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AFFILIATED WITH MG CAR CLUB UK
AFFILIATED WITH MOTORSPORT AUSTRALIA



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**NO MEETINGS WHILE COVID 19
RESTRICTIONS ARE IN PLACE**

ON THE MARQUE CONTENTS

5	YOUR COMMITTEE
6	WHAT'S ON
7	VALE ROSS ROE
7	SHARE FROM NEW OR LONG TIME MEMBER
8	FROM THE EDITOR
9	PRESIDENT'S REPORT
12	NORTH ARM WHEELS
15	GLOSSARY OF TERMS
15	KEEPING OUT THE BOREDOM
16	PUBLIC RELATIONS OFFICER REPORT
17	SPORTING DIRECTOR REPORT
18	DEADLINE FOR JUNE EDITION
19	TRACTOR ENGLAND A MODEL
22	MGF WOES HAVE BEEN ADDRESSED
24	BUCHANAN BODIES
27	COOLING SYSTEM CHECKS 101
28	REPLACING REAR SUSPENSION BUSHES
31	CLASSIFIED FOR SALE
38	INDEX OF ADVERTISERS
38	MEMBERSHIP YEAR AND HISTORIC REG.



The opinions of correspondents, individuals and advertisers in this magazine are not necessarily those of the MG Car Club Hunter Region

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**Committee members welcome your phone calls, but
please call before 9.00pm**



What's On

MG Car Club Hunter Region sponsored and supported activities.

APRIL 2020

- ♦ Thursday 2nd—Square Riggers Natter—12pm to 2pm Inu Café
- ♦ Wednesday 8th—Mid week Gathering—12 Noon at Swansea Workers Club
- ♦ Friday 10th to Tuesday 14th—National Meeting at Albury Wodonga
- ♦ Tuesday 14th—Committee 6.00 at Clubroom
Club Night

Clubroom

- ♦ Wednesday 15th—
- ♦ Saturday 18th to Maitland Steam-
- ♦ Sunday 19th—
- ♦ Thursday Meet at Mac-depar-
- ♦ Sunday

MAY 2020

fé

- ♦ Thursday 7th—Square Riggers Natter—12pm to 2pm Inu Ca-
- ♦ Tuesday 12th—Committee Meeting 6.00 at Clubroom
Club Night 7.30pm at Clubroom
- ♦ Friday 8th to Sunday 10th—FOSC GP at SMP
- ♦ Wednesday 13th—Mid Week Gathering
- ♦ Sunday 17th—Clubman Run
- ♦ Thursday 28th—Tuning Run
- ♦ Friday 29th to Sunday 31st—Historic Winton by Austin7 club Victoria

**CORONAVIRUS RESTRICTIONS HAVE CAUSED THE
DECISION TO CANCEL ALL CLUB ACTIVITIES FOR
APRIL & MAY**

MG

Meeting

7.30pm at

GEAR meeting—

Sunday 19th—
fest.

Clubman Run

23rd—Tuning Run—
cas Hexham for 9am
ture

26th—Ringwood Hill Climb

VALE ROSS ROE

It is with deep sorrow that I need to inform the Club of the passing of our member Ross Roe, peacefully, at home on the 6th April.

Ross hadn't been well for various reasons for a while - none of it related to Covid.

Some of you may not have had the opportunity to hear some of Ross's stories and anecdotes from his "colourful" past but I bet that St Peter might be listening right now with Ross at the gates.

Gone too early regardless. He was a regular at our club nights and his smiling face will be greatly missed.

Family is together with Val.

NEW or LONG TIME MEMBERS

To continue with sharing it would be great if other recent new or some long time members could put pen to paper and discuss their car, to supply a photo of their car and to discuss their reasons for selecting our club.

Also perhaps a little about themselves or some experiences that they would like to share.

DISCLAIMER

Technical tips and methods suggested herein are the views of the person submitting them and the club cannot accept responsibility for the accuracy of these whatsoever. Persons following these tips and methods must make sure of their personal safety when applying them.

COVID—19 Still restricting our club activities.

My goal of attending the 2021 National MG meeting in Mt Gambier has disappeared due to the MGCCSA agreeing to let Victoria hold the delayed national meeting of 2020 in 2021. However I am accepting the President's suggestion and have changed the goal to attend in Albury/Wodonga in 2021. Perhaps there will be other, additional to those already committed, members whom also may consider attending?

Progress with my MGB

I have made good progress so far with my MGB having installed all new polyurethane bushes to the rear suspension and given a lick of paint to brighten the suspension up. I have also put together a pictorial progress of how I did the task and included it in this issue.

I have started on fixing up my front bumper as it has always annoyed me that it did not fit well at the front. On removing the bumper and investigating I discovered that the polyurethane skin had been torn from the rivets holding it to the steel support armature at the ends. So after removing all of the rivets and then the skin, I got into the steel armature with the angle grinder to enable access for the use of nuts and bolts to hold the skin in correct alignment (lost 5.2 kg).



I then removed the valance and did some minor panel beating to realign the front mudguards for improved installation of the valance and front bumper.

Graham Haywood

So, did you think to yourself, “Hmmm, I wish I’d been able to go to the National Meeting in Albury/Wodonga. The Victorians always do a great meeting”?

Alas, another victim on Covid 19. Well, after much discussion between the Victorians and the South Aussies, the National Meeting from 2020 is going the way of the Olympics... not cancelled, just postponed.

The SA MGCC had only just put their hand up as no one else had volunteered for 2021 National Meeting and initial planning had only just started. They graciously stepped back so that all the hard work done by the Victorian Club wouldn’t be in vain. From the 2nd – 6th April 2021 the MG Car Clubs of Australia will now gather in Albury/Wodonga for the 2020 Nat Meet.

This will ruin Editor Graham’s plans for going ‘back’ to SA for their now cancelled meeting next year. He’ll either need a different holiday back to SA or maybe come and enjoy Albury.

(Editor’s note: that sounds attractive so count me in!)

It’s a short trip down the highway (in a modernish MG) for us so why not celebrate the end of the pandemic (hopefully) in your MG and join in?

The self lockdown has given the opportunity for lots of shed time. I’ve been ticking off the MG jobs. Bev’s Midget had an oil leak that turned out to be a lot less work than anticipated, the race Midget has been unloaded and is in the workshop. She’s developed (I didn’t hear it at the race meeting) a rattling noise that is emanating from the clutch area. The clutch throw out and pressure plate look good (I have a tiny camera) so by the time this article gets to you the engine & gearbox will be back out again so I can look at the freshly done up gearbox. Like the engine’s earlier problem with keeping the oil in, the gearbox has now caught it. Unfortunately I can’t see any obvious place where it’s escaping.

My B is running ok.

The Car Club’s J Van is now at the ‘B’ hive (that used to be the name of my shed) for a brake system overhaul. She was very reluctant to leave the bat cave (the club’s container behind the club rooms) but after several ‘essential’ visits, and the battery out of Bev’s Midget and a can of ‘start ya bastard’, she emerged. Defi-

nitely didn't want to go up the drive either. After lots of riding the clutch she crawled to the road inch by inch. After I closed the gates she seemed a lot happier and drove up the hill using all ½ dozen horses under the bonnet. The petrol will need replacing too.

There is always something that throws a spanner in the works. The passenger's side rear had been leaking oil so needed cleaning up. When it came time to top up the master cylinder the cap was seized on. I pulled the master cylinder out and even then it still didn't want to come to the party. Heat and a few nasty words and I finally got it.

There are a list of things to be done and it's a long time between services so the committee has decided that we should do a few of the things that have been long overlooked. The shock absorbers have to be replaced (one's broken) and maybe tyres (Hard as nails). A tune up would be good to get her running sweetly. Damn the social distancing. It would be a good group project.

The new club year is on the way. The committee have done a lot of sums to work out the costs of doing business. The production of a printed magazine works out at more than the membership fee for the year. For the last few months, we have been putting a charge on those that want to get a hard copy of 'On the Marque'. With the new club year about to start, we will NOT be raising the membership fee but most of the cost of a full year of 'On the Marque' will be passed along. The 'magazine' fee for the 2020/21 year will be an additional \$60.

If you think this is excessive and still want it but don't want to pay this, you can get the magazine electronically, download it and trot along to Officeworks and get it printed. I think you'll find that the \$5/ copy is cheaper than you'll find anywhere else (I did a quick calculation from Officeworks pricing website and it works out at just over \$13/ copy in colour so just under \$150 for the year). It costs the club \$7.50 a copy to supply them so we still aren't passing on the full cost.

Whilst on the magazines, several MG Car Clubs from around Australia send the club (read me) electronic copies of their magazines. If anyone would like me to forward them along, please Email me.

No Cost.

I've been shaking my head for a long time about petrol prices. Unfortunately I have a memory. In a former lifetime (last century) I worked in the media. I can remember doing a story when petrol first

hit \$1 a litre. We were told that this was because a barrel of oil had hit \$100. "\$100 a barrel equates to \$1.00 a litre" we were told. They've lied and gouged and ripped us off ever since and there is nothing we can do.

In the last few years, with petrol up at \$1.50+ a litre, oil has hovered around the \$60/ barrel. Using their own 1980's argument that should mean 60c/ litre. At the time of writing, the price dropped below zero dollars a barrel. The petrol companies should be paying us to take their fuel. Bet they keep gouging us.

It's a bit like the 3x3 tax the government introduced. 3c for 3 years. Yeh right!

It was very sad to hear that during the month of April a gentleman Of motor sport passed away on April 12th age 90. Described as the greatest driver never to win a world championship he won 212 races from the 529 races across many categories he competed in. An icon that will be missed by every motorsport fan in the world.

Saying of the month: I used to think it would be cool to be able to read other people's minds... then I joined Facebook and got over the idea.

Steve



First up there was a typo in last months storey the pictures of the MG cars EX181 and EX182 are correct the wording stated the MGA was EX181 was wrong it should have been EX182.

It is said that Cecil Kimber was the father of MG, that being the case John Thornley must have been the God Father of MG, not because he was dressed in black with a violin case tucked under his arm pit. He was a miracle maker, in keeping the MG division operational, at first with BMC and later in 1978 with the forming of British Leyland. His tenure from 1952 (amalgamation of Austin and Morris) until his retirement in 1979 was a battle against the odds with the British Bloody Minded executives the "Boffins" of BMC restraining the operations of the MG Car Division.

John Thornley had good people contact skills, this showed in the attitude of his work force taking pride in car production. When an apprentice joined MG he was put onto floor sweeping and cleaning duties so, they could observe the building of MG's. Next a stint in the parts stores so familiarisation of the bits that made the car. Then there was the assembly of parts on trolleys to be delivered to the various production line stations. By the time an apprentice joined production, he had a good knowledge of how and what was required to work at a station. Workers at the MG plant had very few industrial issues, unlike at BMC and Leyland. Union delegates had an open door to John Thornley's office and issues were settled amicably over tea or coffee.

The design of the MGB involved four engineers Syd Enever, Jim O'Neil, Roy Blockhurst and Don Hayter. Don had only just joined MG, fresh from his involvement in designing work on the Aston Martin DB4. Don was given the task of designing and making the drawings of the MGB body using a pencil, slide rule and French drawing curve templates on a sheet of paper 18x5 feet in size {No Computers}. Instructions were to come up with a body design that would fit inside the profiles of the speed record breaking EX181 prototype car. By drawing out the EX181 full size then drawing the MGB body shape within the EX181 profile. The "MGB" EX205 body designed shape was a low clean design, without fins and bulking shape changes, that were an essential part of a car body design during the sixties.

The curved waist line from head lamp to tail lamp was continuous

with no step or recessed features like the "A". The next hurdle was drawings and detailing the monocoque construction, no chassis like all previous MG cars. The monocoque body style included floor and engine bay panels, front and rear fire walls to be pressed and welded as a one piece body component. The car was very much lighter than a full chassis unit. Because at this stage there was no knowledge of engine the size or type to be fitted, the engine bay had to be large enough to receive a four or six cylinder or maybe a V8 engine, there was also a possible V4 or V6 engine. Unlike the MGA, the engine compartment and the bonnet opening were designed with the wide space and aperture opening. A mock prototype body was crafted so the rear axle design could be reviewed. Syd Enever wanted a softer ride than the "A". Controlled rear axle with coil springs, a Watts linkage or Panhard rod control were ruled out, so Cart-spring rear suspension and telescopic shock absorbers were used. There were several engines fitted a V8, Austin 6 and 2lt 4 were ruled out and the Austin 1800 CC "B" series four was selected. Next was finding a company to press and make the monocoque body, the MGA tooling costs were 90,000 pounds the MGB was quoted at 200,000 pounds. John Thornley negotiated a deal with Pressed Metals to pay a price for each body produced with an attached two pound tooling surcharge for the life of the "B's" build. The period was expected to go for a far shorter term than the 18 years life of the MGB.

The MGB public release to the press was September 1962 and was sold from 1963 to 1980, the formats were MGB roadster 1963 - 80, MGB-GT 1965 - 80, MGC - GT 1967 - 69, MG- GT V8 1975 - 76. The combined total of the MG's built was 523,836. The two pound surcharge was a nice profit for Pressed Metals.

The MGB had a formidable record in distance racing, even though they were never officially entered as works cars, hosted by the MG Competition Department. Racing was vetoed by BMC and British Leyland after the 1955 Le Man's crash disaster. Head office sanctioned road rally events but could not stop private entries into racing privately owned MGB cars, even when serviced by the MG Service Department at Abingdon. MGB private entries did well in the 1963, 64 and 65 Le Man's race. The cars were trialled before the race, they had to complete a circuit of the course within a set time, the "B" failed the time by about twenty seconds. Don Hayter added a rounded sloping nose cone and blended modified mudguards and fitted head-lamp cowl, to give better slip stream qualities. The cars qualified

with almost a half minute to spare. The "B" did well because of light tyre wear and good fuel economy they were almost bullet proof because of reliability. They stayed on the track with fewer pit stops and didn't suffer major mechanical issues, as did some of the more powerful opposition. 1963 Sebring 12 hour race in Florida two "B's" were entered and finished winning their class and beat the entered Triumphs. 1966 the Marathon de la Route 84 hour race at the Nurburgring, the "B's" won outright First, 2nd and 3rd covering 5,260 miles. Their secret was drivers did ten hour shifts, so each driver had good feeds, showers and sleep rest in a hotel some distance from the race. The reliability of the cars was a major contribution to the win over more highly rated entrants. In many cases driver fatigue was the factor for other entries failure.

John Thornley always had in mind to develop the MGB roadster to have a complementary model GT Coupe. After the launch of the "B" roadster the design department started designing the GT. John Thornley was not happy with the various designs submitted and decided to ship a "B" along with MG design drawings to an Italian designer Pinin Farina. Pinin spotted the problem and changed the height of the windscreen. MG designers were working off the MGB roadster screen size and height. By increasing the screen size it blended in with the turret line and the hatch back door completed the body line and gave good access. The MGB GT was launched in 1965 and remained in production until 1980. 1975 the GT was fitted with a V8 engine which made it a very competitive car, but engine supplies were limited and ceased in 1976. BMC claimed supply problems was the reason, however Sir Leonard Lord was pushing the Triumph 7 and 8 investing seven million pounds into the project. The Triumph was planned for the American market and the V8 was to be the flagship car. The Triumph 7 "Wedge" as it became known, was a complete failure and the MGB was suffering mainly because of BMC management political relationship with the Triumph. BMC had a variable discounting financial arrangement for the exported Austin Healey, MG and Triumphs to the USA. Development funds were not available to MG as BMC management claimed it was losing money on MG's sold in the USA. My question is why is this so, who were the "Boffin's" that came up with the discounting arrangement?

The "B" had to be continually modified to pass Ralf Nader's pollution and safety conditions, the USA was imposing these conditions on motor vehicle manufactures. (Ralf Nader was a political activist in-

involved with consumer and environmental protection) These requirements reduced the performance of the "B". John Thornley wanted to replace the "B" series engine with a two litre size, the BMC "Boffin's" vetoed it. The "B's" design had just about ran its life as sales were falling. There was no chance of an engine change of any size to boost performance. There was a prototype replacement for the MGB and Midget existing from 1970 it was called EX234. This car still exists, it is on show at the "British Car Museum" Gaydon, along with other EX Speed record breaking cars and Old Number One.

Bit long winded so next month wind up, MG the SAIC Motor Corp. details.

The views expressed by me on this MG article, are my own and not necessarily those of the Club Committee or Members. All research for this article has been carried out by me, information gathered from my personal library of books, DVD's on the MG history and through personal visits to the UK. I make no apology for the use of the word "Boffin's"

Have Wheels Will Travel,

GLOSSARY OF TERMS USED BY MGCC HUNTER REGION

VALANCE This is the name for the shaped panel at the front or back of the car and mounted below the bumper or air inlet grille.

GRILLE The decorative air inlet at the front of the car and can be chrome plated, stainless steel or painted.

SPOILER This is usually a fibreglass structure shaped to change the air flow under and around the front of the car and is installed in place of, or over the top of, a valance.

KEEPING OUT THE BOREDOM OF SOCIAL RESTRICTIONS

Special thanks to Carol Roxby and Andrew Gowans for their stirring efforts in maintaining a daily history of MG Car Club Hunter Region photograph memories and you tube visions on MG subjects to help us all look forward to each day

THANK YOU For All of Us

Public Relations Officer Report...Ian Ashton

REPORT AUTUMN FESTIVAL WAKEFIELD PARK

I arrived with my pit crew (wife Trish) at Wakefield Park about 3pm on Friday arvo in time for car scrutineering and meet and greet my Rusty Nuts racing mates.

We woke to a wet and cold Saturday morning...great ! (luckily I had a car-port) and arrived at the track well in time for the driver's briefing.

Drive to the conditions was the main instruction as water was running over the track.

I have learnt to drive as smooth as possible in wet track conditions so that's what I did in qualifying which clearly reflected in my times.

The first run before lunch was also wet but my time improved somewhat.

The Saturday afternoon run saw the track much drier but still slippery which saw me have an off and on again at the fish hook turn.

Although still fairly cold (15 deg.) Sunday's runs were dry and times much quicker although I must admit to another off and on at turn 10 coming onto pit straight due to Richard Rose's MGA dropping some oil. I did however manage a third podium spot in my last run for the day.

Regularity numbers were down with only 19 entrants participating in REG but about 130 total entrants in all categories.

I look forward to having another MGCCHR member in Gary Piper join me for the HSRCA Spring Festival in September doubling our Club representation to 2 (by 100%)

(Covid 19 restrictions having been lifted by then *Editor's comment*)

Stay healthy and safe.

Regards your PRO

with the mo...Asho



Hope you are all well & healthy in these trying times.

I imagine there are plenty of shiny & well serviced MGs sitting in garages ready to go when things improve.

I'm having sporting withdrawals as I haven't had a run on a hill or track since the Ringwood Hillclimb on March 1 . My Motorsports hits have been restricted to watching YouTube Motorsport videos & speedweek on SBS.

One event on speedweek a couple of weeks ago was the "2019 World Time Attack" run on "Sydney Motorsport Park" and I was meant to go & have a look at that event but unfortunately work got in the way so I didn't make it. So I was happy to get a look at it on television. The Time Attack cars are highly modified production sports & sedan cars with no restriction on aero (these cars produce more down force than a F1 car) or engine modifications & the aim is to achieve the one perfect lap. There is plenty of footage on YouTube well worth looking at.

The "Australian Auto Sport Alliance (AASA)" has decided to extend all licenses by 3moths from their expiry date because Motorsport was cancelled due to COVID 19.

Good news for those holding a AASA licence & running in AASA sanctioned events.

Those of you who competed in the Wakefield Park 25th anniversary event will be pleased to know that Danny Fitzgerald from Wagga, who rolled the Triumph TR4 when a rear axle popped out, is well on the way to a full recovery. He has started repairing the car and we look forward to seeing Danny back on the track at future GEAR meetings.

MG Car Club Newcastle is hoping to run a Hillclimb on May 31, which is the one that was postponed in February due to torrential rain, so hopefully it goes ahead. I guess we'll just have to wait & see. I'm also hoping the "GEAR" meeting scheduled for June goes ahead but once again we will just have to wait & see.

I'm looking forward to seeing Motorsport at all levels starting up again & I guess this will happen when things improve enough to allow it.

Take care & look after yourself.

Cheers

Gary



MG Car Club Hunter Region Membership Year

Our next membership year is from July 2020 until June 2021 and for those that have HISTORIC registration of their car they MUST be a financial member when operating their car on the road.

Thank you to those who have contributed to this edition of "On the Marque"
Please submit your contributions via email to ghaywood6@bigpond.com
It is great to have input from members as well as committee members!

**Deadline for the June edition will be
Thursday 21st May 2019**

So what has the little grey Fergie in common with MG? Well, not much actually other than they both originated in England.

The Fergie factory in Banner Lane, Coventry closed in 2002; MG is now manufactured somewhere in China like everything else.

There were 517,651 Fergies built between 1946 and 1956. The first production utilised a "Continental" engine, referred to as either the TE20 or TO20. The "E" stood for England and the "O" stood for overseas. The TEA 20 used the "Standard Motor Engine Company" power plant, achieving a useful 24HP at 2000 revs. Reference to "20" related to horsepower, theoretically calculated.

Most impressive with these little tractors is the Ferguson system of hydraulics supporting a three point linkage for implements. It's an ingenious system which activates the hydraulic lift ram on a three-point linkage when a drawn implement, such as a plough, gets snagged on a tree root or rock. The same system maintains depth when ploughing, which is referred to as draft control. With relatively little horse power to utilise, lifting a snagged implement rather than stalling the tractor is handy. By modern engineering abilities, the Ferguson system does not sound all that impressive. But when you work through the mechanics involved, the whole system is amazing.

The other amazing feature on these tractors is the engine governor. It is nothing marvellous compared to, say, the modern cruise control on an SUV. But when you consider the mechanics involved in the system, it is amazing also. It works like this: when the throttle is opened up, to say above 2000 revs, bob weights on a pulley at the front of the crank are forced out by centrifugal action, and activate levers axial to the centre line of the crank and push a cone plate forward, which in turn pushes a lever against a spring attached to a throttle arm, progressively pushing the throttle partially closed to maintain say, 2000 revs. (Adjustment to the throttle arm is occasioned by a screw to set the maximum permitted rev range). If the tractor labours when in use, for instance when pulling a stump, the crankshaft bob weights contract with the lower engine revs, allowing the throttle to open a bit more thus increasing the revs; to 2000 in theory. This is the best explanation I can provide after hours of study and fettling with the device.

TEA 20 Number 5764 was produced in July 1947. It came into my

stewardship 20 years ago after club member John Colville was commissioned by me to find a serviceable Fergie to grade my driveway at the time. Within a few phone calls John had secured a tractor. A quick trip to Werris Creek with a hire car trailer saw yet another project come my way. The Fergie wasn't running, but it was supplied with assurances that it was a goer and it just needed some TLC. And it had a brand new water pump and thermostat housing!

I checked the oil, added fuel and battery power and indeed it was a goer. But a compression test suggested a problem with number 1 cylinder. That was all I needed as an excuse and the discovery of broken rings vindicated my enthusiasm to dismantle. Life events intervened and the little tractor was dispersed throughout my shed and in fact several sheds over a period of 20 years. The rear half of the tractor hibernated in various open paddocks unprotected in the weather during that time.

So in June last year it was time to restore the TEA20. I had procured parts along the way including a full engine rebuild kit for the wet sleeve Vanguard engine, but otherwise I found plentiful parts from Ebay suppliers and the local Massey Ferguson dealer; Reliance Motors at Dungog. Parts for these tractors are not expensive and are mostly old stock. I menaced Reliance Motors for tips and miscellaneous second-hand items, and just a few new bits and pieces. Their 40-ton press was useful in pressing the rear axle bearing retaining rings. They are a stupid design.

Everything was stuffed to put it mildly! The steering box, rear axle bearings and seals, clutch thrust race, PTO shaft bearings and seal, front axle cross shaft bearing, brakes, the water pump bearings, fuel tank, carbie, dizzy, front king-pins and steering ball joints and hydraulic lift ram, radiator, all needed to be replaced or re-built. The engine rebuild was put aside until last and it went together easily, although I held my breath on the timing chain positioning.

Last month, with fuel to the carbie and power to the ignition, the starter kicked the engine over and to my relief the little grey Fergie spluttered to life.

Once the mechanicals were sorted, I turned my attention to paint and bonnet fitment. Everyone on the internet forum is an expert on

the correct colour of Ferguson grey; most shades are different and some significantly so. I went to Bunnings with the fuel tank showing the only patch of original paint colour on its underbelly. Wary of other staff and customers, the Bunning's paint specialist used his spectrometer on the fuel tank to get a reasonably close colour match in single pack epoxy. I chose this paint because I think tractors finished in toffee apple 2-pack lack authenticity. I am happy with the semi-gloss finish and what I call Ferguson grey.

Anyone who has restored something from a box of bits will understand my satisfaction.

Now for the next project !

RGT



MGF WOES HAVE BEEN ADDRESSED

Brian Braithwaite

Well I hope this episode is of some interest to MGF owners!

We all know MG's are a product of finding bits and pieces from the parts bins of other models fettled with usually great skill and economy into a range of models that have endured far far longer than the factory ever expected.

Some successful some not quite so. Sadly, the MGF is a model rather plagued with problems and here are some issues that have been addressed.

1st The previous owner of my car had to replace the windscreen wiper motor due to it's exposed position just below the grille in front of the glass. The plastic moulding at the back of the "boot", 2 small rubber nuts on the outside edge, 2 more along the base and a plastic rivet attached to the air intake on the near side were removed. A thin aluminium cover was secured over the windscreen wiper motor to protect it from rain water. The area over the motors wiring connections was protected with neoprene rubber glued to the aluminium. The wiper joints have been greased (zinc base)



View inside boot of moulded plastic cover



Air inlet grille removed. Aluminium cover over wiper motor shown

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

3rd In this model air flow through the radiator is only effective on the lower third of the total area. Roger Parker (a technical adviser with MG Owners

Club) advises trimming the slam panel to allow airflow upwards and indeed cutting the bonnet and allow the air to flow right through. That modification will also help reduce lift of the car front at speed (not a problem to those of us that only travel at legal speeds).

To retain the original bolt pattern and bonnet stay clip I mounted the panel on a drill press and used 2 sizes of hole saws to cut away a reasonable area and allow the panel to be bolted back as normal. All parts were then painted as needed and reassembled with stainless steel bolts or screws (NB no lock washers were used originally). I have used "Locktite" and copper grease in other spots.



A trial run gave a warm bonnet so the air is flowing and given this car has 3 radiators that may help in summer.

4th The heater air intake in the earlier models was replaced in 2003 by a better design air intake. This new air intake is now available (Pt No. JKA000120) and gives improved sealing preventing water leaking into the passenger foot well.

To install start by removing the moulded cover firewall side of the boot which has a plastic button that fitted into the air intake. As "Porter" (an author of DIY books on MG maintenance and restoration) had suggested I cut the old air intake to pieces with a die grinder but found the maker had changed things. Remember that fine print near the bottom of manuals etc.?

"The manufacturer reserves the right to change specifications without notice".

Well they had. Instead of 6 holes with captive nuts to hold the intake it was held by self tapping screws fitted from the inside, hence placed very early in the car's build and the screws went into "speed washers" moulded into the plastic of the air intake and they were rusted! An application of acetone and hydraulic fluid (50/50) left for 24 hours and a vice grip clamped on the tip of the exposed screws managed to turn them free (no chance of getting at the screw heads).

Next problem was, a trial fit of the new intake showed 4 holes matched, 3 along the lower edge with 1 centre upper edge. How to secure? Answer was to use nut rivets (essentially a hybrid pop rivet). The 4 aligned holes took 6mm rivets neatly. But angling the drill up under the windscreen grille to make the 2 new holes was a mistake. The holes were just a little too big as the rivets need an accurate hole to grip. I should have used a smaller drill and reamed or filed to fit. So that was what happened ending with 8mm rivets in those 2 holes. The new intake was bolted in and sealed with polyurethane sealant around the margins. Replaced the moulded cover and believe it or not that plastic button fitted neatly into the hole in the new air intake.

I must qualify this story with a mea-culpa, over the necessity of sharing it with a silly teenagers love affair, with a 1949, Singer 4A roadster.

I wouldn't want anyone feeling slighted, that Singers and MG's are being mentioned in the same sentence, least of all taking up half of this story.

I do apologize if I haven't devoted my pen totally to MG's. I am a fortunate man in that I have had the benefit of enjoying both marque's, and from that experience, it gives me the benefit of being able to present this bit of sports car history.

Now that I am an owner of a T-Type, a "square rigger" in a 1955 MGTF 1500. It behoves me to relate a story from around very early 1958, when I couldn't afford an MG, of any MG variety, T Type, MGA, or anything other than, my much-loved, Singer 9 roadster.

I have mentioned my flirtations with MG's in other stories, and given an opportunity to write for a few MG Groups and MG Club magazines, I didn't need to be urged.

Just to recap, my 1949 Singer 9 Roadster was everything to me at that time, well, Elaine G, was pretty special too, but at nearly 18, teen-aged girls took second place and they didn't complain, so it must have been okay. I loved my little Singer (and Elaine) because the Singer, was all I could afford, however, it got me around smartly, and earned admiring glances from the you-know-who's, of the teenaged, late 50's. However, it wasn't enough to satisfy this apprentice carpenter/joiner, whose peer's were young MG aficionado's, from well to do families, like the Amos's, Middleby's, Moffats, Nelmes's et al, and they were proud of them, as they should have been. I was terribly jealous, make no mistake about this, and there was very little I could do, to change it.



It was galling, to have to live on the outer fringe of Newcastle's sports car society, as Singers, especially the low powered 4A model with a beam front axle, cart springs, and mechanical brakes all round were quite unjustifiably much scorned.

However, during 1951, Singer introduced a new model with a bigger motor, and it went from the pre-war 4A9 with 1074cc engine and 3 speed box to the 1497cc engine 4AD, SM1500 with a 4 speed box. It

included twin SU carbies and it also boasted independent front suspension with hydraulic brakes on the front wheels, however it still retained the mechanicals on the back. Now, this new Singer 1500 was a real competitor for the MG T Types, and it was a very well performed sports car. Singer engines, prior to this were already single OHC's, and during the mid-50's, had developed a very well-engineered twin over head camshaft head for the 1500 block, but sadly, the company folded and was merged with the "Rootes Group" (Hillman etc) in 1956/7.

A small specialist British auto firm, "HRG", incorporated this new combined engine into a very quick racer, but that was of no concern to me then, and while the SM 1500 roadster was still readily available, I couldn't afford one.

Sometime during 1956/1957, a fellow in Sydney, named Nat Buchanan, a former successful racer and auto engineer, started manufacturing generic fibreglass bodies for sports cars. This was a massive breakthrough at the time, as the Jaguars, Triumph's and Austin Healey's and even our own MGA's were modernistically streamlined. For those days they were very much in demand as being up to date, by having the smooth and flowing, sports car lines. It made the T Types of the square rigger variety, the sit-up-and-beg look of the pre-war cars Singer and Morgan included, look old fashioned and out of date. The Buchanan Bodies were styled upon the Aston Martin DB3S of that era, and while they were a shadow in comparison to the donor car's history, they were aimed at the MG T Types. They looked the part, and gave the square rigger crowd, something to hanker after. (Here is a link to the history of the Buchanan Motor Co. <http://www.buchananmotorcompany.com/Buchanan%20Bodies.htm>)

This is a good read for anyone interested in Australia's early motor racing history.

Which brings me into the story. In my silly 18 year old dreaming's, I thought that I could have one of these new fibreglass bodies fitted onto the Singer, giving me a decided edge to the local T Type crowd.

What folly! What a hare-brained scheme it was, because Nat Buchanan only ever made one Singer body conversion, as far as I know. He made lots of bodies, but even then, I couldn't have afforded it anyway, as the body alone, cost almost as much as a decent used T Type. So there was no advantage and my yearnings went into space



along with my silly notions.

I understand that the Buchanan Body was used by around 120 of the in-crowd in Sydney's sporting and racing circles, but there are just a few existing today, so it would be a very rare item. The scandalous thing though, was that perfectly good T-Type bodies were removed and dumped, just to satisfy a silly pretension of trying to make a silk purse out of a sow's ear. From the above link to Buchanan, it appears that many TD's and TF's and probably a few TC's lost their bodies to this silly craze. I understand that it may have been at least 20 or more T-Types fell victim, and in hindsight, it was a disgraceful thing to have happened, in trying to hoodwink yourself, into attempting to keep up with the all-powerful and much desired Aston Martins of the day.

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

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

Apparently, there are a few Buchanan cars still in existence with MG engines and chassis. Some other marques, were built on a special Buchanan chassis, also fitted with the MG XPEG 1500 engine, which was highly sought after.

It was a terrible thing to do.

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

Oh, the shame of it now!

The current owners of a T Type, unless they have had their cars in their possession for at least 50 to 60 years or so, would never know if their pride and joy was the identical matching numbers MG, that came off the production line. Drawing a long bow, my car has a history, and I am not unhappy with this.

I would really love to know it's history, and wouldn't it be terrific to find out, if it is indeed, the same car, as-built, in Abingdon in 1955. The only constant for me, is that the chassis is original, and unmolested. As

for the rest, who knows, and this now gives me an opportunity to search for its past. I am quite prepared to unearth things that I may not be happy with, but I do love a good mystery.

Maurie Prior

COOLING SYSTEM CHECKS 101

The first step is a physical inspection which ideally is done weekly.

Check the coolant level which is usually either just below the radiator cap or in more modern systems is indicated by a cold level line in the transparent plastic coolant tank.

Look at the fan belt for cracks or glazing on the part that runs between the pulleys. If it is cracked it will break. If it is glazed, it will slip. Also check the tension. You should be able to move the fan belt about 12 mm ($\frac{1}{2}$ ") when you push on it between the alternator and crank-shaft pulley. This is a fairly firm push, not just move it with slight pressure. Tighten or replace the belt as necessary.

Then, inspect all the hoses for cracking. Merely being fairly new to you does not mean they are "new". The hose could have been sitting in the warehouse for a while before being sold. If the hoses look good, look at the ends where they attach to the radiator, water pump and the thermostat housing. If you see a build up of crud or an actual leak, tighten the hose clamp.

Look for signs of water leakage around the water pump pulley. This indicates a bad seal. Then, try to shake the pulley or fan back and forth. If it moves, the water pump bearings are beginning to go and you should replace the pump.

Lastly, check the pressure cap to see that the rubber is not cracked and is still flexible. If it is cracked or not flexible, replace it.

The above checks have been performed with the engine cold. Removing the pressure cap when the system is hot or under pressure can scald you. Always wait until the radiator and engine block are cold before removing the pressure cap.

If you are having to regularly add coolant then your system may have a leak when the motor is hot and pressure builds up in the system or the pressure cap is bad and is not allowing the system to pressurize properly.

A pressure check is better done by a radiator specialist.

Replacing Rear Suspension Bushes MGB

By Graham Haywood

The following is the procedure used by myself when I replaced the rear suspension bushes on my MGB.

First task was to place chocks on both front wheels, front and back, to prevent movement of the car.

Then I jacked the back of the car with a trolley jack under the centre of the differential sufficiently high enough to place jack stands under the car in front of the rear leaf spring eye connection to the body. I then lowered the differential to just before the retention straps tightened and placed jack stands under the differential.

Then as I already had the hand brake applied and the car in gear I was able to undo the wheel nuts and remove one of the back wheels from the car.

I then placed the trolley jack under the

spring plate, at the differential

on the side from which I had removed the wheel, and just took up the weight of the suspension with the trolley jack.

I then unbolted the rear damper connecting arm from the spring plate. I also unbolted the connecting arm from the rear damper and re-

moved the connecting arm. Picture to the right showing the connecting rod attached to the damper

Then undid the 4 nuts of the U-bolts securing the spring plate to the differential tube. After removing the nuts released the trolley jack slowly to separate the spring plate and the



leaf spring (Which was under tension) from the differential tube until the leaf spring was relaxed and the trolley jack free from the spring plate.

After removing the spring plate, U-bolts, spring seat damper rubbers and supports and the bump stop from the differential tube the rear spring hangers were unbolted and removed.

Spring seat damper rubber and supports shown in picture to the left.



The rear spring hangers as illustrated to the right (These are actually shown after reassembly with new polyurethane plastic bushes and painted hangers as well as leaf spring).



The front leaf spring eye bolt was then removed. Often if the suspension has not been disturbed for

many years the front eye bolt is seized and difficult to remove . In those cases the bolt head is cut off and then the bolt driven out with a steel drift.



However in this case it was free and was able to be undone.

To enable removal of the old eye bush, and installation of the new poly-

urethane bush, a simple tool was made from a length of threaded rod, long nuts , a length of 2 inch pipe and a suitable size socket as above. The photograph to the right illustrates use of the tool in removing the eye bush.



Whilst the springs were out the dampers were also removed, cleaned externally, drained and cleaned internally then refilled with shocker oil and repainted before re-installation into the car.

The suspension was installed in reverse order to the dismantling after wire brushing and painting of components with black epoxy enamel.



The photo to the left shows how to use made up tool to insert new polyurethane bush.

The narrow end of the bush should be offered to the spring eye first and the installation tool will distort the bush until the end is inside and when it is at the end of the eye replace the washer with the 2 inch pipe to allow the end of the bush to come out of the spring eye.

Use the tool to insert the steel centre bush which prevents crushing the outer polyurethane bush when tightened.

The aforementioned process was repeated for the other side spring suspension. It is not recommended to dismantle both sides at the same time.



When I wire brushed my leaf springs, prior to painting, I was surprised to find plastic interleaved between the spring steel leaves. My follow up research revealed that MG did include the plastic interleaves on later spring sets to soften the springs by reducing friction between the spring leaves.

Another improvement introduced with Rubber Bumpers?



All components of the suspension system were wire brushed to remove rust and grime before being painted with black epoxy enamel.

Technical tips and methods suggested are the views of the person submitting them and the club cannot accept responsibility for the accuracy of these whatsoever. Persons following these tips and methods must make sure of their personal safety when using them.

FOR SALE

Wanted: MGBGTV8 Speedometer.

The face needs to be in good condition.
Will just buy the face or the whole speedo if needed. 80mm 220kph from '75/ '76 BGTV8
Robert Cronin 0424142629



FOR SALE PARTS FOR MGTD and 1954MGTF.

One complete set of brake drums, hubs and wire wheels for TF.
Also suit wire wheel conversion for MGTD.
9-41 (4.55-1) ratio ultra rare factory Crown Wheel & Pinion set suit MGTD and TF. Ph Robert 0249684696..

For Sale MGB V8 Engine & Painted Wire Wheels

MGB V8 engine Complete except for front timing cover.

\$2,200 ONO

4 MGB Painted wire wheels with tyres. (4.5 inch X 14 inch)

Good splines, came off my car. **\$60.00 Each**

Contact Rudi Scevak—0413841272

For Sale Smiths tachometer to suit MGB

\$250

ph Ian 0429 592 823



WANTED : MGB 3 Bearing engine

Call Ray 0425245100

WANTED : MGB Bonnet Preferably original in good condition. Call Larry 02 49772112

Ads submitted will appear for 3 editions of On the Marque. If you want your ad to run longer or the item is sold, please notify the Editor

Note : it is a legal requirement that Price and Registration No., or VIN No. or Engine No. must be included in the advertisement

FOR SALE

FOR SALE

I have a number of MG items I would like to sell which consist of the following;

1. .An almost complete MGTF timber kit in quality seasoned Australian coachwood (including most of the original timber) and a few TC bibs and bobs.
2. A set of sheet metal patterns for re-skinning the body tub and doors (less the firewall)
3. A complete but very rusty 1500 MGA that needs a total-ground up restoration. The body is in two halves with some work started and some extra panels.
4. I have the complete original motor plus a 1622 and a number of complete Austin 1800 heads

I am open to (sensible) offers for these items and if there is genuine interest will send photographs on request.

Contact **Tony Bayliss 0417 062 352** bayrest2@bigpond.com

FOR SALE.

New wiper arms for MGB GT. These were recently bought from MG Car Club UK and suit Right Hand Drive cars. (Mine is originally LHD so I can't use them). \$50 for pair.

Hazard switch 6 terminal with round connections. Also new from UK (mine has flat connections). \$15

Contact **John Stuart. 0408622674.**

johnstart65@bigpond.com

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FOR SALE

1968 MG Midget (Pale Blue)

This MG Midget is a wonderful car ready to drive and enjoy, only travelled 70,900 miles. Has little use for the past 7 years and ready to enjoy weekend drives or entry into your next MG Concourse. Supplied with a full tonneau cover in excellent condition, pristine paint work showing no rust. Brakes and suspension recently rebuilt, quality trim, as new tyres, currently on Historic registration (not transferable). The first to see this car will buy.

Price: **\$18,000.**

Contact: Bernie

0265575946/ 0419 282133

(located in Forster, NSW)



FOR SALE:

After 32 years of midlife crisis I have decided to sell my beloved TD. It is a 1951 build, I am only the third owner, it is fully registered until 21 st Feb 2021. NSW TD015

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



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

I'm asking around **\$18K.**

Sjef Vleeskens 0499 439 939

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FOR SALE

FOR SALE MGTF 160 LE 07/2004 Build

Iridescent dark green, 46,000 klms. Factory hardtop, dual air bags package, antilock braking, air con, 16 inch alloy wheels, central locking remote control, fog lights, engine immobiliser, leather steering wheel, leather upholstery, power mirrors, premium brake package, power steering, power windows, rear spoiler, seat belt pre tensioners, sport seats, sports suspension and wind deflector. Yokohama AT tyres and water level sensor kit fitted.

In 2013 the car won "Gold Coast MG Club" Modern MG Concours Car of the Day. **Asking price \$20,500** The car is at Tambourine Phil Sherriff, Qld. 0411708234 pspalms@bigpond.net.au



FOR SALE MGB GT 1972

1972 MG BGT white/black in immaculate condition.
4 speed electric overdrive
power booster fitted to brakes
Thermo fan fitted
Two spare spoke wheels and hubs
Complete re-upholstery
On club rego 94866H



\$24,000 ono

Robert (02) 4390 8940 mobile 0438 439 089

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FOR SALE

FOR SALE 1952 MGTD

Mileage 3,368

Four speed gearbox and two door body

Good tyres.

Everything works except clock.

No driver's side door curtain (but have material).

Currently on logbook registration (54018H) but can be sold with black and white MG plates.

Asking \$36,000.

Phone Brian on 65433097 or 0409609895



FOR SALE CAMPING EQUIPMENT



18 metre HD extension cord \$8

Lead Light \$5

Battery Charger \$7

Fold up table \$7

2 off fold up chairs \$24

Single gas burner \$6

Ring 0412 645 091 or 49519672 Neville Roals

FOR SALE



FOR SALE MGF

Registered BC 23XD Odometer 132,990 km Manual 4cyl 1.8L petrol
Log books with Services
Ring 0499942986 Angelina Pavan for more details

1974 Mk2 MGB Roadster

4spd manual gearbox with overdrive, 1798cc engine, registration until December 2020.
To be sold with a roadworthy / Safety Certificate

Only travelled 40226 miles. In excellent original condition. Scratch above right hand rear wheel is only damage and easily repaired or disguised. MG Hard top included in the price for rainy days - also has a couple of scratches from storage that might polish out. Will come



with a complete roadworthy certificate. It is priced to sell quickly at

\$15,500. Registration has been paid until December 2020.

call:0407 224 576 Tim Allen



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Index of Advertisers

Modern Classic Cars
Sunnyside Auto Electrics
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Inside front cover
37
Inside back cover
Outside back cover

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Song by Vera Lynn (1943)

We'll meet again
Don't know where
Don't know when
But I know we'll meet again some sunny day
Keep smiling through
Just like you always do
Till the blue skies drive the dark clouds far away

(song is a light relief from the anxiety of the social restrictions)



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