



Official Journal of the MG Car Club – Sydney

Opposite Lock



August 2021

In this issue

Conditional Registration

HSRCA Sporting Report

1977 Queens Silver Jubilee
Special

MG Forum

MGCC Sydney Club Calendar 2021

AUGUST

10 Members Gathering, **ZOOM Meeting.**

All other club activities which had been planned for August have been postponed or cancelled due to the Sydney Lockdown.

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 Wakefield 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
9 HART Driver Training. Alan Heritage
10 Bathurst 1000, Mount Panorama*
POSTPONED UNTIL NOVEMBER DTC
12 Members Gathering, Strathfield Golf Club
17 MGCC Concours & All British Day King's School David Noble & Allen Gower

20 Mid Week Muster, Bob Parkinson
21 Illawarra Register Run, Michael Hough
31 CSCA Sydney Motorsport Park, North hosted by Jaguar

NOVEMBER

1 Board Meeting
7 MGA/MGB Workshop Day Greg Keenan
7 North Shore Sporting Club- St Ives
9 MGCC Annual General Meeting & Rocket Cover Racing, 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 Christmas Party, 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*



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President's Report

As we move into August who would have thought we would be back into such a restrictive lock down. I sincerely hope all members are coping with the current situation and that together we may move out of lock down in a positive manner sometime in September. Just like we did last year.

If any members are feeling isolated, might I suggest the Zoom format, which whilst by no means totally ideal, does give us all a chance to share our support for each other in this trying time. If any member would like some instruction on how to arrange a Zoom meeting, please contact Seth Reinhardt web@mgcarclubsydney.com.au, who will be happy to oblige.

To that end I am pleased to announce that the August meeting will be via Zoom and it is our intention to source an international guest speaker for the evening. More details will come out during the week in the form of a Running Board. However, expect a link via email during the week.

Again, on a positive note the Board would like to seek members thoughts as how best we may improve members experience over the remaining months of 2021.

Club Runs

Whilst a number of the recent runs have been cancelled, there are still a number of official runs scheduled for the rest of the year. All of these are on the club calendar which may be accessed through the website. As an example, the much-anticipated run on the 26th September hosted by the C & V8 Register is a fine example. Details for this run will be out shortly.

In addition, we may be able to squeeze in some of the cancelled runs if there is space in the calendar in the latter part of the year.

Details for the Presidents Run, planned for a Saturday night sometime in September or October will come out after we have more details on the easing of Covid restrictions.

Suggestions

As I mentioned above at the Zoom meeting in August the Board are seeking your input on how we may be able to add value to membership for the remainder of the year. Some ideas so far: -

- Saturday evening Runs finishing at a dinner venue.
- Two day runs to country destinations with an overnight stop over.
- Three day runs to destinations that are a little further out of Sydney. Runs such as the two listed above would afford us the opportunity to meet up with some of our chapter members in the western cities of NSW.
- Attend a pub run trivia night so that you may "Bone Up" for the Christmas party in December.
- Book a Motorkhana at the Fiat track if available.
- A joint event with another club e.g., Mercedes, as they have done before or perhaps Triumph as they have done in the UK.

If you have a suggestion, please forward it you me via my personal email charlie@chariefrew.com

Only items tabled with me prior to Saturday 7th August will be discussed on the evening of the August meeting.

Cancellations

Please note: all major events for August and some for September have been cancelled or postponed.

Still Happening

At this stage the Concours d'Elegance combined with the All British Day is still on. So, if like me you don't have a lot on, then now is the perfect time to bring your "beloved" up to speed.

Also please note the Pre-War and TYme Event for 2021 scheduled from Friday 1st to Monday 4th October is still very much on. Registration is now open via the Canberra website.

As always, enjoy the month, stay safe and I look forward to seeing you all at our August meeting all be it on line.



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!

Stephen Leondiou	Mazda
Vince Monardo	MGB
Patrick Mulvihill	RV8
Clive Brunette	MGA, MGB, TD
Bruce Skinner	MGB
Peter Donnelly & Rita Sallustio	MGF
Geoffrey Irwin	MGB
Michael Minaca	MGB
John Lidgard	MGB
Jo Kenderes	-
Garry & Jennifer Wood	MGB
Shane Harrod	MGB



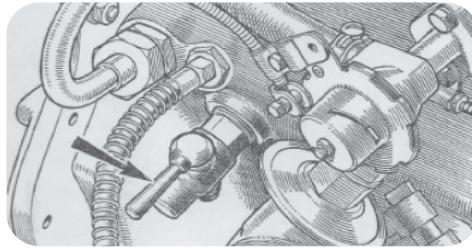
So, you have bought a 'new' MG, or you have unearthed one long lost in the garage or you have finally finished that 'long, long, longer than you expected' restoration and decided to now join the club.

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*



Page 12: HSRCA Sporting Report



Page 22: B Series Engine Cooling System Drain Tap



Page 14-15: 1977 Queens Silver Jubilee Special



Page 24: MG Forum



Page 18: Illawarra Register



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web: mgcarclubsydney.com.au

Magazine contributions:
editor@mgcarclubsydney.com.au

Monthly Club Gatherings are held
 the second Tuesday of the month at
 Strathfield Golf Club,
 52, Weeroona Road , Strathfield.



August 2021 Cover:

Taken by Scott Bailey on the Tour de Young.

August 2021 *Opposite Lock*

Contributing photographers:

Thanks To:

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MG CAR CLUB OF NSW ANNUAL CONCOURS DISPLAY DAY



HELD IN CONJUNCTION WITH THE ALL BRITISH DAY
SUNDAY 17th OCTOBER 2021



Bring the family and have a great day
At the picturesque
THE KING'S SCHOOL
Pennant Hills Road
North Parramatta



Display cars are to enter via Masons Drive
North Parramatta
Gates opening at 7:00am
Cars in position by 9:00am



Display cars are not to leave until judging
& presentations are complete

Judging of all Classes of MGs &
Rocker Cover Racers

Concours d'Elegance, Show & Shine

Tickets are required for entry and the model of MG is required when registering.

The MG Car Club is sponsoring the event, however a \$10 refundable deposit is required.

There is a limit of only 120 cars so get your booking in early.

Register by going to the calendar on the MGCC Wild Apricot website, at the following link:

<https://mgccs.wildapricot.org/event-4383759>

If you're not already logged in, it will then require you to do so

You will then be guided through your registration & payment.

Please register by 17th September 2021.

For any additional information please contact either:

Allen Gower: 0439 650 401

David Noble: 0414 576 376
allenandyvonne@bigpond.com
david.noble070@gmail.com

POSTPONED UNTIL FURTHER NOTICE

AUGUST



Southern Highlands Run

'Lunch at Sutton Forest Inn'

Sunday 8th August

T.C. Run - All Cars Welcome



Come enjoy the great country roads via
Yanderra / Springfields / Werai / Exeter & Sutton Forest
ending with a lunch at Sutton Forest Inn
Join us and enjoy the day!

Directions:
Meet at McDonalds Narellan
CRN of Northern Rd &
Camden Valley Way.
10am Start.



Book Now:

www.mgcarclubsydney.com.au

John Carter - 0416292929

johnmartincarter@gmail.com

RSVP. 1st - August - 2021

Bookings are strictly limited



BREAKFAST RUN – THIRROUL BEACH PAVILION

POSTPONED UNTIL FURTHER NOTICE

Organised by the MGF/TF Register - All Welcome

Join us for a wonderful drive via an interesting & easy route through some iconic mountain scenery to Thirroul followed by a tasty casual breakfast on the beachfront at the historic Thirroul Beach Pavilion.

Meet: 7:45 am at McDonalds, Allison Cres, Menai, NSW (parking adjacent at Menai Park in Duncombe Place) for 8:00 am departure. Remember COVID restrictions not to congregate and to maintain social distance.

Cost: \$ 21 for breakfast per person. Payment on booking required.

Bring: Your MG (or your daily drive). All models of MG new & old are welcome. Pen/ pencil to write on route notes.

Bookings: By Sunday 11 July 2021.

email to Mark Robson at markr@australwright.com.au.

Navigation: Easy directions – this is not a navigation run

Parking: Plenty of off street parking & a short 50 metre walk to Thirroul Beach Pavilion.

Breakfast: Eggs on toast with one of your choice of 9 different side dishes. Tea & Coffee

Payment: \$21 per person EFT deposit to the MG Car Club's account. St George Bank Limited
BSB:112-879 Account No. 043 811 680
Please include your surname & "Thirroul" in the transaction description: e.g. Brown - Thirroul



Conditional Registration



As you will have heard the club has a new Membership system for managing the club's affairs. This eventually will include the management of the Conditional Registration process which up to this time has been a mail in/out process only.

For those members who do not have access to a computer please continue with the mail in process.
PO Box 363, Seaforth 2092.

You can now send in documents by email as outlined below.

Step 1 - Go to the club website and follow the links MG Car Club > Conditional Registration > [Historic](#).

Step 2 - Select the Historic Vehicle Declaration form (red). This will take you to the RMS website. Locate the required form. Type your details into the left hand side of the form and then print it. It will print in .pdf format. Close the form.

Step 3 - Find and print the Club Declaration form then complete the details.

Brian Woolmer



Step 4 -

Pay the club fee of \$20 by direct deposit to St George Bank BSB 112 – 879

A/C 0438 11680 and note your name/rego number on the transfer. Print a receipt.

Step 5 - Scan separate and legible copies of a current pink slip for the vehicle, a copy of the renewal notice, your club declaration, your receipt and the completed Historic Vehicle Declaration (.pdf).

Email these as attachments to the club's Plate Registrar clubrego@mgcarclubsydney.com.au

The Plate registrar will print your HVDec, check other documents then sign, date and stamp the Declaration.

The Declaration form will be returned to you by normal post as the RMS must see the original details of the Plate Registrar including the club stamp.

This process will be similar when we eventually transition completely to the new Membership System.

If you have any queries please call the Plate Registrar Brian Woolmer on 0407 274 655.

clubrego@mgcarclubsydney.com.au

Brian Woolmer Plate Registrar

Shannons Sydney Classic 15th August

POSTPONED UNTIL FURTHER NOTICE

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.

If you have reserved a ticket for the event it is now time to pay \$25.00 online to the club account:

MGCC St George Bank, BSB 112-879 Account # 043811680

Please note your "Surname and Shannons" in payment description.

Tickets will be available once paid for at the July gathering.

If you cannot pick up at the meetings, please add \$2.00 and the ticket will be mailed to you.

Tickets not paid for before the July 13th meeting will be offered to those on the reserve list at the July meeting.

Contact: Greg Fereday 0408 611 427 gregfereday1@gmail.com

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.

Greg Fereday



Unfortunately due to the current circumstances with Covid 19 Restrictions in the Greater Sydney Region, the CMC Committee has had to make the regrettable decision to postpone the Shannon's Sydney Classic 2021, which was to be held on the 15th August.

We are actively working with ARDC, searching possible alternate dates for later in the year.
Stay Safe.




The CMC Committee

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Understanding Conditional Registration

Brian Woolmer



Some people join car clubs to obtain inexpensive Conditional Registration for their old vehicles. Various State Governments offer these owners the privilege of using their vehicles on a limited basis as the cars they operate do not comply with road or design rules for current motor vehicles. This is a right that should not be abused. Car clubs have worked very hard to obtain these concessions and they can just as easily be taken away if the schemes are abused. As owners and members of the MGCC Sydney we have a duty to protect ourselves and our club by acting within the spirit of the regulations governing these schemes. As with any regulations ignorance is no excuse and there are often real or potential situations that fall into the 'grey' areas of operation. If in doubt about eligibility or rules check with the Plate Registrar in the first instance.

There are now two broad schemes for conditional registration: Historic Vehicle (HVS) caters for vehicles older than 30 years that are unmodified except for safety enhancements and allowable modifications.

Classic Vehicles (CVS) caters for vehicles older than 30 years that have modifications requiring an engineer's certificate.

The MGCC Sydney supports both schemes including the 60 day log book option for each scheme. All MGCC members must take up the log book option.

Read each of the following scenarios carefully and think about how you would answer. Although hypothetical many are based on real life examples. Check your thoughts with the responses provided on page 17 of *Opposite Lock*. The answers may encourage you to either re-read the new rules on the RMS or club's website or to give yourself a pat on the back if you get most of the scenarios correct.

Scenario 1

Nowadays, if you have an expired Registration label on your Historically registered MG is that an offence?

Scenario 2

An owner of an MGB who has not yet taken up the logbook option and belongs to the MGCC Sydney takes her car to the local service station to fill up with petrol. She then takes a longer route home (but not more than 8km) and is stopped by the Police before reaching home. Can she be fined?

Scenario 3

A member of the MGCC buys an MGB that is stock standard except for a 5 speed gearbox. Once up on the hoist the buyer notices that the 'ears' holding the original mount have been cut off and a plate welded back in place to take a new non MG gearbox mount. The original cross member remained intact. Would this car be eligible for Historic Registration?

Scenario 4

An owner of an MGB gets a pink slip for a stock standard car. After completing the registration process they go home and put on a set of side draft Webers, manifolds and extractors. Are they in breach of the HVS rules?

Scenario 5

If an MGB or Magnette owner installs a Nissan or Toyota gearbox in their car using an adapter plate would this require an Engineer's certificate?

Scenario 6

Could an MGY owner fit MGA disc brakes to their vehicle without Engineering certification?

Scenario 7

A club member buys a 1960's MGB that is fitted with a roll bar. Can this be registered under HVS?

Scenario 8

Can an MGA owner fit adjustable gas shock absorbers to her

car even though these were never an option offered by MG.

Scenario 9

If an MG TC owner wishes to put a Toyota or Ford Gearbox in their car such that it requires modification to a cross member and/or a gearbox mount. Would this require an Engineer's certificate?

Scenario 10

The owner of an MGA (with a log book) from the MGCC Sydney is invited on a published run by a person from another MG car club. Are they required to complete a log book entry?

Scenario 11

The owner of an MGB goes on a published club run. Halfway through the run they decide to go home via a quite different alternate route. Do they need to complete a log book entry?

Case Study



Here are some pictures of an MGTD.

The car was originally registered in NSW and was stock standard. It was moved to Arizona (USA) where it had some work done on it over several years.

The car was recently returned to Australia and duly registered on Historic Plates.

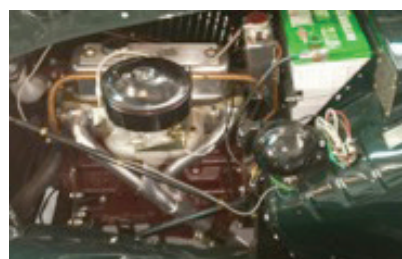
It has an MGB engine with a downdraft Weber, an MGB gearbox and a Salisbury MGB differential.

It is fitted with MG front disc brakes and a separate hydraulic master cylinders for brakes and clutch.

Give at least three reasons why this vehicle is registered incorrectly.

What risk is this owner taking?

Answers Page 21.



Brian Woolmer



Sydney Classic held at Sydney Motorsport Park (SMP) Sat & Sunday June 12th -13th.



Syd Reinhardt out front in blue GSM Dart, Sam Girgis in Yellow MGB, Geoff Pike behind in MGB, Greg Smith in MGB GT with White Stripes

This is one of the two major Historic Race & Regularity Meetings held at SMP each year (Covid 19 Permitting). Two other smaller meetings are also held at Wakefield Park near Goulburn, NSW. The Queen's birthday race weekend is always a big event, even though the Queen has never ventured out to attend & cut her cake, for some reason. This one was planned to be even bigger, as a celebration of the life and design brilliance of Ron Tauranac – the head design engineer for Jack Brabham, resulting in the mighty & successful race cars of Brabham and then RALT cars. At one stage the Brabham factory in England was making over 70 customer Brabham race cars per year, as well as F1 & F2 cars for Jack and his partner drivers over the years, with star drivers like Denny Hulme, Bruce McLaren, Jochen Rindt, & Dan Gurney, and so on! This enterprise was a very successful one, and certainly worth celebrating! Sadly, we now have lost both Sir Jack and Ron to old age.

However, even though the weather was reasonably kind, NSW was affected yet again by a nasty Covid 19 virus outbreak in Victoria, and the resulting access restrictions imposed by the NSW Gument, to the long suffering Victorians. Drivers from Vic. were not permitted into NSW, and this meant most entry fields were depleted, especially the invited MG Racing event, as most of these MGs come from Victoria! What a shame, as this group put on a great show of racing in their MG machines indeed, and we have several local MGs (no apostrophe needed!) & drivers that join in. Our Greg Smith was one member whom had entered his MGBGT in the MG Racing event, and was then invited to compete in the Group S races instead, after the former's cancellation. A lot more was to unfold.

A good team (army) of volunteer Officials from many sources as well as a few from our Club, including regular volunteers Greg Fereday and Ingo Weinberger manned Flag points and the many other Officials positions required for a successful Meeting. Many thanks to all volunteers for your valuable assistance! They are rewarded with some close up action & the viewing of many varied and notable historic machines, including some early F1 winged missiles from the '80s. There was a nice parade of Brabham and RALT cars at lunchtime,

driving at half pace which made images easy to collect in digital form for the photographers.

Member Peter Rose had made contact with me as to a ride out on Saturday along with Peter's brother John, as they were interested in yet another brother, Michael Rose who was racing his beaut yellow Mustang in Group N, and I certainly took up his nice offer. We arrived to a blustery Saturday morning that was fine but cool, and the Café in the main grandstand was very tempting for a hot coffee. Luckily the viewing is still pretty good from the Café (& better up above the main Pits), as we enjoyed some great historic Open Wheeler & "Tin Top" big banger Group C & A V8 racing, as well as Group S racing & Regularity with quite a few members trying to wear out their tyres;

Group S (Sa, Sb & Sc) had 46 entries including members Doug Barbour in his '76 blue Martini flavoured Carrera, mixing with the gaggle of quick Porsches, Syd Reinhardt was in a scarce '63 GSM Dart in the program as being "Wet Dishcloth Blue", (Syd obviously has not seen my worn dishcloth!), Geoff Pike in his '71 BRG B Roadster (struggling in the MG Brigade like many others on well aged tyres, as 14" track rubber is harder to buy now than hen's teeth), Kent Brown from MGCC ACT in ex Col Ward's quick '67 old steed – a black with silver B Roadster, Bob Rowntree in his '63 (Ever) Green/red Mkl roadster, Sam Girgis in his '69 (Architect) Yellow B Roadster, Richard Caller in the '72 "Peninsula Blue" B Roadster hardtop, and the invited Greg Smith in his BRG BGT with white stripes. Several quick MG Midgets were in the mix as well.

The Regularity events program had 26 entries including members Trevor Bly in his Blue B Roadster, Richard Rose in his Rose White MGA and Clay Carter in his mighty green Sunbeam Tiger V8. Unfortunately Clay was a non-starter literally, with a flat battery and damaged starter wiring on Saturday morning, and I did not see Trevor's B on Saturday either, but Trevor confirmed he competed on Sunday. Richard's White Rose was left to compete with the remaining bunch.



Geoff Pike following in his Blue MGB

Great too see a nice mix of MGCC members enjoying their MGs on track at a great local venue (I was still waiting on my MGC GT shell to have its now completed engine transplanted & tested, so had to watch instead). These drivers obviously enjoy some competitive driving, as well as the friendly camaraderie, assistance and loads of "invaluable" free advice available in the pits! This was well demonstrated again, late Sunday

Comfortably sitting up on top of the main pit building, we were listening to the engine symphonies being played down the main straight into the very fast Turn 1. The rise and fall of symphony intensity spells out the location of groups of cars as they move down this shute into the tighter "funnel" of Turn 1 - where all reserves of driver bravery, confidence & grip levels are tested, and then the very fast move on towards the hidden from view Turn 2, and the rest of the play list. The magic sounds re-emerge as cars leave Turn 3 and burst into view again, flying over & across the entrance tunnel heading for the off camber Turn 4, just waiting to slide the rear of the race car. Exhilarating stuff!

The magic engine sound of quality open wheelers such as the 1986 ex F1 turbo cars, at full noise on the straight, and then flying into Turn 1 is well worth watching – but then as we watched, the two leading ex F1 cars (Ferrari and Benetton turbo rockets) came closer & closer into the "funnel" and then touched on entry to Turn 1! I guess they would be doing say, 130 - 140mph, (well over 200kph), and both drivers had a very lucky escape as their tyres did not touch. A bit of bent bodywork on both cars the only evidence of this transgression in race craft.

Not so lucky was member Greg Smith in his Group S race on late Sunday. Seems his BGT and a Lotus Elan touched while coming down the main straight, at full noise. The BGT was speared off nose first into the concrete wall at the side of the straight, and bounced back to the other side, resulting in major damage. Greg was removed and taken to hospital for checking & observation, and was in hospital for a few days for some chest and back injuries. Greg was checked out later that week and is recovering well, thanks to the safety gear drivers are required to wear, and the quick response by crews, and a positive attitude. We all heartily wish Greg the very best for a full recovery, and look forward to his return, when ready. A really nice response by some of Greg's fellow drivers saw all his kit

packed up and the damaged BGT loaded onto his trailer and driven down to Brookvale, awaiting a later pick up by Greg's son & his mate – what a great effort by all involved!

Fortunately, very few accidents occur in Motorsport, especially at Club level and Historic meetings, and all involved with the management of such events work very hard to minimise the risks to drivers, officials and spectators.

Regularity

The next event for racing & Regularity is the HSCRA meeting at Wakefield in August 21. Let me know if you wish to have a run in Regularity, or chat about what is generally required for car and driver.

Let Max Wasson, me, or Peter Rose or know if you wish to just have some serious fun in your MG, by joining us in CSCA Supersprints, Regularity/Rusty Nuts or social events with some like-minded people!

Thanks to all the Officials and Volunteers and the member drivers who all contributed to make this event happen!

NOTE: Max Wasson will get the emailed Supplementary Regulations to send out to drivers.

- Next CSCA Supersprint: MGCC Newcastle CSCA Round 4 on 17th July 21 at Pheasant Wood circuit, Marulan.
- Morgan Owners CSCA Round 5 on Sat 14th August 21 at Sydney Motorsport Park, GP (Gardner) Circuit
- HSRCA Regularity & Race Meeting – 28th and 29th August 2021 at Wakefield Park
- HSRCA Regularity & Race Meeting – 27th and 28th November 2021 Sydney Motorsport Park, GP (Gardner) Circuit.

Please contact Max Wasson or myself Steve Perry for the Supplementary regulations and Entry Forms for future Supersprints, or Rusty Nut racer events, if you wish to give your car a good hard run without the worry of any Police or back seat drivers!

Motorsport..... Have a Go!

Steve Perry

Doug Barbour- Porsche Carrera



1977 Queens Silver Jubilee Special



This is the story, as best as I can tell it, of the special edition, one-off 1977 Silver Jubilee MG BGT.

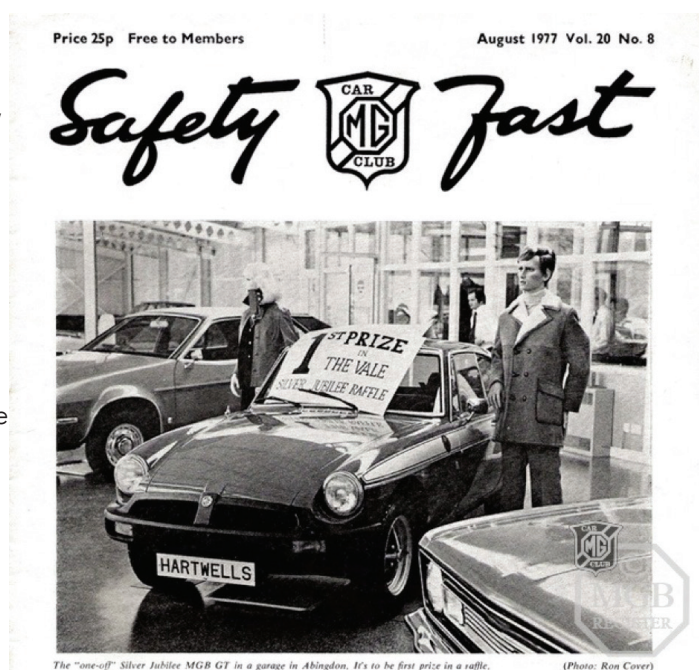
My connection with the car is purely one of circumstance, when in 2020 my late father-in-law signed the vehicle over to his daughter, my wife Doreen, now the registered keeper. Hence it's become my job to polish the chrome, spared only by black rubber bumpers, with a custodial view to keep the car in its original condition and good running order.

As an eleven-year-old in 1977, my lasting memory of the Queen's Silver Jubilee celebration was of a large scoop of red, white and almost fluorescent blue 'Jubilee trifle', un-ceremonially dolloped onto my plate by a rather fierce looking school dinner lady. Whilst barely out of shorts and still causing trouble in the playground, feverishly patriotic plans were afoot all around the country to mark this very special occasion.

As the sizzingly hot year of '76 rolled into '77, a bright spark within the Vale of White Horse District Council approached the MG Car Company Ltd. at Abingdon, proposing an MG be built with a special finish to celebrate the Queen's Silver Jubilee. It was put to the board that the car be raffled in support of the Vale's contribution to the Prince Charles Jubilee Appeal, a fund that today, operating simply as The Queen's Trust, has since made grants of over £80m towards projects helping young people in low-income communities across the UK.

Thankfully, the then MG's board agreed to the idea, and on 5th April 1977 took a car offline to be built and finished in the Rectification Shop. The car was delivered to Hartwells in Kidlington, Oxfordshire on 11th May to be displayed as first prize in the Vale Jubilee Raffle.

They finished MG BGT in a striking Tahiti Blue, with silver-grey trim and silver stripes, the only blue MGB ever to leave the factory. Special Jubilee commemorative badges were fixed over the silver stripes, with waistline strips, wind screen liners and wing mirrors all in chrome, plus Rostyle wheels fitted with chrome rims, making this an altogether very special looking car.



The "one-off" Silver Jubilee MGB GT in a garage in Abingdon. It's to be first prize in a raffle. (Photo: Ron Cover)

Following the raffle on 11th August 1977, the anonymous lady winner decided to sell the car a year later in September 1978 to an Oxford gent, who kept it for just over 7 years, clocking up a modest 1,800 miles.

From January 1986 onwards, despite a succession of owners, very few additional miles were put on the clock.

When eventually in July 1999 my father-in-law Bob French and his neighbour John became joint-owners, and then in the Spring of 2006 Bob became sole owner.

Over a period of years, the car has been shown at selected events, perhaps most notably the 'Silverstone 2000 50th Anniversary'.



Bob with his daughter Doreen and below Mike getting his hands dirty.



Very sadly Bob passed away during the first Covid lockdown of 2020, a truly horrendous time for so many families losing our loved ones; and we miss Bob an awful lot.

He was a senior development engineer working as an innovator in the car industry for over 25 years. Bob was generous to a fault; a dedicated family man and he loved his cars. We drove everything and anything from Citroen 2CVs to GT40s, tho' his penchant was for rare Jags. But the one car he wouldn't let go of was his beloved blue and silver striped Jubilee Special.

For various reasons the car hasn't been seen in public for over a decade, but as custodians next in line and with the help of the MG Car Club, we hope to have it on show for everyone to see and enjoy this summer, on each day of the National Motor Show at Farnborough.

You'll be please to know the car is in great shape for a 44-year-old with just 4,000 miles on the clock.

I certainly wish I looked as good, but then we've all been around the block a few times haven't we.

We especially want to thank John Watson and Mike Barclay at the car club for their enormous generosity, good humour and great knowledge, helping us return the car to good running order ready for the summer. It's a bright blue bullet, primed and ready to go!

Matt Carter

Re printed with kind permission from Paul Scott, Webmaster MGB Register UK.



MGB GT WINDOW GLASS RATTLE

For some time now I have been 'gunna' address the problem of a slightly rattling passenger side window on the BGT. As I have said before, I am the sort of guy that notices every squeak and rattle, but in this case I would only get the rattle at speed on rough country roads, so after taking the GT on such a run I would put it on the to-do-list and then promptly forget about it. However, I had decided to take the GT on Tour de Young and with the prospect of some rough country roads, a wet Sydney day gave me the opportunity to finally get to it.

I had noticed that the stainless steel cover on the pillar at the rear of the door had some scrape marks on it towards the top and the gap between the window and the pillar narrowed at the top. I was pretty sure that the window was just touching the pillar as the car flexed on rough roads at speed. There was also a bit of movement in the window when it was rocked backwards and forwards and side to side. The window needed adjusting.

To get to the window mechanism you have to remove the door trim, handle and window winder. This is pretty easy, but the method differs slightly whether you have a Mk1 car where the door panel is screwed on or later versions where the panel is held on by trim clips.

Once the door panel is off there should be a plastic cover over the door. In many cases this has been removed at some point and not been replaced. I had always reattached mine and it is simply a matter of peeling this back to expose the door.

The first thing I noticed was that the U-shaped felt strip that goes in the rear channel that the window slides in, was sitting on the bottom of the door, completely out of the channel. This would account for some of the movement and rattle. Mine was in good condition so I decided to put it back in. You may be able to slide it up in the channel past the window glass with a bit of fiddling, but if not will need to loosen off the window channel.

There are 2 screws at the bottom and a single bolt at the top of the rear channel. If these are loosened you can move the channel to allow the felt to be inserted into the channel with enough room for it to get past the edge of the window glass. I also put a dab of glue on to make sure it doesn't come out again. Once done, push the channel up against the edge of the glass and tighten the screws and bolt.

Job done, well not quite. The gap between the window and the pillar still narrowed at the top, and when grabbing the rear edge of the window I found that it would tilt slightly towards the front. I won't bore you with all of the different things I tried, but eventually worked out that the alignment of the regulator (that's the mechanism that raises and lowers the glass) was not correct and allowed the front of the glass to be hard up against the stop, but for the rear edge of the glass to have a few millimetres of movement.

Fortunately, this was an easy adjustment. The regulator is held to the door by 4 bolts (see photo) and it was just a matter of loosening these and tilting the plate to take out the movement at the rear of the glass.

This allowed the glass to sit nice and parallel with the rear pillar with an even 5 mm or so gap between the two.

Now the job was done, but before putting the door panel back on I took the opportunity to grease all the moving parts on the regulator using white grease, which is a thick 'clean' grease that sticks well to the metal components.

And of course I reattached the plastic sheet with a bit of contact adhesive, which by the way is what the orange marks are on the door – old contact adhesive, not rust.

John Clarke



HART ADVANCED DRIVER TRAINING DAY

SATURDAY 9TH OCTOBER 2021

Drivers will need at least Ps or Full Licence.



Following up on earlier Defensive Driver Day at HART, St Ives, the MGCC Sydney has partnered with HART to learn more about car control in an Advanced Driver Course.

We would love to see You and your Classic Car participating!!

And what better way to learn... than from experienced Driver Training staff at the

**HART Driver Training Centre, 451 Mona Vale Rd, St Ives
(opposite the St Ives Showground)**

This event will extend the level of driver control including the use of wet surfaces of the skid pan to master unexpected skid control, and to finish the session with challenging laps of the HART circuit. Just bring your Driver's Licence and a registered car.

If you're interested in becoming a safer driver with better skills, email Alan Heritage MGCC Sydney at alanheritage@yahoo.com.au to express your interest.

NOMINATE SATURDAY MORNING OR AFTERNOON SESSION

- **Be there: Morning session 8:00 am for sign on. Finish up at 12 Noon.**
- **Free BBQ Lunch for morning and afternoon sessions at Noon.**
- **For Afternoon session 1pm sign on. Finish up around 5PM**

NOTE: The last event proved popular, so if you're coming.....

REGISTER with payment BEFORE FRIDAY 1ST OCTOBER 2021

Pay the entry fee by direct deposit to **The MG Car Club** (St George Bank Limited, BSB 112-879, Account 043811680 or through **MGCC Wild Apricot** ...

making sure to include **HART / NAME** on your deposit.

Cost: Early Bird \$120 per person per session or \$130 after 1ST October. For further Details: Alan Heritage: 0418 459496, Steve Perry: 0434 275970 or Charlie Frew: 0488 223322

On the Day of the Event, empty all loose items from the cabin and boot, and arrive 15 to 30 minutes before the session for signing on. Fully covered footwear is required, and NO high heels.

Illawarra Register

Michael Hough



The Illawarra register's program has been temporarily suspended during the current NSW Govt Covid lockdown and so unfortunately, we have had to cancel the Christmas in July event scheduled for late in July. We await the developments in the current lockdown- with hope that it will ease soon so we can get back on the road.

So being optimists, we believe the Covid restrictions will have ceased by November, by which time more of us will be vaccinated. We have scheduled an MG Car Club Illawarra Register run for the Saturday 13 Nov 2021. Please put this future date in your MG events diary!

Wings Over Illawarra Sat 13 Nov 2021

Again, I want to invite you to attend as a participant for our long-delayed Wings Over Illawarra 2021 event- which is rescheduled for Sat/Sun 13-14 November 2021.

See: <https://wingsoverillawarra.com.au/> for early details, and I will give full booking instructions next month.

Finally, in the shortage of current MG related photos at present, please find attached my personal selection of some of the aircraft you will see on display at HARS at Wings Over Illawarra 2021 .

Michael Hough Illawarra Registrar



Gathering of the Faithful



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 , dates will be **10-12th of September 2021.**

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

We are hoping to get the entry forms out shortly.

Michael Reeves
Peter Baldry

Gathering of the Faithful
MG Car Club Contact

Coordinator
0407 102 279

leslyandpeter@gmail.com



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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

Answers: Understanding Conditional Registration

Scenario 1 NO – you can display multiple stickers if you wish.

Scenario 2 Yes – As a member of the MGCC Sydney she must take up the logbook option. It is her responsibility to initiate the change. "As per the current logbook rules, maintenance days must be captured in the log book if the club has signed up for the log book option" RMS rules.

Scenario 3 According to RMS Engineering Branch NO – not without an Engineering certificate but only covering the mount.

Scenario 4 They might be as the RMS says the car must be as close to original as possible – but that is drawing a log bow. In the past these changes would have been considered as period modifications (side draft Webers were available at the time. However with the new CVS scheme the RMS no longer accepts Period Modifications and accessories for HVS and is instead guided by VSI 6.0.

Scenario 5 NO – as changes to the floor, tunnel or structural cross members is not required in either case. If they installed a Dellow conversion which comes with a new bolt on gearbox mount, what then? (Would be worth self-certifying by checking with an approved Blue Slip issuer but as the Dellow conversion comes with a bolt on gearbox mount into existing mounting points it would probably be OK.

Scenario 6 NO – even though the brakes were made by MG, disc brakes were never an option for Y types. Changes to the Master cylinder bore may be required to effect proper disc braking performance especially with regard to the positioning of various check valves and possibly dual circuit brakes.

Scenario 7 This is a grey area – "A lot of sports car clubs have tried to say that bolt in Bond rollbars were available back then so they are OK on HVS BUT I would suggest that if they are the type that dealers sold for MGBs and fitted them back then that may be right. But full cages with anti-intrusion bars limiting exit and entry are another matter"

Terry Thompson ACMC

Scenario 8 YES – as modern shocks exceed manufacturer's original specifications. The car may ride a bit harder but that is not a legal issue.

Scenario 9 Likely YES but many kits that come with bolt off/ bolt on packages like Hi Gear should be OK. But the issuer of pink/blue slips should be consulted.

Scenario 10 YES

Scenario 11 YES – The RMS says, "If the return journey does not qualify as a club event then it will need to be captured as part of the 60 days under the logbook.") What if they don't have one? You will be fined if stopped.

Case Study Answers:

The engine transplant exceeds allowable power/capacity limits and engine mounts would have been modified to fit in the non-standard engine.

MGB gearboxes, diffs etc., are not allowed – tunnel mods would have been needed.

MGTD had mechanical clutch and a single Master Cylinder for brakes.

MGTD were never offered with disc brakes as a manufacturer's option.

Driving this vehicle on a public road would expose the owner to fines and/or more seriously personal liability in the event of a 'bingle' or a more serious accident as Hungry lawyers may spoil the party in seeking damages and an Insurer would likely not pay out if they found out that the vehicle was incorrectly registered.

Can the above vehicle be registered under CVS. (Yes but an Engineer may require the following work to be done in order to meet existing ADRs:

Fit collapsible steering

Fit 2 speed wipers

Fit a screen heater demister

Pass a 4 wheel brake test

May require some chassis stiffening

Fit dual circuit braking even with the disc brakes.

To take all of these risks is not very smart. The owner is jeopardising the HVS for others. Once established there is no real operational or financial difference between HVS and CVS. The requirement for certification over one or more modifications will of course vary the cost of certification and will depend on the scale of the checks required.

Brian Woolmer



B-Series Engine Cooling System Drain Tap

On the right side of the B-series engine (MGA, MGB and Magnette), just behind the distributor is a cooling system drain port. Until the Mk II MGB this drain port had a petcock-type drain tap (BMC Part # 3H 576, Moss Motors Part # 470-240). This quaint feature has its origins in the days when antifreeze coolants had not yet been invented. Consequently, people would drain their engines every night during the winter, although there still remained a significant amount of water remaining in the system. It was not always proof against damage to the engine block.

As such, the petcock-type drain tap is a quaint holdover from a bygone age of motoring, much like the micro-adjuster on the Lucas® 25D4 distributor. This was a common feature of the earlier, smaller-displacement BMC B-Series engines that was continued into the production of the 1800cc engines that were destined for service in the MGB. Unfortunately, the coolants of that era did a rather poor job of protecting the coolant flow passageways within the cast Gray iron engine block from corrosion. As the engine expanded and contracted during heating and cooling, small particles of rust would flake away from the walls of the coolant flow passageways and coolant chest.

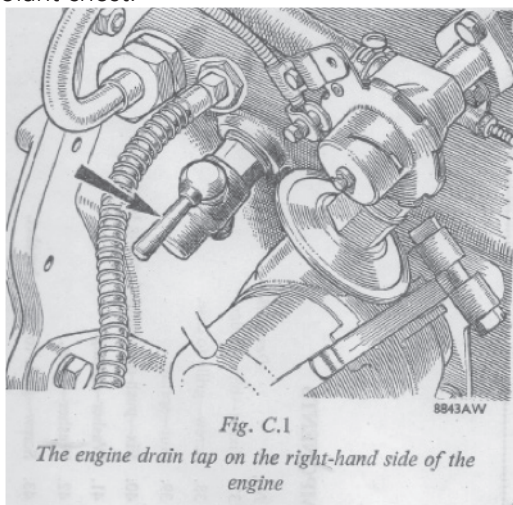


Fig. C.1
The engine drain tap on the right-hand side of the engine

The primary reason for the provision of a petcock-type drain tap in the BMC B-Series engine design was that the coolant system was designed in such a configuration that circulating sediment would inadvertently accumulate in certain 'dead' areas of coolant flow. This presented both a potential trouble point, as well as an opportunity to utilize such an area as a collection point for the sediment so that it could be removed by means of draining. Note that coolant that is drained from this location can be examined in order to discern evidence of an impending disaster, i.e., metal flakes from a cavitation-eroded centrifugal impeller of the coolant pump.

The sediment tends to settle into the area in the vicinity of the base of the #4 cylinder and into the basin that is adjacent to the petcock-type drain tap, clogging it if not drained on a regular basis. This petcock-type drain tap is located at just such a point, draining through a catch-basin that is recessed into the floor of the coolant jacket where the sediment can settle.

If that recessed catch-basin is not kept clean, the circulating sediment will continue settling there. Once the recessed catch-basin fills, sediment will then settle into other low-velocity areas such as in the vicinity of the base of #4 cylinder, becoming very hard to remove. That is what coolant system flushing chemicals are supposed to

do. In some cases they work, but in some cases they do not. Obviously, it is wise to leave the petcock-type drain tap open when performing the final water rinse of the flushing process. Fortunately, the accumulated sediment, if it has not been there so long that it has solidified, can be removed by periodically draining off a bit of coolant by means of the petcock-type drain tap, and proper coolant circulation can thereby be maintained. If this routine maintenance task is not attended to, then the sediment can accumulate until it interferes with coolant circulation, in which case either general and/or local overheating problems will begin to occur, most commonly in the vicinity of the #4 cylinder.

Its secondary purpose was to allow coolant to be conveniently drained from the cylinder head and the upper sections of the engine block without having to drain the entire coolant system from beneath the radiator, thereby permitting the easy removal of the cylinder head without having coolant run down the sides of the engine block. This permitted a new cylinder head gasket to be more quickly and economically installed in a Dealership garage without creating a mess, or alongside the road without losing too much coolant. Ultimately, it continued to be fitted until the introduction of the Mark II models in November of 1967, whereupon its threaded mounting hole in the engine block was filled with a simple plug (BMC Part # 53K 2853, Moss Motors Part #328-180). The petcock-type drain tap was also fitted to some 18V engines on an 'as required' basis from that point onward. By what specific criteria the factory determined under what circumstances it was 'required' as yet remains obscure.



However, while modern formula coolants have largely reduced this silting problem, the petcock-type drain tap still remains a viable option as the 1/4"-19 BSPP (British Standard Pipe Parallel) threaded hole into the recessed catch-basin remains a feature of all of the engine block castings employed in the MGB.

Just be sure to remove all of the casting sand, rust, and sediment from the interior of the coolant jacket first, and you should be fine from there on.

This is an excerpt from 'The Book', an unpublished manuscript on the MGB by Stephen Strange, part of which he included in a post on the MG Experience website (mgexp.com) in July, 10 2021. It appears with the approval of the author. Submitted along with additional diagram and photo by John Clarke.

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MG Pre-War and TYme Event 2021

Friday 1st to Monday 4th
October 2021

For information email

mg-pre-war-tyme@mgcccanberra.org.au

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

MG Forum

I sometimes respond to queries raised on The MGF Experience.

As throughout automotive history, backyard amateurs often think they can improve on the designs of the original engineers. Very occasionally they are correct, and stumble on an issue overlooked by the original engineers and designers. But mostly they are simply wrong.

The Abingdon guys were clever, experienced, full-time professionals, and, unlike we under-resourced and sometimes misguided private individuals, they had the facilities to put their designs and possible enhancements to the test with proper test beds and measuring equipment.

Hence my assertion that when an MGB is running poorly, the first thing to do is to take of all the "improvements" inflicted on the car by previous and/or current owners, and return the car to its original specifications.

The first topic that recently cropped up was an inquiry about whether blanking off the hole in the near side radiator support diaphragm panel of an MGB would be beneficial, by enhancing airflow through the radiator!

My comments were somewhat "poo pood" by one responder. This gentleman actually works as a busy, professional British sports car mechanic in the US. He seems incidentally in his photo to have rigged up an extraordinarily circuitous duct to his (Weber) carburetor, with a corrugated hose, which surely can't do much to enhance intake airflow and "swirl".

Many MGB owners throw away the original air cleaner canisters to fit "improved sports air cleaners" such as "Ram Flo" and others.

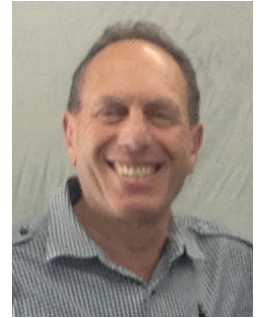
These ensure that the intake air is almost completely drawn from inside the engine bay, and therefore hot and less dense air, which is detrimental to engine performance. hose fitting these types of air filters will often also discard the originally fitted "stub stacks" at the carburetor inlets, which, remarkably, confer about a 4 HP benefit!. (Amazing for such a simple looking minor part!)

Additionally these aftermarket designs lose the swirl intentionally induced by the standard air filter canisters' design. (I think the K & N filters at least retain the stub stacks, and they certainly allow less resistance to air flow at higher engine speeds compared to the original MGB "Coopers" canisters with their probably too small a bore "intake trumpets" though I think the calibre and shape of the trumpets was chosen to also reduce induction air-flow noise).



The photo show the Ram Flo air filters.

Tom Aczel



I think they are a pretty poor design, for the reasons I mentioned, and also because the filter surface area is actually smaller than the originals, thereby potentially increasing air flow resistance.

The second two are K & N varieties.

I chose the two photos to try to show how the original air filter housings are intentionally designed to induce swirl into the incoming charge. It is not a "design accident" just to let them fit into the space available better, but rather this was done on purpose, by people who knew exactly what they were about!.

<https://www.mgexp.com/forum/mgb-and-gt-forum.1/radiator-support-panel-hole.4368548/>



K& N Air Filters (First Type)



K& N Air Filters (Second Type)

I wrote:

The purpose of the hole is to feed cooler and therefore denser air to the carburetors, which is beneficial to engine performance.

There should be ample flow through your radiator as the car is originally configured.

It's interesting how often we amateurs (I include me here) wonder why the factory guys did things and think we can improve it. Mostly, the factory guys got it right; they were pretty smart and knew their game.

While the MGB air filter canisters are somewhat restrictive for high engine speed air flow, their design is far more clever than many appreciate.

That's why for example the front and rear intake trumpets enter at different heights. This induces swirl into the incoming airstream, with about half being the cooler denser outside air.

Likewise the stub stacks around the carburetors intakes. These funny little things alone were said to gain 4 HP on the prototype engine trials. I was always sceptical of this rather large benefit till some guys experimented with adding similar stub stacks to the MGA engines. The power gains were similarly impressive.

Even in the very early 1950's, when the MGA was being developed, the MG engineers and designers were aware of the performance benefit of cooler denser air for the intakes.

Hence even the MGA has a "cold air duct" in a similar location to the MGB (with the addition of duct pipe taking air from directly behind the grille to the radiator

support panel hole).

For the MGA, with its less sophisticated air filter canister design, they also added an oval vent in the shroud (the panel next to the bonnet) with a box shaped duct, again taking cooler air from this vent to the carburetors intake area.

This shroud vent and duct clearly was thought worth the added cost of parts and labour in building the MGA.



Original MGB Coopers Air Filter Canisters.

Tom Aczel



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granville2@bigpond.com to order.

Alternatively shop on line at our web site shop : mgcarclubsydney.com.au



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

much



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/dark blue . \$100.

With thanks to our models, Ashley Clarke & James C Lombardo.



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

A great addition ladies to your winter wardrobe.

\$180



Also available are a selection of club essentials. Badges

Key rings

Number plate holders

Water bottles and much much more !



Electric Powered Cars



This is the reason why some underground car parks in Germany don't allow electric powered vehicles into their premises.

What you see in this video is an electric car at a charging station with a shorting cell setting off all the rest. It's a chain reaction from the first to the fiery end of the car.

Bet they eventually lost all the cars in that charging line. <https://www.youtube.com/watch?v=u2F9HKZ5VzA>

Note the time it took to destroy 3 cars, 1.15 minutes.

The first car was destroyed in about 38 seconds. The fire cannot be extinguished with water.

No fire department will approach a burning battery-powered car because of the toxic gases produced by the fire.

No recycling place will take the car's remains because of the toxic chemicals the batteries contain.

Maybe we should slow down our rush to replace existing sources of power until we find a safe, sustainable alternative fuel that doesn't cost the earth.

Until then maybe those that aren't working on the alternatives will have to use what is currently available. ?!?!?

Sent by Jim Hull & Bob Dabbs



Choosing the right metering needle for your SU carby shouldn't be like finding a needle in a haystack. SU Midel has developed Haystack: Metering Needle Finder, a handy tool that can compare or match SU needles from 0.90" fixed through to .125" Check it out at sumidel.com

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

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LUCAS Color codes used in wiring harnesses

Wire Color	Function
Blue/White	High Beam
Blue/Red	Low Beam
Blue	To headlamp dip switch
Red	Side lights
Green/White	RH Turn signals
Green/Red	LH Turn signals
Green/Purple	Brake lights
Black	Ground
Brown	Most non fused +ve
Purple	Most fused constant +ve
White	Non fused, ign controlled
Green	Fused, ignition controlled
Light Green	Stabilized 5 /10v to gauges
Red	Gauge lights not on dimmer
Red/White	Gauge lights on dimmer
White/Slate	Electric tacho (from coil)
Purple/Black	Horn switch
Green/Blue	Temp Gauge (from sender)
Green/Black	Fuel Gauge (from sender)
Green/Orange	Fuel warning light

First color is the wire - second is the stripe



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.
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- Add \$30 for one on one coaching.

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1978

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.com.au

Classifieds - Cars

1968 MG MIDGET

This is a very original (unrestored) vehicle and is 100% complete. Car is in excellent condition, is mechanically sound, has chrome wire wheels and comes with the brand-new soft top and original tonneau cover which is in very good condition. The vehicle has the original paint work (white) which for its age is in excellent condition. There are some stone chips and scuffs to the lower body, but no rust or damage.

Price: \$17,500 ono

Contact: Arthur 02 6021 9150
0419 443 179

hardwick01@bigpond.com

NEW



MG TC

Alas it is time to sell my first car. I stopped driving it in 1972 and it has been garaged at various places since then. It needs a new owner who will lovingly restore it. Except for the interior, it is in original condition. I would love to restore it myself but unfortunately I am unable to do so.

Price: Over \$10,000

Contact: Kevin Manie

Location: East Ryde
kevin.manie@mac.com

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



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Classifieds-Parts



MG 1100

Front Grill Centre Bar with Badge
New, in original box

Price: \$65

Contact: Eric Hayes 02 96549040
edhayes1@bigpond.com



Parts for your TD restoration project?

A few months ago, Ken Andersen sold his long-loved TD through the classifieds of our Club magazine (as reported by the car's new owner, in the October 20 issue). Ken has since set about tidying things up at home, and has uncovered a treasure trove of parts, some new, some used, many rare and hard to find but all in good usable condition and all suited to a TD restoration.

There are far too many spare parts to list them all in our classifieds, but to whet your appetite, check out the photos showing a completely restored set of running boards complete with new tread strips (\$500 each) and a reconditioned speedo/clock in mint condition for \$500, manifolds and suspension.

He has a Wolseley 4/44 engine (dismantled), a TD sump, radiator shell, body parts, engine and carburetor parts and complete SUs, distributors, headlights, tachometer and speedometer cables, rocker covers and engine plates, hub cap medallions, brackets, suspension bits, plus a large assortment of miscellaneous parts, gaskets and interesting stuff for your TD both original and used.....and all too much to list here and all at competitive prices to interest the enthusiast.

Interested or curious? Call Ken or email me for a full inventory of the "collection". We will be most happy to

provide a detailed list and approximate pricing on most items.

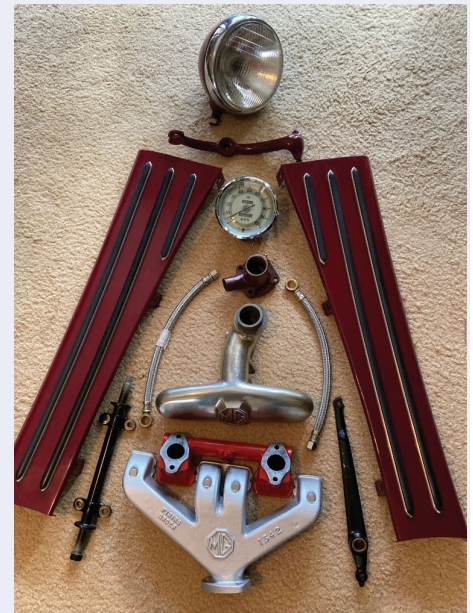
Location: Winston Hills

Contact: Graham Hayton.

0409 397 028

grahamhayton05@bigpond.com

PS. All items are for sale and all offers will be seriously considered.



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Contact: Henry Stratton
 0408 262 395
 02 9880 8439
henrys1708@gmail.com



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

Price: \$375 ono.

Contact: Phil Gibbs (Peakhurst),
 9534-2276

freeway64@optusnet.com.au

FREE

Recently used in a MGB GT car renovation, this car frame on casters is free to a good home.

Raises the car by about 300mm with the use of a ramp and jacks, makes spray painting the lower panels of the car easy work.

Comes disassembled (see pic) so is easy to transport.

Location: Smiths Lake, mid North Coast, near Forster.

Contact: John Figgis 6550 9012
 0430 222 264

NEW



Brand new grille/slat 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

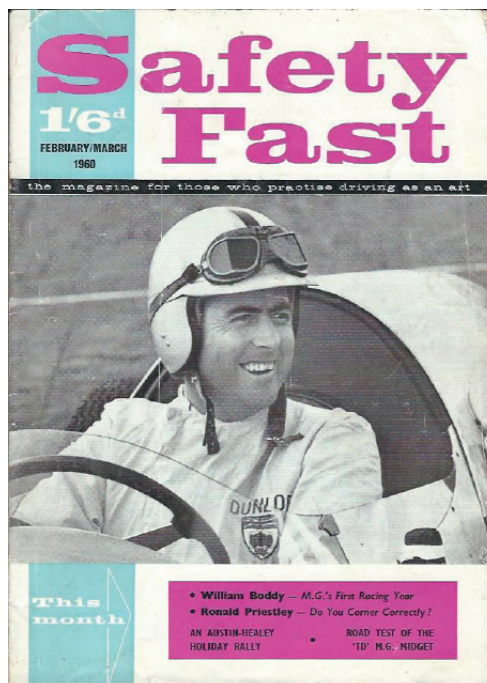


Wanted



Steering wheel emblem (ONLY) it is part of the horn section of 1969 MBG. The red colour around the emblem has completely faded.

Contact: Richard Wiseman
 0448 712 131 (Berry, South Coast)
richardcwiseman@hotmail.com



FREE

To a good home

16 copies

Safety Fast

(Official Organ of the M.G. Car club that's what it says)

From the late 1950's & early 1960's.

Postage not included in the price.

Contact : Jake Harris
 0427 427 747

jake@mgta.com.au



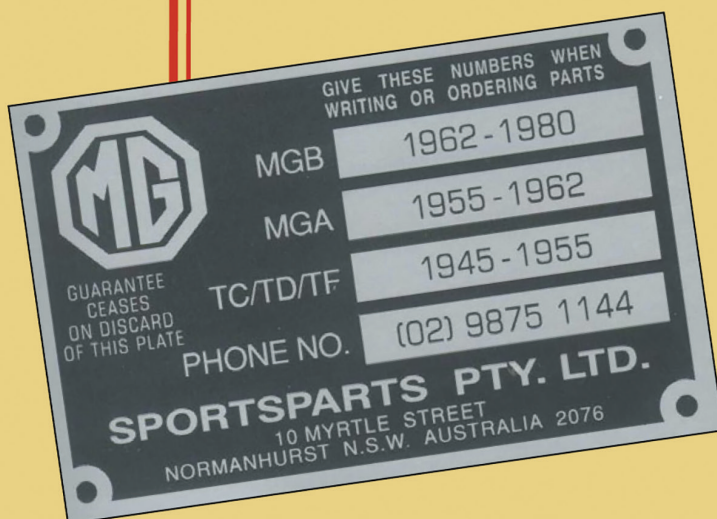
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