meet: There are two options, drive or use the ferry.

People from the northern suburbs may like to give their cars some exercise and proceed directly to Manly for a 12 noon lunch.

People from the southern suburbs may like to take their Opal Card for an excursion. We will gather from 9.30am for morning tea upstairs at City Extra Café, located under Circular Quay railway station Wharf 3 & 4. Then, travel to Manly on the 11am ferry for a 12 noon lunch at the Wharf Hotel. The Bar & Restaurant has an extensive menu and panoramic water views.

There is no need to confirm attendance. Just come along and enjoy the drive and the company over a good lunch.

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



**ALBURY GET TOGETHER 2nd to 5th April 2021.
Easter Weekend.**

Thursday 1st April

A group of members will be travelling down on this day. If you would like to join this group once again please advise me as soon as possible and we will organise a rendezvous point just out of Sydney.

Friday 2nd April

For those arriving on the Thursday 1st April, a scenic run through lower NSW is being planned and an itinerary will be available after 15th March 2021.

Lunch at a country Pub, yet to be confirmed.

Noggin N Natter & Rocker Cover Races, Albury Paddlesteamer Carpark from 5 pm.

Proposed dinner at the Paddlesteamer Max 60-70 people from 5 pm.

Alternate venue for dinner Downtown Pizza Albury.

Saturday 3rd April

Observation Run

Dinner at your leisure.

The Bended Elbow has been booked for 50 patrons.

Sunday 4th April

Display of our cars at Murray River Park, Bonegilla Migrant Experience and/or Bandiana Army Museum

BBQ in park – opposite Albury Paddlesteamer

Monday 5th April

Kimber Run

Final dinner and storytelling at The Bended Elbow Hotel Albury.

Rooftop bar and restaurant. Maximum capacity under current Covid restrictions 100 patrons.

If the restrictions are eased this number can be increased up to 200 patrons.

Please indicate your interest: **Charlie Frew** . 0488 223 322. charlie@charriefrew.com

Please send the following details to **Frank Perry** 0411 489 118 fmsmperry@optushome.com.au

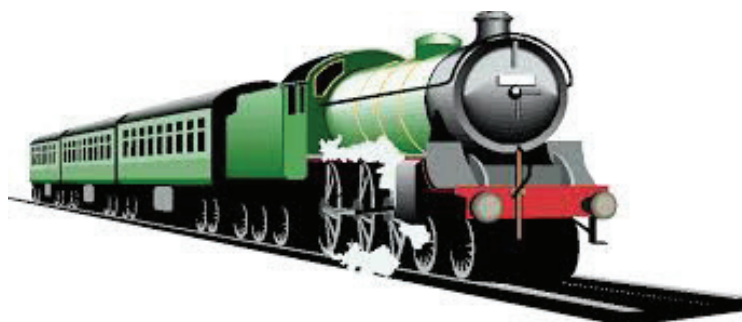
Name: Mobile phone number: Email address: Vehicle Type: Registration number : Vehicle colour :

Accommodation: Transport to meeting (driving or towing) Travel dates to & from the meeting.



CECIL KIMBER BIRTHDAY RUN SUNDAY 11 APRIL '21

WE'RE OFF TO THE NSW RAIL MUSEUM IN THIRLMERE



MEET: McDonald's, Ash Rd. Prestons @ 9.00am for 9.30 departure
After clearing the smog enjoy a drive along some flowing back roads to our destination

Lunch options:

BYO, Café's in Thirlmere or the Welcome Inn Hotel Thirlmere

BOOKINGS TO: Robert Smith (E) robert_smith@live.com.au

COST: \$10.00 pp (seniors/concession) \$15 pp (adult) \$5 pp (child 4-12)

PAYMENT: in advance on line to MGCC St George Bank
BSB 112-879 A/c # 043811680

Please note "Surname & Kimber" on payment receipt

Vale - Ron Taylor

I feel very privileged having been asked to write something for the club magazine about Ron Taylor who passed away recently. With Ron's passing I have not only lost a good friend but the MG movement especially The Sydney MG Car Club have lost a friend.

I first bumped into Ron at a breakfast run in 1984, of which I remember very little, however over the years we got to know a man of great knowledge who was passionate about MG's amongst other things. I can list over a dozen cars he has restored over the past 40 odd years, however, most of you would have seen these and I will be telling you nothing new.

Ron is one of two people who have had a huge influence on the way I go about many tasks these days, with the Mantra "There is only one way to do it and that's the right way". I know it drives some people mad, but it is now so deeply ingrained that it comes naturally.

Ron was much more than just MG's. After being convinced by Lindy and Ron to move to the Central Coast to live in 1988, we watched Ron, the only person I know who had a 36-hour day, follow so many different passions apart from his cars.

We were invited on one occasion to come and taste Ron's Paella as he was doing "Spanish Cooking Lessons". If all the courses available were listed alphabetically, I would have thought he would have found something before he got to "S" but then it might have been listed as "Cooking - Spanish". At the same time, to add to his repertoire, he must have got down to "G" on the list and thought he should also learn to play the guitar. So, to add to the Paella night, the full Spanish theme was accomplished by Ron entertaining us with flamenco music (that may be an exaggeration) played on his acoustic guitar. Always the entertainer!

Aside from these studious pursuits, Ron also was on the Volunteer Coastal Patrol and raced outboard motors attached to a bit of fibreglass about the size of a thong. Now Ron was not what you would have called slightly built by any means and the first time I saw this sport it reminded me of bathtub racing on steroids. However, being a bit of a thrill seeker, Ron somehow managed to fit all this in.

One of Ron's favourite times of the year was National Meeting time. Ron would load up the Gosford Shoplifters Truck with the car of the year, stick the trailer on the back with a second car for Lindy and head off across this great wide land to wherever the MG fraternity was gathering.

We had the pleasure of spending quite a few of these with the Taylor clan. Some of the stories out of these can probably not be published until the statute of limitations expires around the turn of the next century, but a lot of great memories come to mind.

In Shepparton 1996, for whatever reason, we were in fancy dress with Ron going all out in a Blinky Bill suit. Later that night, we presented Jill Smith to the local patrolling Constabulary at which point she accused Blinky Bill of molesting her. It was quite a sight to see Ron being dragged from the event by the police in handcuffs, but more disturbing, was the sight of the poor child outside who witnessed this and promptly burst into tears.

There are other stories of a night visit to Port Arthur at a Tassie Natmeet, where Ron, and some other unnamed friends, dressed in shower curtains from the motel, pretended to be ghosts and rolled marbles down the corridors to scare the unsuspecting, and very nervous, attendees. Needless to say, the prank worked very well and ended in the appropriate roars of laughter!

Ron was never backward at dressing up for these events and somewhere ingrained in the back of my mind is the sight of Ron dressed as a Gorilla at one of the now notorious Double Decker Dinners. At an unplanned toilet break, between progressive dinner locations, Ron descending the stairs of a double decker bus at full tilt and on hitting terra ferma, lost his footing and ended up face down in a swamp somewhere around the Northern Road. The smell was only slightly better improved by a hosing down, on very cold 10 deg winter night, on John & Fay Goodshaw's front lawn. The night ended with Ron taking the prize for best male costume and becoming the subject of many smelly photographs taken that night, much to the dread of Suzie, who won best ladies costume dressed as a genie, and many other hapless victims who got to cuddle the swamp monster. I do not know whether he got his deposit back on the costume and how poor Lindy coped with the smell once the party was over!

Ron and Natmeets sort of went hand in hand. Ron's truck moved the entire Sydney contingent to all the events with Ron being our "Deso" and got us there and back safely along with the odd souvenir he acquired along the way. Without naming the Club concerned (statute of limitations etc) Ron was running a little late to an event one night and happened to walk past a motel room whose curtains were not drawn. Well as luck would have it, they had also hung the club banner up in the window. Ron returned to reception and convinced the motel owner he had been sent back to pick it up. Ron one - XX car club zero.

I must admit the biggest prize we had to leave behind was a concrete dog weighing about half a tonne that Ron reckoned we needed to bring back on the 'Jazz Train' from the Loaded Dog pub at Tarago, at a function for the Canberra National Meeting. The dog wasn't the only thing that was loaded that night! Thankfully, it was going nowhere despite all efforts!

Ron was also a connoisseur of port and many stories can be told of evenings at Car Club events being finished with a drop or two or three! I must admit I have not drunk port since a trip back from the Brisbane Natmeet, where we spent the night with Ron and Lindy in Byron Bay eating prawns and drinking port.

We were very lucky to spend a day with Ron and Lindy recently and even though we had not spent a lot of time with them since we moved north, we just continued the conversations from where we left off, we laughed our heads off at some of the things we had seen and done, talked about the wonderful times we had and all drawn together by a mutual love for The Marque. Had it not been for MG's we might never have met Ron and Lindy and that would have been a sad thing. Ron brought a sparkle to everything he did whether it was helping someone with a car, organising the "Tours" with Robert Smith or just participating in club events.

Ron was a great friend to us as he was to so many. His passing will leave a hole not only in our lives but in the entire MG movement.

RIP mate.

Stuart Jonklaas





Ron Taylors magnificently restored MG



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2120 Australia





MGCC ROUND 2 - CSCA SUPERSPRINT SERIES **PHEASANT WOOD CIRCUIT – MARULAN**

SUNDAY 18th APRIL, 2021

CALL FOR DRIVERS AND VOLUNTEERS!!

- Event:** MGCC Supersprint Round of the CSCA Series, which this year is under a AASA Permit (TBA), *and at a new extended Marulan circuit!*
- Where:** **8 Prairie Oak Road, Marulan South (Left, off Jerrara Rd to Bungonia, About 2 hours from Sydney south)**
- Format:** **Multiple runs of timed laps OVER SIX MINUTES plus cool down, using different speed groups to suit the entries.**
- When:** **SUNDAY 18th APRIL 2021. Self - Scrutineering Applies!**
- Entries:** The event is open to financial members of CSCA clubs as listed in the Supplementary Regulations TBA, including our MG Car Club Ltd, & other Clubs by Invitation.
- Cost:** **ENTRY \$160, with Electronic timer Hire (TBA). 1st in best dressed in Carports included.**
- Entry Form:** If interested please contact Steve Perry via
(& Regulations) email: stephen.perry@bigpond.com or Mobile: 0434 275 970.

CSCA Clubs: You must contact your Sporting Captain first, if this is your first Supersprint!

Note: The popularity of CSCA Supersprints, suggests that demand may exceed the fixed supply of 120 places. We recommend that you log on early to the Google Entry web site (as provided in the Supp. Regs) in order to secure your place. **Multiple runs of at least six minutes plus & cool down lap.**

- 1. *The entry form & payment is to be lodged electronically via “Google Entry Forms” system***
- 2. *EFT Payment to MGCC must be identified with a descriptor: “CSCA Your Name”***
- 3. *You must provide an e-mail address - all communications will be via e-mail only!***

We look forward to receiving your entry, and thus providing some support to your club!

Steve Perry
EVENT SECRETARY
Email: stephen.perry@bigpond.com
Mobile: 0434 275 970



Old Speckled Hen Outing

Sunday 16 May 2021- Arrive from 9:00AM
Kurrajong School of Arts, Stanley Park, East Kurrajong



Enjoy a day out post-COVID for the Hobby & Motor Show and assist the community badly affected by the Gospers Mountain fires in 2019/2020.

Classic & Vintage Vehicles, Tractors, Antique Tools and Machinery, Local Artists, Crafts, Family & Local History, Handmade Jewellery, Military Miniatures & WW1 display, NRMA display, Plants, Railway Memorabilia, Rocker Cover Races, Stamps & Coins, Vintage Toys & Games, Woodworking. Food & drinks available.

Presentation of Old Speckled Hen perpetual trophy to one lucky participant of my choice, possibly furthest travelled, oldest car, best car on the day or just at my discretion.

Admission fee: \$5 per car
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Part of National Motoring Heritage Day
Organised on behalf of the CMC and
MG Car Club - Sydney
Contact: John Lindsay 0403 330 441



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MGB FRONT WHEEL BEARING END FLOAT

Ever since I replaced the wire wheels on the BGT it has tracked true and vibration free. However coming back on the freeway from the funeral procession for Ron Taylor I noticed a very slight vibration coming through the steering wheel. Hmm I thought I might need to get the wheels balanced.

Now I am the sort of person that notices every rattle, squeak and vibration, and a short while later I heard a very soft rotating metal on metal sound. When applying the brakes it didn't go away nor get any worse. So not the brakes, this needs further investigation.

My initial thought was that it might be a wheel bearing, although I had replaced the front wheel bearings not too long ago. To check the wheel bearings, the first thing to do is to check for excessive play at the wheel. To do this jack up the front of the car and put axle stands under the side rails to ensure it is securely off the ground. Grab each side of the wheel and move it back and forwards. An MGB is supposed to have between 0.002 inches and 0.004 inches of movement, called end-float, in the hub to ensure the bearings don't bind. This is not very much, but noticeable. If you can feel the wheel move more than a little bit it means there is too much end float and it warrants further investigation. In my case it did move, just a bit too much for my liking.



To get to the wheel bearings you need to remove the front hub. This is held in place by a large castellated nut with a split pin through it (see photo). Sitting over the top of these is a grease retaining cap. I noticed that the cap was at the end of the hub rather than sitting over the nut, and when I

removed it and peered inside the hub I saw what I think was the cause of the rotating metal on metal sound. One of the ends of the split pin was touching the inside of the hub. To be honest, I am surprised I heard this, but it had worn a slight groove on the inside of the hub. However, this did not explain the movement. With the hub off and disassembled, a close inspection of the bearings showed they were in perfect condition and had been surrounded by plenty of grease. Maybe there was a problem with setting the end float when I replaced the bearings not long ago. There was nothing to do but reset the end float.

The end float is set by shims which sit between the roller (outer) bearing and the large bearing spacer. These come in 3 sizes 0.003, 0.005 and 0.010 inches. If you read the BMC / Leyland workshop manual it says you add enough shims until you get excessive end float. Measure the end float with a clock or dial gauge and then remove

the required combination of shims to get between the 0.002 inches and 0.004 inches end float specified. The problem is I don't have a dial gauge and I doubt many home mechanics do. Instead, what you do is to assemble the hub and bearings with enough shims that it rotates freely when tightened to the specified torque. Then progressively remove enough shims until, when it is reassembled and tightened again, the hub starts to bind when rotated. This is the point at which the end float is zero. Then you add a 0.003 inch shim and the end float will be between the specified 0.002 and 0.004 inches.

Sounds easy enough, and indeed it is not actually difficult, but it is frustrating and time consuming to disassemble the hub, fish out the shims that are there, add or take away shims of various sizes, reassemble and tighten again until you get the correct end float. On the passenger side I must have done it 8 or 9 times, but got lucky on the driver's side and it only took me 3 or 4. It is also dirty work as you are working in grease.

I am still at a bit of a loss as to why there was too much play so soon after I had installed the new bearings. A possible explanation I have come across is that the other bearing in the hub – the inner bearing, which has to be drifted down inside the hub when installed may not have been pushed all the way home. Remember that we are only talking about a couple of 'thou', so it is possible. To help avoid this when putting new bearings in you should tighten the whole thing up without any shims before starting to set the end float.

Anyway, when I took it for a test drive there was no metal on metal sound nor undue vibration. But I will jack the car up and check for movement in a week or 2 once I have put a few more miles up and things have settled again.

I should mention that I also checked the rear wheel bearings, and fortunately there was hardly any movement there. And I also inspected for any wear and movement in the suspension bushes and king pins. Doing that is a story for another day.

John Clarke



MG Restorers Gathering

On a bright sunny Sunday morning late in March, several members of the MG Car Club joined with the MG Restorers Club for a coffee at McDonald's Mt Colah. Some 10 MGs then headed north on the old Pacific Highway to the Hawkesbury river where the Sydney crew stopped for coffee at the Estuary Cafe and the Restorers headed further north for lunch. So good to get out on the open road again after all the wet weather and we noted that the Hawkesbury river was significantly swollen, flowing very fast and with many logs and much debris. Our thanks to Paul Griffiths for the invitation to join their group.



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MG Motor launch MG HS Plug-In-Hybrid



MG Motor's first Plug-In Hybrid delivers customers the best of both worlds, combining high performance with lower emissions.

With access to electric energy, but with the reassurance of a traditional engine, the new HS comes complete with a range of innovative features including the marque's Driver Safety Technology System, MG Pilot.

Stylish, sporty & spacious, the premium new SUV arrives in March and is available from \$46,990 driveaway, backed with an 8-year, 160,000-kilometer battery warranty & a 5yr unlimited kilometer vehicle warranty.

A low-emission vehicle with a striking design, the new MG HS Plug-In Hybrid balances refined features and elegant design with practicality and innovative technology. Features include a panoramic Stargazer sunroof, 360-degree camera, a 12.3" virtual instrument cluster, 10.1" colour touchscreen, and heated and electrically adjustable leather sports seats with Alcantara trim. Included as standard is the MG Pilot Driver Safety Technology system, a comprehensive suite of active and passive driver assistance technologies.

The MG HS Plug-In Hybrid's new technology combines performance and technology with low-emission practicality. Equipped with 52km¹ of electric range – perfect for the day-to-day commute – the plug-in hybrid can reduce emissions by up to 50-70 per cent.

Speaking at the launch, Peter Ciao, CEO, MG Motor Australia and New Zealand, said: "The new MG HS Plug-In Hybrid brilliantly showcases the intelligence and innovation we have available within our brand. It offers our customers the opportunity to experience new energy innovation, while remaining in the comfort of a true SUV that is equal parts stylish, sporty and spacious.

"The MG HS Plug-In Hybrid is our first plug-in hybrid, our second new energy vehicle, and one that we're delighted to bring to our Australian customers as part of our commitment to making new energy vehicles mainstream in Australia."

The best of both worlds: The MG HS Plug-In Hybrid unites impressive performance and technology with low-emission practicality. New hybrid technology provides access to electric energy, but with the reassurance of a traditional engine to offer MG customers more choice in their day-to-day drive.

The MG HS Plug-in Hybrid has a top speed of 190km/h and dynamic acceleration, which achieves 0-100km in 6.9 seconds. Powered by a liquid-cooled lithium-ion battery, the stylish, premium SUV has a pure electric driving range of 52km from a single charge¹. Using Intelligent Hybrid Energy Management, the vehicle intuitively identifies and adapts power output depending on the road conditions, whilst actively learning the operators individual driving style to adjust power and rationalise the battery ratio accordingly.

The MG HS Plug-In Hybrid's total output of 480N.m (209Kw) totals both the output from the electric motor

with the 1.5L turbo combustion engine. This total output combined provides an impressive 1.7L/100km combined cycle fuel consumption and 39g/km CO₂ emissions³.

As a plug-in hybrid, the model comes equipped with a standard 3 Pin Home Charger, to be plugged in next to the petrol intake, providing convenient home charging options to customers.

MG Motor is leading the charge in new energy vehicles, with a goal to make them mainstream and accessible for all. This aim is shared by parent company, SAIC Motor, who in 2020 saw new energy vehicles sales total 320,000 globally, a year-on-year increase of 73.4 per cent². For new energy vehicles – that's the second fastest growth rate in the world.

SAIC has invested heavily in electric as well as other new energy vehicle technologies, processes and battery production, making it one of only a handful of automotive manufacturers to own its EV supply chain.

Premium design : The low-emission MG HS Plug-In Hybrid reflects the sporty-flair that is familiar to the wider MG HS range. Featuring a striking design with sleek lines, abstract 18-inch diamond cut alloy wheels and LED 'London Eye' daytime running headlights, the model carries both a stylish and premium look on both its interior and exterior. Elsewhere, the panoramic Stargazer sunroof transforms the cabin into a spacious, light and enjoyable environment.

Exclusively available in top-of-the-range Essence specification, the model also boasts sporty metal trim pedals, one of the largest panoramic sunroofs in the SUV segment, and heated and electrically adjustable leather sports seats with Alcantara trim.

Top of mind safety: Continually committed to the highest standard of occupant safety, the new plug-in hybrid also comes with the brand's Driver Safety Technology system, MG Pilot, which includes driver aids such as adaptive cruise control with traffic jam assist, forward collision warning, rear cross traffic alert and blind spot detection, providing robust protection to keep the driver focused on the road ahead.

Following on from the MG ZS EV's focus on battery safety and availability, the 16.6-kilowatt battery within the MG HS Plug-In Hybrid has also been developed to the highest quality and safety standards, in MG Motor's own battery production facility.

Interior and technology: Entering the cabin via the MG HS Plug-In Hybrid's handy keyless entry system, the model includes as standard a 10.1" multi-function colour touch screen with 1280p HD resolution, as well as built-in satellite navigation and integrated Apple CarPlay and Android Auto. While the interior six-speaker 3D surround sound audio system allows for an immersive drive experience.

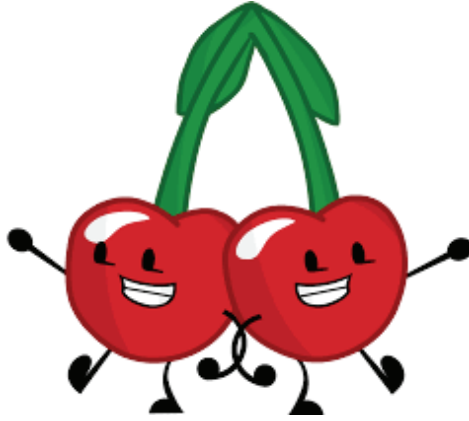
A premium 12.3" Virtual Instrument Cluster dominates the interior, offering a comprehensive display of the vehicle's performance and allowing the driver to control and monitor their drive with ease. Further, the vehicle has a 360° Surround View Camera, ensuring full visibility and control when navigating tight parking spaces or tricky manoeuvres. Offering a sporty yet luxurious finish, the MG HS Plug-In Hybrid also includes customisable ambient lighting for a truly bespoke experience.

Built for every day, the MG HS Plug-In Hybrid offers the practicality of a medium SUV with ample interior headroom for all occupants, plenty of interior space, and 60/40 split-folding rear seats allowing for a maximum boot space of 1,275 litres.

The MG HS Plug-In Hybrid arrives in Australia in March 2021, with test drives available now at every authorised MG dealer.

For more information please visit:

<https://mgmotor.com.au/models/mg-hsphev/>



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

Monday: Breakfast then depart at your leisure

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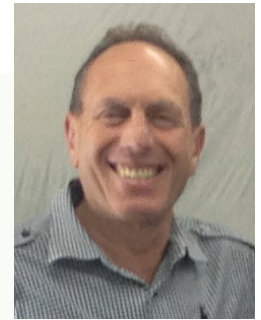
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Dietary requirements: _____

Boot Floor Trouble

Tom Aczel



I'd long regretted carpeting the boot in my MGB, in 1985, but with its bare painted floor, articles being carried in the boot were forever scratching and marking the painted surfaces. It just never looked tidy, always deteriorated and "unfinished".

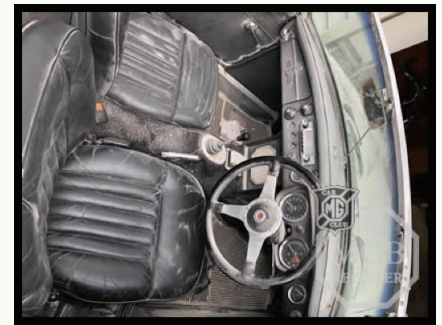
So, 35 years later, I finally got around to taking the carpet out again.



Initially, things didn't look too bad! Just a lot of hard rubbing, leaning over into awkward angles. BUT, around the fuel filler, clearly things weren't so happy. Much rust, which looked like surface rust predominantly. But also emerging were former patch repairs (x2) to the boot floor, and, as you can see in the photo with the screw driver pointing, some small perforations appeared in areas well away from where corrosive and rust

promoting fluids had collected in the off-side rear quarter recesses.

One significant disadvantage of having to go to work was my not being home when the soda blaster came. He had assured me that he could protect the surrounding paint and only blast in the boot. Nonetheless I carefully masked off around and inside the boot carefully, including boot lid hinges, prop, wiring harness and filler neck. I also masked around the perimeter of the vertical panel separating the cabin from the boot to stop the dust getting in to the cabin. To mask inside the cabin, I removed the parcel shelf carpet. Unfortunately it would seem the this was interpreted by the soda blaster as me asking for the parcel shelf to be blasted, which was entirely unnecessary. The result was a cabin with dust everywhere! In some places there actual piles of sodium bicarbonate a centimetre and more high, and in many places forced into narrow inaccessible crevices.



Small pinholes, and more than just pinholes (!!) and not unfortunately not localized to just one area. Things are looking more serious! The last photo is of some of the foam I extracted, placed on each side between the corner boot floor panels behind each wheel arch on the sides and the inner surface of the mudguard, still there from when



the car was first assembled in Enfield, Sydney, at Pressed Metal Corporation, in September 1965. It was all still in there, intact and complete, and, remarkably, utterly dry.





As the photos demonstrate, the two boot floor corner sections have been put in now. Predominantly as a result of the previous insertion of a repair section in the trailing edge of my boot (circa 1977) with a slightly inaccurate radius, the near side panel took quite a deal of fettling by Robert to allow it to fit nicely.



The main section of the boot floor is next. The reproduction panel had serious discrepancies from the original. The panel now sourced from British Motor Heritage is better, but is roughly produced, poorly finished and still shows differences from the original, which will unfortunately need further time consuming attention by the artisan Robert.

Another discovery from taking out the boot carpet was that the wiring harness had been cut into, spliced and wrapped in PVC tape. I have no idea when this happened, by who, nor even why. The car had been rewired in 2006, using a brand new cloth-wrapped wiring harness. So it was fortunate that a new unused early MGB rear harness came up for sale recently at a reasonable price.



And poor Robert got into all this by having very kindly offered to repaint the interior of my boot in readiness for my upcoming Easter road trip in my MGB to Wodonga!

He may understandably be reluctant to ever again help me with a seemingly small task on one of my MGs again. The Wodonga trip has since been cancelled. Hmm...Robert, I'd love my MGA to be Katoomba Grey again! :-D

Tom and Robert's problem solving and finishing touches

Reproduction items for our MGs are repeatedly poorly done. The people giving the go-ahead for these parts clearly are inattentive to important details, time and again. A good example is my present need to source a new boot floor for my MGB.

In particular, look at the swage pressings reinforcing the front lower corner that runs across this section of the floor in the original. Then look at the half hearted purely cosmetic impressions made in the reproduction floor in an attempt to look, at a glance, similar to the original.

Those swages are there for a reason, to stiffen that folded line in the panel. Without them, with a load in the boot, even the weight of the spare and the fuel tank, which is bolted to the underside of the boot floor, would cause the floor to go up down as the car travels over every day bumps in the road. Apart from noise, ultimately a metal fatigue fracture would almost certainly ultimately result along this fold in the panel.

Also compare the mounting for the spare wheel/tyre. The original has a raised star shaped form, integrated with a substantial circular plate which is welded to the boot floor. The reproduction floor just has a copy of the raised star formation. Again the strength of the configuration in the reproduction boot floor is significantly compromised.

Article written by Tom Aczel and published on line by UK MGB Register. Part 2 to follow in May Opposite Lock

2022 MG National Meeting

Bulletin 1



You are invited to join MG Car Club Newcastle

“MGs by the Lake” 15th to 19th April 2022

Lake Macquarie Easter 2022

All the traditional activities & events

All social events will be held at Club Macquarie in Argenton. A variety of accommodation is available close by, including 36 rooms at the club's own motel.

Friday- Registration & Noggin n Natter & Rocket Cover Racing

Club Macquarie is just 5 minutes' drive from the Lake, and is the venue for Registration and all the evening social events.

Saturday -The Concours

The Concours will be held in beautiful Speers Point Park, right on the shore of Lake Macquarie, with a large paved area available on the off-chance of inclement weather.

We are also planning an optional scenic cruise on the Lake.

Sunday - Speed Event

Those with the need for speed will be able to test themselves and their cars on our recently extended and improved Hillclimb at the Club's Ringwood Park .

Monday - Motorkhana

The motorkhana will take place right alongside Lake Macquarie at Rathmines, a 20 minute drive from Club Macquarie. This is where the famous Catalina Flying Boats were stationed during the 2nd World War, and the area is steeped in history.

Sunday & Monday - Touring Events

Lake Macquarie will be the backdrop for the Observation Event and Kimber Run. Participants will enjoy the scenic landscape, interesting roads, and testing questions.

Saturday & Monday - Social Events

The Theme Night and Presentation Dinner will be held at Club Macquarie. “Back to the Sixties” to mark the 60th anniversary of the launch of the MGB.

Tuesday - Farewell Breakfast

On Lake Macquarie at the Belmont 16 Foot Sailing Club.

A Special Note about Accommodation

“MGs by the Lake” will coincide with the Australian Deaf Games being held in the area so accommodation will be in demand. The NatMeet website provides a list of accommodation and we strongly encourage you to make early reservations.

Go to Website - www.natmeet2022.mgcarclub.com.au/ and click on Express Interest
Chair Bruce Fraser chair.mgnatmeet2022@gmail.com
Secretary Fran Hodgson mgnatmeet2022@gmail.com

MG Motor expand MG HS SUV Range



Premium style

The MG HS AWD carries with it the premium European styling features of the MG HS range. Sleek body lines, diamond cut 18-inch alloy wheels and chrome roof rails deliver a look of refined elegance.

The MG badge sits in the centre of an exclusive grille design with chrome surround and satin silver inlay radiating out from the iconic MG octagon badge. The door mirrors and door handles are finished in body colour with chrome highlights on the fog light surrounds, side sills and window trims giving the MG HS AWD a premium finish.

LED headlights complete the face of the vehicle while the LED 'London Eye' daytime running lights acknowledge its styling influence.

The MG HS AWD is available in five colours, including York White, Phantom Red Metallic, Surfing Blue Metallic, Black Pearl Metallic and Pearl White Metallic. Further, the MG HS AWD

features a leather trimmed steering wheel with audio controls and paddle shift.

Sporty metal trim pedals and satin chrome highlights are added to the interior door handles, air vents and steering wheel, and an electric tailgate is included as standard.

The Essence X specification for the MG HS AWD includes a Stargazer Panoramic Sunroof - one of the largest in the segment - bringing a wealth of style and comfort to the marque's flagship vehicle. Essence X also receives a leather interior and Sports Seats with integrated headrests, front seat heating and electric adjustment for driver and passenger.

Safety as standard

The MG HS range has achieved the highest standard of safety in Australia, with a five-star ANCAP safety rating. The MG HS AWD also comes with six airbags, ABS with electronic brake force distribution and seat belt warning lights for both front and rear occupants.

MG Pilot

From alerting drivers to potential collision hazards to clever systems that help them to maintain traction and stability, the new MG HS AWD comes with the renowned MG Pilot driver safety technology system as standard.

Popular with MG customers, MG Pilot makes driving a joy with Automatic Emergency Braking, Adaptive Cruise Control, Forward Collision Warning, Lane Assist System, Intelligent Speed Assistance System, Intelligent Headlamp Control and Traffic Jam Assist.

It also features Rear Cross Traffic Alert, Blind Spot Detection, Door Opening Warning, Pedestrian Detection and a 360-degree camera (Essence X) to provide owners with full visibility when manoeuvring, MG Pilot acts as an extra set of eyes and ears on the road.

Technology & innovation

The MG HS AWD features elevated levels of technology, with a segment leading 10.1" multi-function colour touchscreen, Apple CarPlay, Android Auto, Bluetooth, four USB charging points, inbuilt satellite navigation and a 6-speaker audio system.

The MG HS AWD also features dual-zone climate control, rear air-conditioning vents, cabin pollen filter and a front-centre armrest with a cooling function to allow for cold water bottles on those hot summer days.

For more information on the MG HS AWD, please visit: <https://mgmotor.com.au/models/mg-hs/>

Sydney, Australia, 02 March 2021: MG Motor today expands its mid-sized MG HS SUV range with the introduction of its first all-wheel drive model variants for Australia, the MG HS Excite X and MG HS Essence X.

Starting from \$37,990 driveaway and backed by a seven-year unlimited kilometre warranty, the MG HS AWD offers a stylish, purposeful, safe and sporty option for customers looking for enhanced dynamic capability from their MG.

The new MG HS AWD features a 2.0-litre turbo petrol engine, delivering the power needed to support the vehicle's intelligent all-wheel drive capability. Included as standard is the MG Pilot driver safety technology system, a comprehensive suite of active and passive driver assistance technologies that complements the driver, lends a helping hand and gives added confidence on the road.

"When we launched the MG HS, we offered our customers a premium mid-sized SUV packed with style, high levels of technology, safety and assurance, said Peter Ciao, CEO, MG Motor Australia and New Zealand.

"Since then, we have listened closely to our customers, and today we launch our first all-wheel drive SUV in response to their feedback for a variant that offers additional capability for their everyday driving adventures.

"Whether it's taking the family to the local sports field, navigating urban commutes in style or escaping with friends over a weekend, the MG HS AWD perfectly complements the Australian lifestyle, and we are proud to bring this to our customers."

The new MG HS AWD arrives in dealerships nationally in March 2021.

Increased performance

Featuring a responsive 2.0-litre turbocharged four-cylinder petrol engine, the MG HS AWD produces 168kW and 360Nm.

The powertrain is ably backed by a six-speed twin clutch transmission.

The MG HS AWD comes equipped with Eco, Normal, Sports and Custom driving modes to provide options for whatever situation it encounters. Paddle shifters and a Super Sports setting also releases maximum torque from the engine to enable better acceleration.



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MG Pre-War and TYme Event

Event Information and Registration is now available for the MG Pre-War and TYme Event to be held in Canberra from 1 to 4 October 2021. The information and registration form can be found at: <https://mgcccanberra.org.au/>

Inquiries concerning the event may be sent by email to mg-pre-war-tyme@mgcccanberra.org.au, or by phone to:

- Pre-War Registrants: Malcolm Robertson 0408 627 685
- T Type and Y Type Registrants: Kent Brown 0412 558 029






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Letter to the Editor

THE MISSING "TE" NOMENCLATURE

For some time I have puzzled over the missing "TE" Nomenclature in the MG "T Series" Why was it passed over as the "TD" was followed by the "TF"

The only way to satisfy my curiosity was to ask the question in the hope of a positive answer.

Fellow members of the MGRA club were also enlightened on the subject. Having been directed to try with the MG Car Club Canberra historian, I emailed the club's president who referred me to Malcolm Robertson.

Malcolm offered his thoughts on the matter but had no official explanation. One of Malcolm's amusing thoughts related to the "T Series" success in North America and that around the same time the Disney character "Minnie Mouse" was very popular. One of her characteristics was to express her delight by saying "TEE HEE, TEE HEE" frequently and that maybe, the Morris Garages and BMC Executives, considered that a "TE" series may attract some ridicule, particularly from competitors because of Minnie Mouse's mutterings.

My next port of call was the MG Car Club UK where my inquiry was referred to one of the club committee members, Paul Plummer and as a result an explanation as to why the "TE" Nomenclature was passed over is as follows and I quote:-
"Why no TE?"

The prefix (and indeed the suffix) 'E' was in the nomenclature of MG part numbers used to designate Experimental projects and cars for example, EX 175 prototype MGA.

It was therefore decided that the use of E would be confusing and the nomenclature jumped from TD to TF.

Hope this is helpful, Paul Plummer."

Ray Johnson

Gathering of the Faithful 10-12 September 2021

Thank you to all of you who have recently asked about Gathering of the Faithful 2021 in Wagga Wagga and for your continued support of this event.

We understand that many of our entrants make their accommodation booking in advance so with this in mind.

We are planning on going ahead with this event in 2021 (COVID permitting) and the dates will be 10-11-12th of September 2021.

We have booked Cross Street carpark, which is the same as last year and Mercure Wagga Wagga for our Saturday formal dinner.

This may influence where you might stay.

We are hoping to get the entry forms out at Easter time!

Michael Reeves Gathering of the Faithful Coordinator


Peter Baldry MG Car Club Contact
0407 102 279

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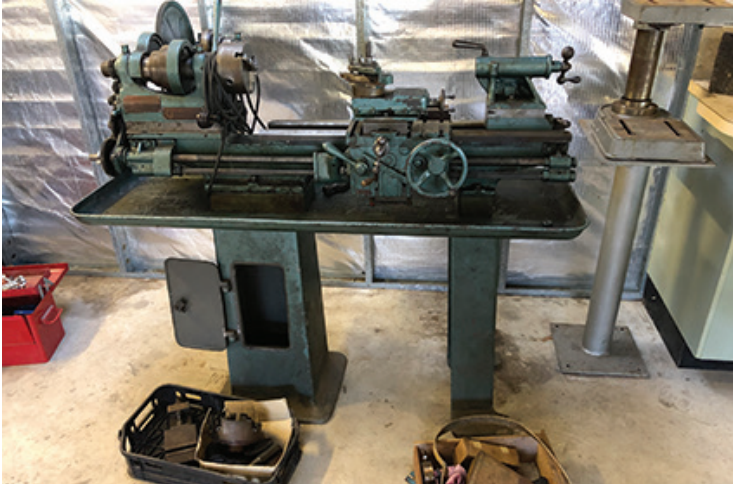
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Tom's New Toys



The gentleman who so kindly assisted me in replacing my rusted out MGB boot floor, Robert Pope thought (very correctly) that my shed work bench was much too small.

So, he whipped up a new bench for me!! Thanks Robert.

Also, I now have a hoist in my shed!! That's Robert under my MGB when we first tried it out. By using the shorter additional spacers at the rear, and winding the pads up further at the front, I get another 6" of lift, so I can stand quite comfortably underneath.

I now also have acquired a lathe (!) and a proper drill, so I have plenty to work with once I retire!

I just need to skill up first!!

Tom Aczel



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Tom Aczel's MGA & MGB out on a country spin



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Support your club and complete your wardrobe with the MG Car Club regalia range ready for when we can all resume enjoying our MGs again.

Available in mens and womens cuts and sizes.

Contact: Granville Harris on 0414 880 374

granville2@bigpond.com to order. Alternatively shop online at our web site shop : mgcarclubsydney.com.au



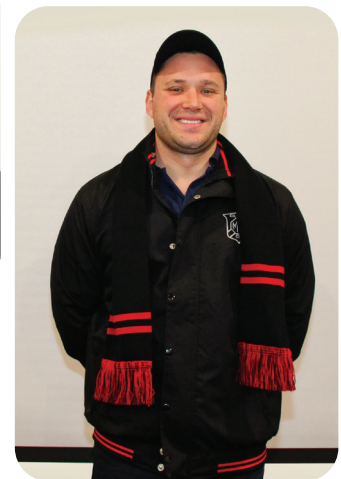
Ashley is wearing the ladies only quilted puffer jacket, made from quilted micro fibre with black tone on tone club badge on sleeve. \$180



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



The Illawarra register's program for the year is based on advertised social events in conjunction with the Jaguar drivers Club of Australia, Illawarra & Southern Highlands Register and by observing the relevant COVID health restrictions. We plan to continue with relaxing outdoor venue social runs to which you can bring out the MG if the weather is reasonable or the modern if it isn't!

Unfortunately this report is being submitted just before our first run for 202, which is a twilight social run to Stuart Park, Hanley Drive North Wollongong, commencing at 6pm on Thursday 25th March.

I will provide a report on this activity in the next

Opposite Lock, assuming that it is not washed out by the very heavy flood rains we have experienced at the beginning of this week.

I would like to advise that our long delayed Wings Over Illawarra 2021 event which has now been rescheduled for Sat/Sun 13-14 November 2021 see:- <https://wingsoverillawarra.com.au/> for early details

We have scheduled an MG Car Club Illawarra Register run for the Saturday 13 Nov 2021, so please book it into your diary now.

I have attached some photos of early Wings Over Illawarra activities to encourage you to include it in your forward planning. Let the good times roll!

Michael Hough Illawarra Registrar





Krista Lombardo Hawke the proud owner of a new MG HS SUV



Workshop Hire from \$25 per hour.

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

- Workshop hire \$25 per hour.
- Add \$10 for a hoist.
- Add \$30 for one on one coaching.

We also provide project management for major repair or restoration and run regular maintenance classes for beginner to intermediate owners.

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Use promo code **HAYSTACKMG** at checkout to receive a 10% discount off your needle order.

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Great deals if you mention this ad.

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ASHFIELD CYCLES

Shannons Sydney Classic Sunday 15th August 2021



Sydney Motorsport Park.

Display your MG with other members of the MG Car Club and the opportunity to drive a lap of the Race Track.

Entry to display your car is by ticket only, and only a limited number of tickets will be available to the club.

Contact: Greg Fereday 0408 611 427
gregfereday1@gmail.com to reserve your place. Tickets will be available nearer to August when issued by the CMC.

Over 1900 Veteran & Classic vehicles from over 110 clubs on display at Sydney Motorsport Park Eastern Creek, including cars, motorbikes, scooters and military vehicles, police vehicles, ambulances & fire engines. It's on rain, hail or shine. There's also plenty to see and do indoors!

Double-decker bus rides around the track (gold coin donation for the Bus Museum)
Trade displays in Pit Garages all day with books, models & all sorts of memorabilia available for sale at the CMC Markets, plus live music.

Don't forget, this is very close to Father's Day, so come along and pick up a gift that Dad will love!

It's a day for all the family with lots of things for Dad, Mum and not forgetting the kids with clowns, face painting and lots more – and it's free entry for kids under 16 years!

The CMC Trade Stalls and CMC Markets are a fabulous collection of car and non-car merchandisers, taking up every one of Sydney Motorsport Park's 50 double garages in the main pit building with thousands of wares, specials and collectibles!

There is something for everyone – and the markets run on the Saturday during the Morgan Supersprint (free entry), as well as on Sunday for the CMC Shannon's Sydney Classic day.

Modified Hi-Torque "Gold Spark" Starter Motors

Suits all TC, TD, TF, MGA and all MGB models incl. MGB GT V8, plus MGF & TF, & specials to order

- * Reduction geared - gives 200% more cranking torque
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Classifieds - Cars

MGR V8 Modern Classic



Serial No 561
Registration Feb 2022
Complete respray of Woodcote Green, windscreen surround repaired and rust proofed inside.
Restored with: -
German EZ adj power steering
Brown & Gammons power windows
Replaced rear main seal & gaskets to engine
Professionally fitted new hood
New Clutch & pressure plate
Leather & upholstery steam cleaned
Insulation under the carpet.
New Bluetooth Pioneer Stereo with Electric automatic aerial.
New rack boots & floor mats
New thermo fan, Radiator cover & thermostat
Land Rover Discovery Brass coolant filler plug
Reco Radiator & Reco Fuel tank
New Silicone Water Hose Set
Hydraulic cylinders have been reconditioned, with stainless sleeves.
Flexible hydraulic hoses removed & cleaned, all other hoses back pressure blown through.
Machined Discs
Fuel system has been back flushed, blown out and new filters fitted.
Air conditioning cleaned & regassed.
Polymer front sway bar rubbers & Bump stops fitted
Polymer Gearbox remote Bushes
New front blinkers & rear fog lights
Price: \$47,250
Contact: Ross Freeman 0412239118
freemanross@hotmail.com



1976 MGB GT

Professionally repainted body & dashboard
Rebuilt engine with Camtech camshaft
Rebuilt full synchro gearbox with overdrive, electronic distributor
Motolita steering wheel.
122K kms. Near new Pirelli P6 tyres.
Price: 22,500 ONO
Contact: Alan Heritage 0418 459 496
alanheritage@yahoo.com.au



1976 MG Midget

1500cc, with overhauled head, S.U.s, diff with new 3.55CW&P, 4 shocks, radiator, Complete brake and king pin overhauled, Most work done by Bob Rowntree. Has wire wheels and is speedy.
Price: \$13,500 ONO
Contact: Steve Foldhazy 9680 4648
mccgtsf@yahoo.com.au



MCCGT 1968

UK model in Sydney for over 45 years. original, interior magic condition with very rare original factory carpets.
Suspension rebuilt, new bushes & adjustable shocks & adjustable sway bar. Total brake rebuild
Bumpers need recroming.
Prices in UK are much higher and cars here starting to be reimported to UK
Price: \$33,000,
Contact: Steve Foldhazy 9680 4648
mccgtsf@yahoo.com.au

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Classifieds - Cars



MG TC 1949

This car has been lovingly cared for, restored, in very good condition & drives well.

Fully plated & documents available
Green, plates :MG2064

Engine No: 1090

Chassis: TC 9315

Restored By: Peninsular Sports Car 2019
Moxham Garage 2016

Price: \$52,000

Contact: David Moorehead
0417 250 037

davidmoorehead7@gmail.com

1973 P76V8

Overhauled 5.5 speed & new LSD in diff..New vented discs & 4 piston caliper Tuned Exhaust headers & new dual exhaust , 4 barrel manifold with Holley 600cfm. Electronic ignition New suspension bushes with K-Mac springs & sway bars with Koni shocks. 8" Minilites , with new 245" Dunlop SportsMaxx tyres New Sanden air con pump & rebuilt radiator

Most work done by Noel Delforce Leyland engineer. Quicker than BGTV8 and handles better than Commondor.;Shannons insured for \$32K ,

Price: \$22,000 ONO

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mgcgtsf@yahoo.com.au



1957 Austin Lancer Series "1"

Open to genuine offers

Striped out to shell ready for sand blast or soda blast

Body in good condition, some rust in floor pan+ 2nd for repairing and rear sill, surface rust only,has very good panel fit

4 x spare doors & glass

1 x spare boot lid & 1 front cowl

Bumper bars & 2 x spare front guards

2 x spare tail shaft

1 x set rear springs, new bushes

1 x original motor complete,dismantled 1 x 1500cc spare motor complete

1 x 1600cc spare motor, plate

1 x 1800cc spare motor block 5

1 x gear box in good condition

2 x gear boxes, spares +original

1 x rear axle in as new condition

2 x diff centres good condition

2 x sets of glass front& rear doors

1 x set front suspension ready for use with new bushes + a spare set

Number of starter motors/gen.

All parts are boxed & label,unable to finishn due to hand imjury

Contact: Pat 0409 913 031.

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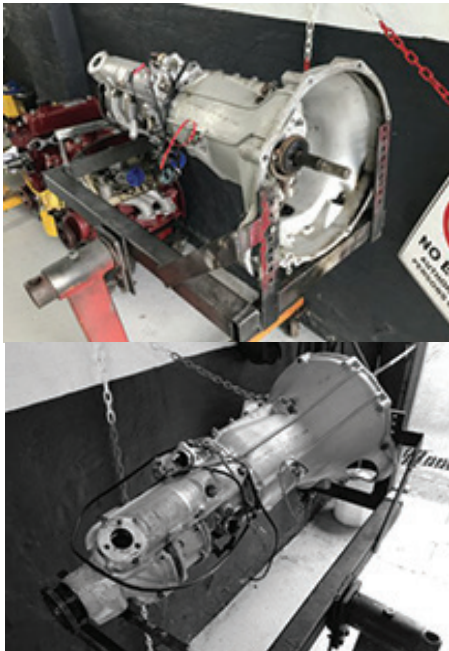
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Contact: Geoff Morse Peninsula Sports Car Services 9907 2069



FREE MGA Underfelt

Brand new underfelt, ready for your next conversion.

Location: Seaforth or make arrangements to bring to next club meeting

Contact: Brian Woolmer
0407 274 655

MG & Motoring Books for Sale.

I am a member of MGCC Hunter in Newcastle and the Sydney Club many moons ago.

I have owned my TF for 52 years.

I am downsizing my book collection due to shortage of space and have prepared a list with descriptions.

MG & other Motoring Books for sale.

Contact: Rob for the list
robertanddenny@gmail.com.



NEW



Pair of Sun Visors in very good condition. No weather or sun damage, a small bit of corrosion on the metal arms, but nothing serious, configured for a LHD vehicle.

Price: \$145 ono.

Hood Storage Cover suit MGB

Price: \$375 ono.

Contact: Phil Gibbs (Peakhurst), 9534-2276
freeway64@optusnet.com.au.

Wanted

MGB 1969

I am a new member and want to buy a fully restored red MGB convertible

Cash buyer living in Sydney.

John Eddy 0419 999 019

jreddy2093@gmail.com

MGB Roadster.

I am looking for a rubber bumper MGB roadster. LHD would be an advantage but not too worried.

Location: Brisbane.

For MGTF ...Wanted

Side curtains front & rear,

Condition not a problem

Side screens x2 front

Side screens x2 rear

Aluminium louvered engine vent under the front mudguard x1

Location: Newcastle

Contact: Ken Lees

0414 494 448

ken.lees1234@gmail.com



MGB Haynes Workshop Manual \$15
MGB Guide to purchase and DIY restoration - Lindsay Porter - \$15
BMC and Leyland B-Series Engine Data - Lindsay Porter, pristine \$15
Improve and modify MGB - Porter and Pollard, pristine \$15
SU Carburettors Types H,HD,HS,HIF, to 1976 -Haynes tuning and overhaul, specs + Carb Balancer Kit \$15
Original MG Handbook for Tourer GHN4 and GT(GHD4) - \$10
6+ extensive parts catalogues from 70s to 80s history of the Marque, large number of MG Enthusiast from 70s to 80s, other Classic Car issues that covered MGB. As new MG logo leather gearstick cover, and fob key ring to gift to buyers.

Location: West Chatswood Sydney

Contact: Basil Laszynsk

0415 744 070.

blazy46@gmail.com



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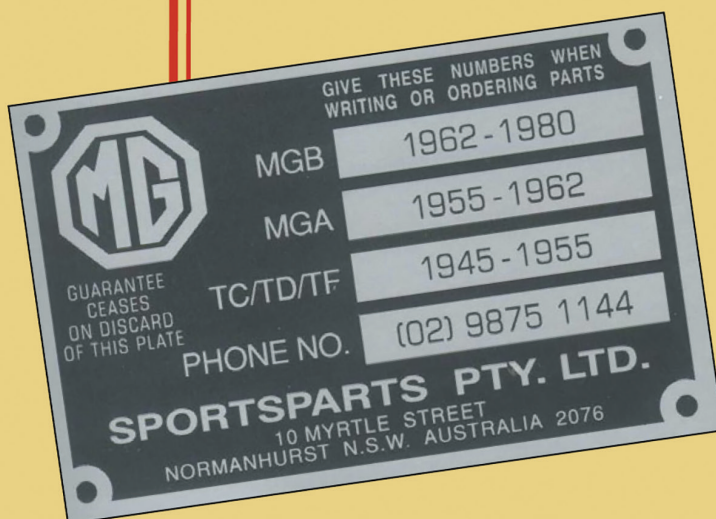
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