



The MGCC Geelong Library



Introduction for New Members

The MGCC Geelong owns a comprehensive collection of books and other items relevant to the history, ownership, and maintenance of MGs and associated Marques.

- The Club Library is housed in a dedicated room opening off the main clubroom.
- The Librarian is in attendance from 1 hour before every Monthly Meeting night and the Library closes after the coffee break.
- The Library is also open from 3:00pm to 4:30pm on the 3rd Tuesday of each month. The urn will be on so come and browse, chat, and have a tea or coffee. The Regalia Shop is also open at the same time.
- Library items are available on loan for one month, from each Meeting to the next. Contact the Librarian if you wish to retain items for a longer period.
- The Library collection, at the last count, includes 493 books, 78 DVDs and VHS tapes, and 3700 Magazines.
- Books are classified into categories including MG Models by type (MGA, MGB, etc.), MG General, and Other Motoring Books (see page 3 for categories).
- We hold Workshop Manuals for most types of MG. If you require a specific book at times other than at our monthly meetings, please contact the Librarian who will endeavour to meet you at the Clubrooms.
- **If you have technical questions and need help in finding information in the Library, please e-mail me before our monthly gatherings and I shall attempt to find a reference for you. I am usually too busy to answer questions at the Meetings.**
- A complete catalogue of Library items may be found on our Club Website at <http://www.mgccgeelong.com.au> - go to the Library button and follow other links.
- There is a huge amount of interesting information in the Magazines and the Librarian is slowly building Indices to any articles of relevance to things Octagonal in the Indices linked from the webpage.

David Selway-Hoskins

Librarian

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[Latest Book Reviews](#)

MG Car Club Geelong Library

All Book Reviews from 1 May 2010 to 4 January 2021

Most of these were published in G-Torque but the Editor sometimes has to cut them down to fit the available space in the magazine. The reviews presented here are the full, expanded versions, with colour images.

There are also reviews of some of the more significant books from our past catalogue.

Index of Book and DVD Reviews

Books in the following catalogue pages which are highlighted in yellow are reviewed in the body of the text.

Left click on the blue catalogue numbers to link to the relevant review:-

T13	Practical MG TD Maintenance, Update, & Innovation, Johnathan Goddard
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Particularly if you are a newcomer to the MG World and want to learn about the history of the Marque, the Librarian has made a selection of key books to be read and these are highlighted in red:-

T1/2	TC's Forever, Michael Sherrell
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[Latest Book Reviews](#)

MGCC Geelong Library Categories

This Catalogue reflects the reorganisation of books on our shelves into the following categories

1	SPECIAL VOLUMES	23	WORKSHOP Chassis
2	MMM PRE-WAR	24	WORKSHOP Sheet Metal
3	MG TA-TF	25	WORKSHOP Paint
4	MGA	26	WORKSHOP Trim
5	MG MIDGET/SPRITE	27	WORKSHOP Electrics
6	MGB	28	WORKSHOP Servicing Procedures
7	MGC	29	MG ADVERTISEMENTS
8	MGB V8 and RV8	30	COMPETITION
9	MGF, TF, SV	31	BRITISH SPORTS CARS
10	MG SPORTS CARS	32	BMC SALOONS
11	MG Y-TYPE	33	OTHER MARQUES
12	MG ZA/ZB MAGNETTE	34	OTHER Veteran & Vintage
13	MG MARK III/IV MAGNETTE	35	OTHER Austin-Healey
14	MG & RELATED BMC SALOONS	36	OTHER Jaguar
15	MG ROVER ZR,ZS,ZT	37	OTHER Triumph
16	BROOKLANDS BOOKS ROAD TESTS	38	PARTS/ACCESSORIES CATALOGUES
17	COMPANY HISTORIES	39	CARS in AUSTRALIA
18	MANUFACTURING	40	OTHER
19	MG OWNERS & OTHER PEOPLE	41	JIGSAW PUZZLES
20	MG CLUBS	42	VHS / DVD / CD ROM - MG & MGCC
21	MG ENGINES	43	VHS / DVD / CD ROM - Other
22	WORKSHOP General Restoration		

	Special Volumes may be borrowed by request to the Librarian
1	The Instruction Manual for the MG Midget (P & PB), The MG Car Company
2	Maintaining The Breed, The Saga of MG Racing Cars, John Thornley, 1st edition 1950, Motor Racing Publications
3	Combat, A (MG) Motor Racing History, Barré Lyndon, Heinemann, 1936 reprint
4	The Mighty MG Magnettes of 33: The Cars, The Drivers, The Mystery, Graeme Cocks
5	The Classic MG Coloring Book, Judith Bertoglio-Giffen (NOT FOR LOAN - download from website only)
6	The Pre-War MG Parts Catalogue, from M Type to TD, Barry Walker
7	K3 Dossier, A History of MG's Most Famous Racing Cars, M.F.Hawke, Magna Press, 1992
8	MG One and a half Litre (sales brochure)
G181	
G182	
G183	
G184	
G185	
G176	
G177	
G188	
G178	
18	MG The Magic of the Marque, Mike Allison, David Watson, 1989

	MMM Pre-war,
<u>P2</u>	Triple-M Yearbook 1992, MG Car Club
<u>P3</u>	Triple-M Yearbook 1994, MG Car Club
<u>P4</u>	Triple-M Yearbook 1995, MG Car Club
<u>P5</u>	Triple-M Yearbook 1996, MG Car Club
<u>P6</u>	Triple-M Yearbook 1997, MG Car Club
<u>P8</u>	MG Sports Cars 1929-1936, Malcolm Green
<u>P9</u>	75 Years of the J2, Mike Hawke
<u>P10</u>	MG The Illustrated Catalogue of Spares 1929-1939, Sports & Vintage Motors Ltd.
<u>P11</u>	The Service Parts List for the MG Midget (PA and PB Type), The MG Car Company Ltd.
<u>P12</u>	Magic M.P.H., Lt. Col. A.T.Goldie Gardner, MRP, 1951
	MG T Series,
<u>T1</u>	TCs Forever, Michael Sherrell
<u>T2</u>	Original MG T Series, Anders Ditlef Clausager
T3	The T Series MG's, Graham Robson
T4	The T Series handbook, Dick Knudson
T5	MG Midget Series TD, Service Manual
T6	MG TC 1945-1949, R.M Clarke
T7	MG Midget TD-TF Workshop Manual, The MG Car Company Ltd

T8	MG TC-TD-TF Parts Catalogue, Moss Motors Ltd
T9	MG T Type Sports Cars 1936-1955, Moss Parts Catalogue
T10	T Register Year Book, David Saunders – Editor
T11	Car Collectors car classics (reprint), Graham Robson
T12	The Immortal T Series, Chris Harvey
T12/2	The Immortal T Series, Chris Harvey
T13	Practical MG TD Maintenance, Update, & Innovation, Johnathan Goddard
T14	MG T Series Restoration Guide, Malcolm Green, Brooklands Books
T15	MG T Series In Detail TA-TF 1935-55, Paddy Willmer, Her-ridge & Sons
T16	MG T-Series, The Complete Story, Graham Robson
T17	MG The XPAG Engine, Data, Service, Super-tuning
T18	Illustrated Catalog, MG TC-TD-TF Parts, Abingdon Spares
T19	Living with the XPAG, Neil Cairns, MGCC Y Register
T20	The Gearbox Fitted to the XPAG, Neil Cairns, MGCC Y Register
T21	The T Series handbook, Dick Knudson, New England 'T' Register, 2009, update of T4
T22	TCs Forever More!, Mike Sherrell, MS & Mike's Garages, 2017
T23	NTG Services T&Y Type Parts Catalogue, 17th Edition, NTG Services, 1990
T24	The MG T-Series, The Sports Cars the World Loved First, John Nikas, 2017

	MG T SERIES (cont)
T25	Instruction Manual for the MG Midget (Series "TC")

	MG Y-Type, ZA/ZB MAGNETTE
Z1	Delving into the MG ZA/ZB Magnette (includes Z2 & Z3), Laurence Scott
Z2	MG Magnette ID Labels, Laurie Scott
Z3	Lucas Tripod Headlamp maintenance, Laurie Scott
Z5	The MG Magnette (Mark III) Driver's Handbook, The M.G. Car Company Limited
Z6	Enjoying the MG Y Type, Malcolm Green and John Lawson, MGCC Y Register
Z7	Y Type Information, Neil Cairns, MGCC Y Register
Z8	Living with the MG One and a Quarter Litre Y Series, Neil Cairns, MGCC Y Register
Z9	The MG Magnette (Mark III and IV) Driver's Handbook, The M.G. Car Company Limited
Z10	Heritage MG Series ZA/ZB Magnette, Laurence (Loz) Scott, Scott, 2017

	MGA SERIES
A1	MGA A History & Restoration Guide, Robert P Vitrikas
A2	MGA 1500, 1600, Twin Cam, F Wilson McComb
A4	MGA Parts Catalogue (Feb 1988), Moss Motors Ltd
A5	MGA Restoration/Road Test, Autocar/Car Reprints
A6	The MGA, John Price-Williams

A7	MGA & Twin Cam Gold Portfolio 1955-1962, R.M.Clarke
A8	The Original MGA Restorer's Guide, Anders Ditlef Clausager
A9	MGA The Complete Story, David G. Styles

	MGA SERIES (cont)
A10	MGA 50, MGA Anniversary Yearbook,
A11	MGA 1955 to 1962, All models, Haynes
A12	MGA Twin Cam Workshop Manual,
A13	John Thornley said "Call it MGA", Hubbard & Martin, MGCC MGA Register, 2015
A14	The MG Series MGA 1600 (Mk I & Mk II) Workshop Manual AKD600C, The M.G. Co. Ltd.
A15	MGA Coupes & Roadsters, 1500, 1600, 1600 MkII, 1955-1962, P.Olyslager Motor Manuals 43, 1963
A16	The MGA Owner's Heritage Pack, MGCC MGA Register, 2016
A17	BMC MGA 1600 Service Parts Catalogue
	MGB SERIES,
B1/1	MGB Workshop Manual, BMC Service publication
B1/2	MGB Workshop Manual, BMC Service publication
B2	How to Power Tune MGB (4 cyl), Peter Burgess
B3	How to Power Tune MGB (4 cyl), Peter Burgess (second copy)
B5	Practical Classics on MGB Restoration, Practical Classics magazine
B6	British catalogues (MGB) (V8),
B7	MGB V8, Reprints Motor mags.
B8	MGB 4 cyl. Auto, Reprints Motor mags
B9	Original MGB/C/BGT V8, Anders Ditlef Clausager
B11	Guide to Purchase & DIY Restoration MGB, Lindsay Porter
B12	Your Expert Guide to MGB & MGB GT, Roger Williams
B13	How to Give your MGB V8 Power, Roger Williams
B14	MGB Including MGC & MGB GT V8, David Knowles
B15/A	MGB The Racing Story, John Baggott
B15/B	MGB The Racing Story, John Baggott

B16	The Complete Official MGB 1975-1980,
B17	Brown & Gammons MGB/GT/V8 Parts Catalogue (inc. CD ROM),
B18	Barrie's Notes, Barrie Jones/MGCC MGB Register
B19	How to Improve MGB, MGC, & MGB V8, Roger Williams
B20	MGB50 Official Celebration Book,
B21	Don Hayter's MGB Story, The birth of the MGB in MG's Abingdon Design & Development office, Veloce.
B22	MGB The Illustrated History, Third Edition, Wood & Burrell, Haynes
B23 1&2	Tuning the MGB 4-Cylinder Engine (2 Vols), Steve S., Virginia
B24	Practical Classics Guide to the MGB, Practical Classics Magazine
B25	Everyday Modifications For Your MGB, GT, GTV8, Roger Parker, Crowood
B11/26	Guide to Purchase & DIY Restoration MBG,
B27	MGB Owners Workshop Manual, 1962 - 1980, John Fowler, Haynes, 1981
B28	MGB The Illustrated History, First Edition, Wood & Burrell, Haynes, 1988
B29	MGB Workshop Manual AKD 3259 F, BMC, Cowley, 1968
B30	MGB Restoration Manual, Lindsay Porter (update of B26), Haynes, 1998
B31	Step by Step MGB Service Guide Including MGC, V8, and RV8, Lindsay Porter, Porter Publishing, 1994
B32	Factory Edited Manual, MGB, MGB GT from 1962, Intereurope British Leyland Manual, 163
B33	MGB 1962 thru 1980, Roadster and GT Coupe, John Fowler, Haynes, 1989
B34	MGB, MGB GT, MkI, II, & III, repair manual 238

B35	MGB - British Legend
B36	How to Power Tune MGB 4-Cylinder Engines for Road & Track
B37	Handbook for the MGB Roadster GT Coupé from 1962
	MGC SERIES,
C1	MGC, Reprints Motor mags.
C2	MGC Abingdon's Grand Tourer, Graham Robson
C3	Bromsgrove MG Centre M.G.C. Catalogue
C4	MGC Handbook AKD 4887, BMC, 1967
	MGB V8 and RV8,
BV81	So You Want to Buy an MGB GTV8 or MG RV8? A buyer's guide from the MG Car Club, MGCC
BV82	MG RV8, The Manufacturing Story, MGCC
BV83	MG V8, David Knowles, Crowood
BV84	MGB GT V8 Workshop Manual Supplement (AKD 8468)
	MGF, TF, ZS, ZR, ZT,
F2	Haynes Modern Sports Cars - MGF, David Knowles/Heynes
F3	MGF and TF, David Knowles/Crowood
F4	The Rover K-Series 16V Engine 1989-2005, Des Hamill
F5/X27	The Birth of the MG F, Ian Adcock
F6	MGF Workshop Manual MY 1997 - 2001, 2 Vols, MG Rover Group, 2000
F7	MGF and TF Restoration Manual, Roger Parker, Crowood
F8	The Essential Buyers Guide, MG MGF and TF 1995 to 2005, Rob Hawkins, Veloce
F9	Rover 75 and MG ZT : The Complete Story, James Taylor
F10	MGF Electrical Circuit Diagrams
F11	Rover 75 & MG ZT Workshop Manual, MG Rover, 2005
F12	The Rover K-Series Engine: Maintenance, Repair and Modification, Iain Ayre & Rob Hawkins, Crowood Press, 2018

	MG MIDGET/SPRITE SERIES,
M2	Guide to purchase & DIY Restoration, Lindsay Porter (second copy)
M3	Guide to purchase & DIY Restoration, Lindsay Porter (third copy)
M4	Sprite (MK11,111,1V) Midget (MK1,11,111), BMC Series publication
M6	MG Midget MK111 Auto test, Autocar mag reprints
M7	How to Power Tune Midget & Sprite, Daniel Stapleton
M8	Sprite & Midget, Jonathan Edwards
M9	MG Midget/Sprite Manual, Heynes
M10	Original Sprite & Midget, The Restorer's Guide, Terry Horler/Herridge & Sons Ltd.
M11	Not in that Car, Roy Locock/Matador
M12	MG Midget & A-H Sprite - Your expert guide to common problems & how to fix them,
M13	Frogeye Sprite - The Complete Story, John Baggott, Crowood
M14	More Healeys. Frog Eyes, Sprites and Midgets, Geoffrey Healey
M15	Austin-Healey Sprite (Series AN5) Workshop Manual (inc. Special Tuning Booklet),
M16	Tuning The A-Series Engine (3rd Edition), David Vizard, Haynes, 1999
M17	
M18	
M19	
M20	Sprite and Midget, Past and Present, Terry Horler
	BMC SALOONS
D1/X21	Morris, Austin, MG 1100, David M. Palmer
D2	MG 1100 Driver's Handbook, A B.M.C. Publication
D3	The 100 1300 Assistance for the Owner Driver, Intereurope
D4	MG Sports Sedan Guide, Bill Stone, Sports Car Press

	MG MIXED,
X1/2	Great Marques MG, Chris Harvey
X2	MG Sports Cars, Peter Garnier
X3	British Sports cars Road test, Hamlyn Publishing Group Ltd
X4	MG Britains Favorite Sports cars, Malclom Green
X5	MG Morris/Magnette Repair/tune up guide, Harold T Glenn
X6	MG The Art of Abingdon, John McLellan
X7/1	MG by McComb, F.Wilson McComb
X7/2	MG by McComb, F.Wilson McComb
X8	Chilton's MG Repair/tune up guild, Chilton Book Company
X9	Spotlight on MG Downunder, Barry Lake
X10	Making MG's, John Price Williams
X11	The Magic of MG, Mike Allison
X12	The A,B & C MG, Chris Harvey
X13	MG Past & Present, Rivers Fletcher
X21	Morris, Austin, MG 1100, David M. Palmer
X22	The Complete MG Guide, John Christy & Karl Ludvigsen
X23	The MGA, MGB, MGC – A Collector's guide, Graham Robson
X24	MG Great Marques Poster book, Chris Harvey
X25	Giant MG Feature, Australian Sport Car World reprint
X28	Complete MG Series Workshop manual, Scientific publications
X29	MG Log A Celebration of the worlds favourite , Peter Haining
X30	How to Improve MGB, MGC & MG V8, Roger Williams
X31	MG Sports Cars (History), Malcolm Green
X32	Your First Classic car, Patrick Smith
X33	The First Seventy Years, MG Car Club Ltd
X34	The MG File (Model by Model), Eric Dymock

X35	Advertising MG (Vol 11 1956-1992), Daniel Young
X36	The Works MG's , M.Allison/P.Browning
X37	The Classic MG, Richard Aspden
X38	Maintaining The Breed, John Thornley
X39	Tuning & Maintenance of MG's, Philip H. Smith
X40	MG Britain's Favourite Sports Car, Malcom Green
X41	MG Saloon Cars, Anders Ditlev Clausager
X42	Cecil Kimber 1888 - 1988, Various Authors
X48	MG's Abingdon Factory,
X49	Aspects of Abingdon,
X50	G-Torque Archives, MGCC Geelong
X52	Mr. MG - John William Yates Thornley, Peter Thornley/Magna Press
X53	The Mighty MGs, The TwinCam, MGC, MGB GT V8 Stories, Graham Robson
X55	MG The Untold Story, David Knowles
X56	Triumph TR7 - The Untold Story, David Knowles
X57	MG Record Breakers From Abingdon, Photo Archive, Richard L.Knudson
X58	MG War Time Activities, MGCC/Colin Grant
X59	MGs On Patrol, Andrea Green
X60	MG X Power SV, David Knowles
X61	The A-Series Engine, Its First Sixty Years, Graham Robson, Haynes
X62	MG T-Type, Catalogue, Moss-Europe
X63	MGA, Catalogue, Moss-Europe
X64	MGB, Catalogue, Moss-Europe
X65	Sprite & Midget, Catalogue, Moss-Europe
X66	Restoration Tools, Catalogue, Moss-Europe

X67	Me and My MG, Stories from MG Owners Around the World, Gordon Thorburn, Remember When
X68	MG History Powerpoint Slides, David Selway-Hoskins
X69	BMC and Leyland B-series Engine Data, Lindsay Porter
X70	MG TC TD TF TF/1500 MGA Service Manual, Scientific Magazines
X71	Wasgij MG 1000 piece "Time Travel" Jigsaw puzzle, Graham Thompson, Holdson
X72	From Larrikins to Old Snoozers - Commemorating 50 years of the M.G. Car Club Victoria, Leon Sims & Bob Somerville
X73	To The Victor, Jigsaw Puzzle, Gibsons Puzzles
X74	Old Friends, Jigsaw Puzzle, Gibsons Puzzles
X75	The Classic MG, Richard Aspden, Bison Books
X76	The New MG Guide, John Christy & Karl Ludvigsen, Sports Car Press
X77	MG, Ian Penberthy, Bison Group
X78	The MG Storyfrom first to last, BL Heritage Limited, 1981
X80	Illustrated M.G. Buyer's Guide
X81	Classic Sports Car Buying Guide
X82	MG Sports - The Six Cylinder Cars (pre-war plus MGC), An Autocar Special
X83	MG Sports, 4-cylinder thoroughbreds from Abingdon, An Autocar Special
X84	The MG Car Club Victoria Year Book 1988, MGCC Vic
X85	Shire Album 152 The MG, F. Wilson McComb, Shire Publications
X86	How to be an Engine Expert on MGs
X87	The Motor, Road Tests 1958 Edition, Temple Press, 1958
X88	MGT - TC, TD, &TF Parts & Accessories, Moss Motors US
X89	Sprite - Midget Austin-Healey Sprite, MG Midget Parts & Accessories, Moss Motors US

X90	MGA 1500-1600 & Mk II Parts & Accessories, Moss Motors US
X91	MGB MGC Parts & Accessories, Moss Motors US
X92	Austin-Healey 100, 100-6 & 3000 Parts & Accessories, Moss Motors US
X93	Triumph TR2, 3, & 4 Parts & Accessories, Moss Motors US
X94	Triumph TR250 & TR6 Parts & Accessories, Moss Motors US
X95	Wholesale Edition - All MG, Austin-Healey & Triumph TR Parts & Accessories, Moss Motors US
X96	The Rover Group : Company and Cars 1986-2000, Mike Gould, Crowood
X98	The Life of Lord Nuffield, A Study in Enterprise and Benevolence, Andrews and Brunner, Blackwell
X99	The Kings of the Road, Ken Purdy, Hutchinson, 1955
X100	MG Saloons and Coupes 1925 - 1980 Photo Archive
X101	MGOC Accessories 2016
X102	Skinner's Union, A History of the Skinner Family and the S.U. Company
X103	Profiles of Sports Car Racers of the 1950s - They Started in MGs
X104	The M.G. Companion, Kenneth Ulliyett, Stanley Paul, 1960
X105	Holden Vintage & Classic Motoring Catalogue, 10th Edition, Holden UK
X106	The MG Collection, The Pre-War Models, Richard Monk, PSL with MGOC, 1994
X107	The MG Story, Anders Ditlev Clausager, Foulis/Haynes, 1982
X108	MG Sports Cars, Third Expanded Edition, Autocar, Bay View Books, 1997
X109	MG Magazines latest New Products Pages,

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	BROOKLANDS BOOKS
BB1	MG Cars 1929-1934, Brooklands Books
BB2	MG Cars In The Thirties, Brooklands Books
BB3	MG Cars 1935-1940, Brooklands Books
BB4	MG CARS 1940-1947, Brooklands Books
BB5	MG Y-Type & Magnette ZA/ZB Road Test Portfolio, RM Clarke, Brooklands
BB6	MG Cars 1948-1951, Brooklands Books
BB7	MG Cars 1952-1954, Brooklands Books
BB8	MG Cars 1952-1954, Brooklands Books
BB9	MG Cars 1955-1957, Brooklands Books
BB10	MGA 1955 – 1962, Brooklands Books
BB11	MG Cars 1957-1959, Brooklands Books
BB12	MG Cars 1957-1959, Brooklands Books
BB13	MG Cars 1957-1962, Brooklands Books
BB14	MG Midget 1961-1979, Brooklands Books
BB15	MGB 1962-1970, Brooklands Books
BB16	MGB 1970-1980, Brooklands Books
BB17	MGF & TF Performance Portfolio,

GENERAL, NON MG,

G1	The Power & The Glory (motor racing), Ivan Rendall
G2	Targa Tasmania 1992-1993, Clipper Press
G3	The Restoration & Preservation Vintage & Classic, Jonathan Wood
G4	In Praise of Veteran & Vintage cars in Aust., Bryan Hanrahan
G5	Great Marques of Britain, Jonathan Wood
G6	World Cars 1973, Auto Club of Italy
G7	Rallying Guide to navigation, Helen Wylie
G8	Paint Manual, BMC Service Ltd
G9	1100 & Kestrel workshop manual, BMC Service Ltd
G10	Classic Auto Review, Grafiti publication
G11	Great Marques Poster book Jaguar, Chris Harvey
G12	Body Repair Guide (Volume 1) Mini Minor, BMC Ltd
G13/1	Mini Workshop Manual, Morris Motors Ltd
G13/2	Mini Workshop Manual, Morris Motors Ltd
G14	Vintage & Historic Motor Racing in Australia, Michael Harding
G15	Mr Repco-Brabham Frank Hallam, Simon G Pinder
G16	Tuning for Speed/Tuning for Economy, Philip H Smith
G17	How to Restore W/Metal joining Techniques, Tony Fairweather
G18	How to Restore Sheet Metal bodywork, Bob Smith
G19	Automatic Transmission-Borg Warner model 35, BMC Pty Ltd
G21	Schedule Repair Times (Morris/MG/Wolseley), BMC Pty Ltd
G22	Sheet Metal Handbook, Ron & Sue Fournier
G23	The History of The Geelong Speed Trials , Gary Grant
G23/2	The History of The Geelong Speed Trials , Gary Grant
G24	Sheet Metal Work, R.E. Wakeford
G25	Workshop Materials, Alex Weiss
G26	Home Workshop Hints & Tips, Vic Smeed
G27	The Art of Welding, W.A. Vause
G28	Timeless Machines, Pedr Davis
G29	How to Restore Classic Car Bodywork, Martin Thaddeus

G30	Ultimate Garage Handbook, Richard Newton
G31	A History of Rob Roy Hillclimb 1932 – 1961, Leon Sims
G32	Classic Cars 1945 - 1975, Martin Buckleys
G33	History of Motor Racing,
G34	The Sports Car,
G35	Glory Days, Albert Park 1953-58, Barry Green, 2002
G36	The World's Great Cars,
G37	Automobile Quarterly Vol XVII No.1,
G38	Automobile Quarterly Vol XVII No.2,
G39	Drive to Survive, Frank Gardner
G40	Gilltraps' Australian Cars from 1879, Terry & Maree Gilltrap
G41	Wheels Galore!, Pedr Davis
G42	SU Carburettors, Owners Workshop Manual, Haynes
G43	How to Build & Modify Sportscar & Kit Car Suspension & Brakes, Des Hammill
G44	How to Build & Modify Cylinder Heads, Camshafts, & Valve Trains, Ben Watson
G45	Metal Fabricators Handbook, Ron & Sue Fournier
G47	Triumph Sportscars - Colour Family Album, Andrea & David Sparrow
G48	Competition Car Suspension, A Practical Handbook, Allan Staniforth
G49	Austin Healey 100/6 and 3000 Workshop Manual, BMC Service Division
G50	Building Cars in Australia - Morris, Austin, BMC and Leyland 1950-1975, BMC-Leyland Australia Heritage Group
G51	Morris Minor "One in a Million", Richard McKellar and Ray Newell
G52	Workshop Manual for Jaguar XJ6 Range from 1968, Stewart Hemley, Intereurope Ltd.
G53	Racing Cars of the World, Hippo Books
G54	Motor Racing Champions, Phil Drackett, Purnell
G55	Through My Eyes, Dirk Klynsmith, Dynamik Marketing
G56	One Good Run, The Legend of Burt Munro, Tim Hanna, Penguin
G57	Great Car Collections of the World, Eves & Burger, Gallery Books
G58	Renault, the cars and the charisma, J.Dewar McLintock, PSL

G59	Enzo Ferrari, The Man, the Cars, the Races, Brock Yates, Doubleday
G60	Mercedes-Benz V8s, Limousines, saloons, sedans, 1963 to date, F.Wilson McComb, Osprey
G61	Mercedes Benz S-Class, Geoffrey Howard, Cadogan Publications
G62	Cars Detroit Never Built, Fifty years of American experimental cars, Edward Janicki, Sterling
G63	The Complete History of the Japanese Car, 1907 to the present, Marco Ruiz, Portland House
G64	Marque, A Hundred Years of Motoring, Peter Wherrett, ABC
G65	The Ultimate Encyclopedia of Formula One, Bruce Jones, The Book Company
G66	Mercedes, Graham Robson, Gallery Books
G67	The Encyclopaedia of Motor Racing, Anthony Pritchard, Keith Davey, Hale
G68	Competition Car Controls, Ian Bamsey & Alan Lis, Haynes
G69	The Concise Dictionary of Motorsport, George Bishop, A.P.Publishing
G70	The Great Cars, Ralph Stein, Hamlyn
G71	British Leyland: Chronicle of a car crash, Chris Cowin,,
G72	Classic Cars, A Celebration of the Motor Car from 1945 to 1985, Martin Buckley, Hermes House
G73	The Ultimate History of Fast Cars, Jonathan Wood, Parragon
G74	Roadsters, Fifty Years of Top-Down Speed, Don Spiro, Metro Books
G75	Auto Architect - (The Autobiography of Gerald Palmer)
G76	Austin Healey 100-6 and 3000 Workshop Manual, BMC Service Division
G77	The Complete British Motorcycle, John Carroll, A Salamander Book
G78	Maybach to Holden, Repco, The Cars, People & Engines, Malcolm Preston
G79	Reader's Digest Book of the Car

G80	Mitchell's Electronic Fuel Injection, Troubleshooting Guide, Fisher Books
G81	André Citroën, The Man and the Motor Cars, John Reynolds, Sutton Publishing
G83	Gregory's Car Body Repairs, Donald Wait
G84	Morris Minor Workshop Manual, Series MM, II, and 1000, B.M.C. Service Limited
G85	The Shell Book of New Zealand Motor Racing 1964
G86	The Shell Book of New Zealand Motor Racing 1965
G87	The Shell Book of New Zealand Motor Racing 1966
G88	The Shell Book of New Zealand Motor Racing 1967
G89	The Shell Book of New Zealand Motor Racing 1968
G90	The Shell Book of New Zealand Motor Racing 1969
G91	The Shell Book of New Zealand Motor Racing 1970
G92	The Shell Book of New Zealand Motor Racing 1972
G93	Mercedes-Benz Roadsters 230, 250, 280, 350, 450SL & SLC, L.J.K.Setright, Osprey AutoHistory
G94	The Crown of the Road, The Story of the RACV
G95	Cars in Colour, Including Cars in the Headlines
G96	Export Drive, BMC & British Leyland Cars in Europe and the World 1945-85, Chris Cowin
G97	Ford, the Men and the Machine, Robert Lacey, Heinemann, 1986
G98	Foggy Memories, A Journey Through the Life of David Fogg, David Fogg, 2011
G99	On the Edge, My Story Richard Hammond, Richard Hammond, Phoenix, 2007
G100	Grand Prix Greats, The World's fastest drivers and their finest victories, F1 Racing, Haymarket
G101	60 Years of Ferrari Supercars, Evo Magazine & Octane Magazine
<u>G102</u>	Technical Articles, Various
G103	Veteran and Vintage Cars, Peter Roberts, Hamlyn, 1963

G104	80th Birthday Celebration, Stirling Moss, Britain's Greatest Racing Driver, Octane MagBook
G105	Consumer Guide, Legendary Lamborghinis, from the 350GT to the Countach
G106	The Vintage Motor Car, Clutton & Stanford, Batsford, 1954
G107	A History of Ford Motor Company, Victoria Hockfield, Wikipedia Book
G108	Car Owner's Body Maintenance & Repair Book, Donald Wait, Ure Smith, 1974
G109	Shifting Gear, Design Innovation and the Australian Car, Harriet Edquist & David Hurlston, NGV
G110	The Vintage Car Diary, Hidde Halbertsma, Rebo
G111	Serre The Car, Claude Serre, Methuen
G112	The New Illustrated Encyclopedia of Motorcycles, Tragatsch & Wooley, New Burlington, 1992
G113	Delorean, The rise and fall of a dream maker, Fallon & Srodes, Hamish Hamilton
G114	Automotive Diesel Engines, Shell Publication
G115	The Great Peking to Paris Expedition, Brown, Matheson, and Kidby, Harper Collins
G116	Lucas Fault Diagnosis Service Manual, Lucas
G117	Auto Body Repair and Refinishing, John Hogg, McGraw-Hill, 1969
G118	SP Workshop Manual Series No65 Morris Austin 1100, Scientific Publications, Sydney, 1971
G119	Rover 3500-3500S Repair Operation Manual AKM 3621, Rover-British Leyland, 1972
G120	Illustrated Guide to Classic British Cars, Graham Robson and Michael Ware, Abbeydale, 2007
G121	The Sportscar Album, Chris Horton and J.G.Newbery, lifetime, 1994
G122	The Encyclopedia of Classic Cars, Ed. Kevin Brazendale, Blitz, 1999
G123	History of the Geelong Electric Tramways 1912-1956, David J. O'Neil, O'Neil, 1994

G124	All colour book of Racing Cars, Brad King, Octopus Books, 1973
G125	Car Wars, How the Car Won Our Hearts and Conquered Our Cities, Graeme Davison, Allen & Unwin, 2004
G126	How to Restore Classic Car Interiors (Enthusiasts Restoration Manual Series, Steinfurth, Veloce, 2017
G127	Automotive Detailing in Detail : A Guide to Enhancing, Renovating and Maintaining Your Vehicle's Appearance, Colbeck, Steele, & McLean, Crowood, 2017
G128	The Jaguar XK, Chris Harvey, Oxford Illustrated Press, 1978
G129	Lucas Quality Equipment Test Data SB.222, Joseph Lucas, 1949
G130	Morris Minor 1948 - 1980, Collection No.1, R.M.Clarke, Brooklands Books
G131	Peter Wherrett's A Century of the Motor Car, Peter Wherrett, Auto Industry Marketing Services, 2000
G132	Mini-Moke Parts Catalogue PUB1029, Leyland Australia,
G133	Rolls Royce, Colour Library Books, 1984
G134	Riley 1.5, Wolseley 1500, Owner's Workshop Manual, 1957 to 1965, J.R.S.Hall, Haynes,
G135	XJ6, Sovereign, 1968-78 Owners Workshop Manual, Auto-books
G136	Jaguar Service Manual fo All Models 1946-1948, Jaguar Cars Ltd.
G137	Jaguar 3.4 and 3.8 'S' Models Service Manual, Jaguar Cars Ltd.,
G138	Spare Parts Catalogue for Jaguar 'S' Type, Jaguar Cars Ltd., Spares Division, 1970
G139	1800 Mk.I & Mk. II Workshop Manual, Leyland Motor Corporation of Australia Ltd., 1976
G140	British Repair Manual Cars Trucks Volume II, Scientific Magazines Publishing Co., NSW, 1947
G141	British Repair Manual Cars Trucks Volume III, Scientific Magazines Publishing Co., NSW, 1947
G142	ERA Man, Historic racing with W.R.G. (Bill) Morris, Tim May, Morris Publications, 2011

G143	Motor Repair and Overhauling Vol II, George Newnes Ltd., 1949
G144	Motor Repair and Overhauling Vol III, George Newnes Ltd., 1949
G145	Motor Repair and Overhauling Data Sheets, George Newnes Ltd., 1949
G146	Classic Sports Cars, Iain Ayre, Lorenz Books, 2003
G147	The Batsford Guide to Vintage Sports and Racing Cars, Anthony Harding, Batsford, 1978
G148	Car Spraying Made Easy, Includes advice on the new Acrylic paints, Cecil Jasper, Foulsham, 1965
G149	Automobile Body Repair and Paint Guide, William Athanson, D Van Norstrand, 1952
G150	Morris Minor 800-1000, .M.W.Palmer, Motor Car Maintenance and Repair Series, Pearson, 1962
G151	The Machine That Changed The World, Womack, Jones, & Roos, Rawson Assoc., 1990
G152	For Millionaires Only, The World's Most Expensive Cars, Cruickshank, Grange Books, 1993
G153	Great Marques of Italy, Johnathan Wood, Viscount, 1989
G154	Great Marques of Germany, Johnathan Wood, Viscount, 1989
G155	Ignition and Timing, a Guide to Rebuilding, Repair, and Replacement, Colin Beever, Crowood, 2015
G156	Morgan, First and Last of the Real Sports Cars, Gregory Houston Bowden, Gentry, 1973
G157	CAMS, The Official History Celebrating 60 Years 1953-2013, John Smailes, CAMS, 2015
G158	Great Marques, Mercedes-Benz, Roger Bell, Octopus, 1980
G159	The Encyclopedia of Classic Cars, Chris Harvey, Octopus, 1987
G160	Australian Motoring Yearbook 1975, Editors of Wheels Magazine
G161	Australian Motoring Yearbook 1976, Editors of Wheels Magazine
G162	Wheels Yearbook 1980, Editors of Wheels Magazine

G163	Wheels Yearbook 1981, Editors of Wheels Magazine
G164	Wheels Yearbook 1983, Editors of Wheels Magazine
G165	Veteran and Vintage Cars, Peter Roberts, Paul Hamlyn, 1963
G166	Remember those great Volkswagen ads?, David Abbott & Alfredo Marcantonio, European Illustration, 1982
G167	Classic Cars of the 1950's and 1960's, Michael Sedgwick, Tiger, 1997
G168	British Sports Cars (English edition), Schlegelmilch & Lehbrink, Ullman, 2007
G169	The Encyclopedia of Cars, Peter Henshaw, Lorenz Books, 2011
G170	Stirling Moss In the Track of Speed, Stirling Moss, Muller, 1957
G171	Vintage Cars in Colour, Barron & Tubbs, Batsford, 1960
G172	Ultimate Sports Car, The most exciting classic sports cars in the world, Willson, Dorling Kindersley, 2002
G173	The Age of the Automobile, George Bishop, Hamlyn, 1977
G174	How to Restore Improve Classic Car Suspension, Steering & Wheels (Enthusiast's Restoration Manual), Julian Parish, Veloce, 2018
G175	Jenson Button, Life to the Limit, Autobiography, Blink, 2017
G176	Automobile Year 1958-1959 (6)
G177	Automobile Year 1959-1969 (7)
G178	Automobile Year 1971-1972 (19)
G179	The Mille Miglia, 25 Years of Passion
G180	Ultimate Guide to Restoration
G181	Annual Automobile Review 1953-1954 (1)
G182	Annual Automobile Review 1954-1955 (2)
G183	Annual Automobile Review 1955-1956 (3)
G184	Automobile Year 1956-1957 (4)

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DVDs and VHS Tapes

V23/2	Inside the Octagon 2 The Story of the MG 1946 - 1980, DVD
V39	MGCC Tasmania Tour 2010 - DVD slide show by Maureen Co-ad
V40	Ultimate MG Performance DVD
V41	Monroe Shock Absorber Comparisons
V43	2011 Snowy Mountains Tour - Geelong MG Car Club
V44	The Best of MG Volume Two
V45	MG History Powerpoint Slides, by David Selway-Hoskins
V46	MGCC Geelong Annual Tour Along the Murray II 2012

V48	MGB 50 (1962-2012) A Year to Remember
V49/50	Welcome to the TR Register, TR Owners Club
V51	Jenks & The Bod, Motorfilms Special
V52	For the Love of Cars, The Story of Classic British Cars and Their Journey from Wreck to Restoration, Shine Productions
V53	MGB Workshop Notes, V8 Register MG Car Club
V54	Best of British - MG - Second Edition, Duke
V55	Tony Gaze, ABC Talking Heads
V56	The Ultimate Story of the Spitfire, Prism Leisure, 2004
V57	The Story of the Hurricane, Pegasus, 2001
V58	Billion Dollars at the Beach, Duke, 2010
V59	First Light, The Dramatic Story of the Youngest Spitfire Pilot in the Battle of Britain, Madman, 2011
V60	Mountain Legend, Targa Florio 1965, Quadrant Video
V61	Profile Publications - Cars 1 - 96, 2014 GeekaMedia
V62	The BMC/BL Competitions Department, triumphdvd
V63	Vintage Cars A-Z

V64	The Guide to MGB Maintenance, triple-C.com
V65	MG Just for the Record
V66	The Overhaul, Tuning, & Maintenance of SU Carburettors, Moss Motors Ltd
V67	The Sacred Octagon 1964 - 2004, The New England MG T Register Ltd

From the Library

David Hoskins - Librarian June 2010

Having recently become the Club Librarian, I have taken an inventory of our stock and have identified some areas of MG knowledge in which our collection is deficient.

I have noticed that some people do not have a very good grasp of our simple borrowing procedure - please read the instructions on the library cupboard door, or ask me, if you are unsure.

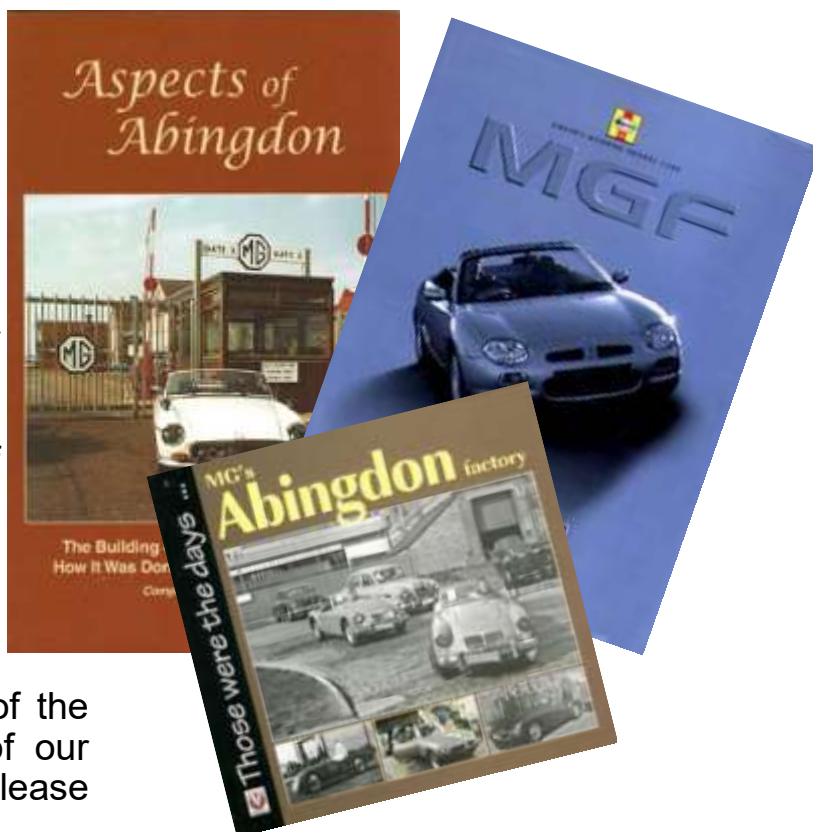
My ultimate aim as Librarian would be to see no books on the shelves, all out on loan, and I would encourage all of you to take advantage of the great collection we have. Some of our books are old and rather valuable, please take extra care of them.

Here are some recent additions to our Library. Your Executive Committee has approved a budget of \$400 to allow purchase of recent publications to fill in some of the gaps in our stock and I shall be introducing new purchases over the next few months.

X49 - Aspects of Abingdon - The Building of the MGB & Midget

There is nothing left of the MG factory in Abingdon, but this book records the memories of those who worked there and photographs show how it looked. There is a lot to enjoy in this little book for any sports car enthusiast, but particularly for MGB and Midget fans and owners.

F2 - MGF - David Knowles



Here is the whole story of the MGF from concept to the sale of MG and other Rover Group marques to the Phoenix Group in 2000. Production cars, racers, rally cars and record breakers are all described and there is an explanation of the non-appearance of the MGF in the USA.

X48 - MG's Abingdon Factory (Those Were the Days...)

This great assembly of photographs, with comprehensive captions, tells the story of the MG factory at Abingdon from the early days of the marque to the demolition of a large part of the factory. Assembled by long-time MG employee and MG Car Club stalwart Brian Moylan.

From the Library

David Hoskins - Librarian July 2010

Barrie's Note - Maintaining an MGB in the 21st Century - Lib. Cat. B18

Barrie has owned MG's since 1966 and has restored 19 MGB's including 4 V8's, so who better to write a book on maintaining an MGB.

The book is well laid out and written in plain language for all to understand. It has detailed notes on all aspects of MGB maintenance including a very good section on body work repairs. The detailed notes on gearbox disassembly and repair are particularly interesting.

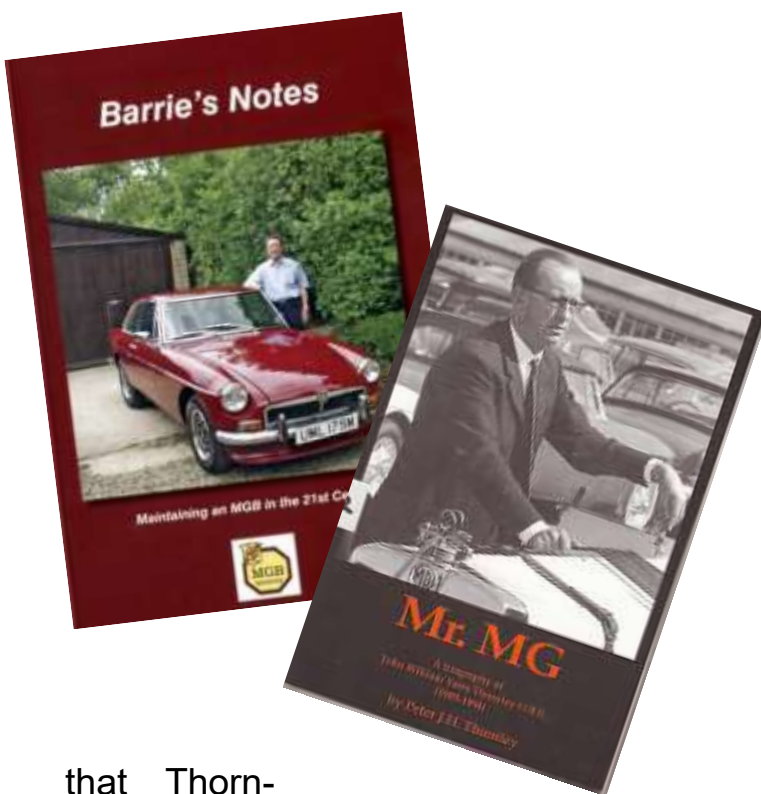
Review by MGCC Online Shop at <http://www.kimberstores.co.uk/>

This is a 'must have' for all MGB owners who do their own maintenance and is available from the MGCC Online Shop for about \$25.

Mr. MG: A biography of John William Yates Thornley OBE (1904-1994) - Lib. Cat. X52

It's John Thornley we have to thank for the survival of MG. His son Peter began writing this revealing book before his death in 1994, so this is a first-hand account of his experiences in the company, which he joined in 1931 and stayed with until the end in 1980.

The best bits are the occasionally pithy internal memoranda: plans to re-engine the B with the O- series; the TD replacement, expected to last only three years;



that Thornley saw

front-drive as an inevitability as early as 1955, and constant worries over cost. He described the Frogeye as 'a brave try'. There's telling personal correspondence too from this rather prickly old bird. This book is 'print on demand', which means that picture quality is not to usual book standard but clear enough.

Review by Motor Books, London, at <http://www.motorbooks.co.uk/index.asp>

Anyone interested in the history of the MG Marque should read the story of the man who worked for the Company from 1931 until the end of production at Abingdon, who was founding Secretary of our MGCC in 1930, and who developed the Marque which Cecil Kimber had created.

From the Library

David Hoskins - Librarian September 2010

MG: The Immortal T Series - Library Cat. No. T12

A lovely book written by Chris Harvey in 1977 chronicling the TA to TF MGs. He talks about the background to the TA, the development of the T-Series, and its place related to its contemporary rivals. Modifications, specials, and the MG Car Clubs are also covered.

MGA, The Complete Story - Library Cat. No. A9

David Syles delivers a similar treatment to Harvey's T-Series book, but about the MGA. He chronicles the background to its design, the various models, and also places it in its market with comparisons to its competitors. Dave Langley found this book and kindly donated it to our library.

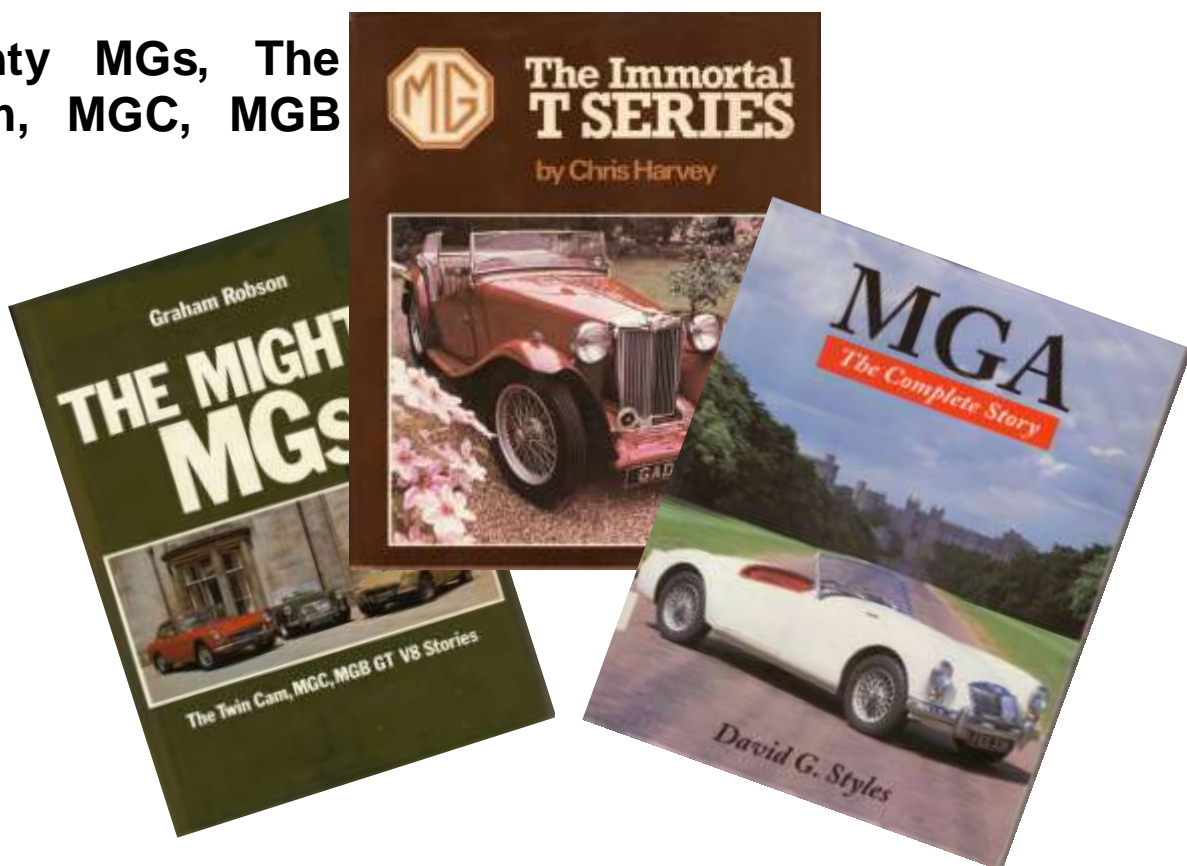
The Mighty MGs, The Twin Cam, MGC, MGB GT V8 Stories - Library Cat. No. X53

Graham Robson wrote this book in 1982 about the three highest performance post-war MG derivatives. Each has its own fascinat-

ing story and the book only lacks the RV8 which was produced after the book's publication.

Original MGB, Cat. No. B9, and Original MGA, Cat. No. A8.

MGB and MGA are in our Library and I regard these books by Anders Ditlef Clausager as essential reading for all keen 'B' and 'A' owners. They attempt to show all the various versions, concentrating on appearance and originality, and contain a wealth of colour photographs. They have been out of print for many years but have recently been re-published in hardback by Herridge & Sons and will shortly be available from The Pitstop Bookshop in Perth at \$59.95.



From the Library

David Hoskins - Librarian October 2010

Ivan Washington is moving into a smaller house and we have recently acquired some of his technical motoring books.

SU Carburettors, Owners Workshop Manual - Library Cat. No. G42

The complete guide to overhauling and tuning SU Carburettors, including vehicle applications lists and needle charts, published by Haynes.

How to Build & Modify Sportscar & Kit Car Suspension & Brakes - Library Cat. No. G43

A Veloce SpeedPro publication discussing fundamentals of chassis design and modification. The book dispels the myths and explains how to adjust and modify a car's suspension, steering, and brakes to make it handle and

brake really well.

How to Build & Modify Cylinder Heads, Camshafts, & Valve Trains - Library Cat. No. G44

A Motorbooks International book covering all aspects of modifying the top end of the engine. To deliver peak power requires effective porting, efficient valvetrains, and correct camshafts.

Metal Fabricators Handbook - Library Cat. No. G45

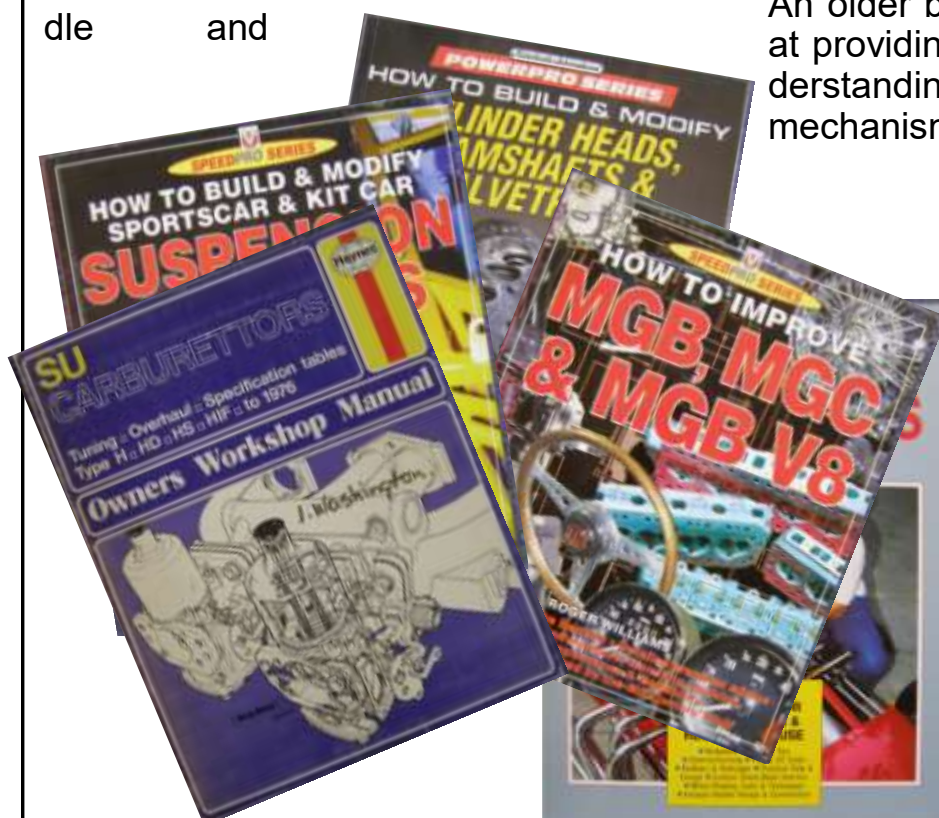
Master metal craftsman Ron Fournier shares the tips, techniques, and secrets necessary for fabricating metal components.

Automobile Steering Service Manual - Library Cat. No. G46

An older book, published in 1957, aimed at providing trade mechanics with an understanding of the basics of steering mechanisms, wheel alignment, and wheel balancing.

How to Improve MGB, MGC, & MGB V8 - Library Cat. No. B19

One of the Veloce SpeedPro series covering improvements to grip, handling, braking, and overall performance of MGB's and C's. Approved by Roche Bentley of the MGOC.



From the Library

David Hoskins - Librarian February 2011

MG - The Untold Story by David Knowles - Library Cat. X55

David Knowles is a prolific author of books on MGs and associated marques (Haynes' Great Cars MGB, MGC and MGB GT V8, MGF (Haynes Modern Sports Cars), MG X-Power SV, etc.) and has put together a fascinating collection of bits and pieces about MG. The book includes many items about prototype cars which never saw the light of day (thankfully where some of them are concerned) and is a good read.

MG Midget (P & PB) Manual, Triple-M Yearbook 1992, 94, 95, 96, 97, MG Sports The Six Cylinder Cars, - Library Cat. Nos. P1 - P7

Terry Egan was having a clearout at home and donated some interesting books about pre-war MGs to our library. The P & PB Instruction Manual is a bit precious and only on-loan to us so will not appear on the library shelves but is available from your Librarian for careful borrowers.

The Triple-M Yearbook was a high quality

annual magazine recording the happenings of the M Type owners. It is unfortunate that we do not have any pre-war cars in our Club but at least we can read about them and their often quirky owners.

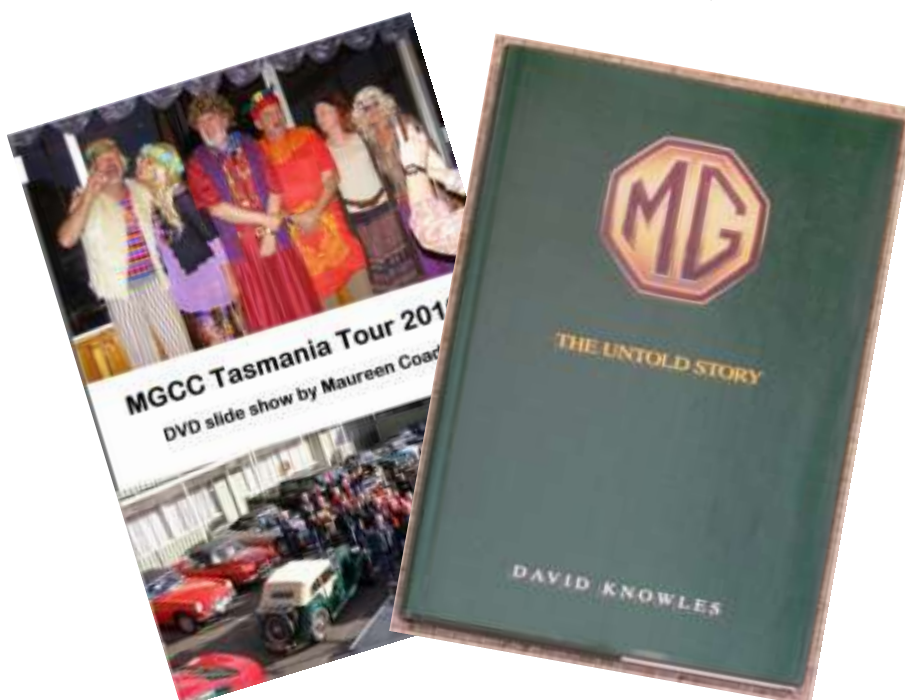
The 'Six Cylinder Cars' is an Autocar magazine special and covers MG's attempts to get into the prestige market before the war, and also covers the MGC, much maligned by the Press in period but dearly loved to-day.

MGCC Tasmania Tour 2010 - DVD slide show by Maureen Coad - Library Cat. V39

This is the DVD of the slideshow presented at the December General Meeting, put together by Maureen Coad from photos taken by herself, Judi Baldock, Ian Collings, Stuart & Jenny Boreham, Gordon & Shirley Reynolds, and the Hoskins.

Great to review the holiday for those who went to Tassie, and to show those who did

not go just what they missed. An evocative story backed by 60's Beatles music - the MGCC Geelong at its maddest, best!



From the Library

David Hoskins - Librarian March 2011

Triumph TR7 - The Untold Story by David Knowles - Library Cat. X56

What is a book about TR7s doing in our library, and in the MG section, you may well ask?

During the confused years following the formation of British Leyland, many plans were made about the future sports cars from the conglomerate. As the Leyland management effectively held power in the 'merged' group, MG was starved of capital and Triumph projects blossomed. At some stage, it was realised that MG was actually a valued brand so many of the proposals were drawn up with MG variants in mind.

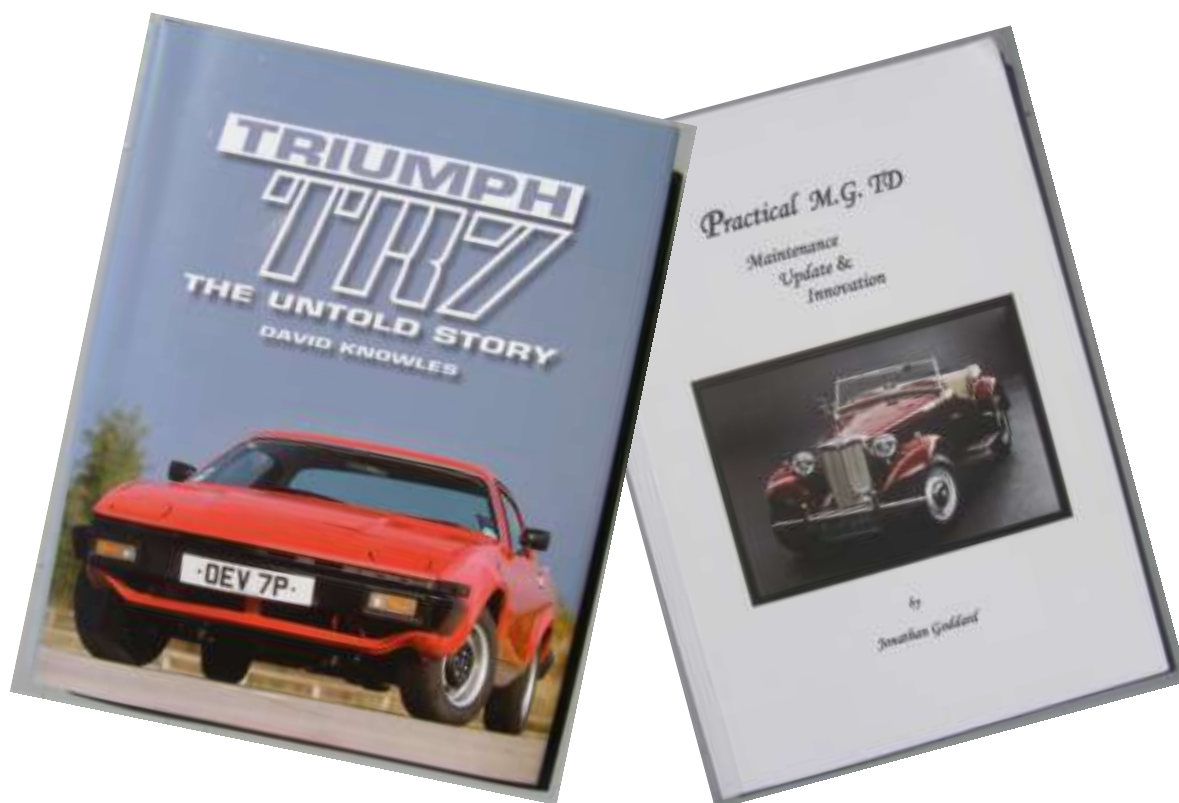
Similar to Knowles' 'MG - The Untold Story - Library Cat. X55' this book contains many shots of styling clays and

prototypes which never saw the light of day, and some of these were intended to be produced in both Triumph and MG versions.

The book particularly strikes a chord with me as I worked on the Michelotti built 'Bullet' prototype, depicted in the book on page 34, while I was at MIRA in the early 70's, and the production version of this was the TR7.

Practical M.G. TD Maintenance, Update, & Innovation by Johnathan Goddard - Library Cat. T13

Similar to 'Barrie's Notes' about MGBs, this is a collection of random jottings about working on and modifying his TD. Although written about the TD, many of the notes are equally applicable to all T Types, and even pre-wars.



From the Library

David Hoskins - Librarian April 2011

Please remember that our books are loaned out for a one month period - give others a chance to see them.

This month we have to thank Charlie Morgan for donating a couple of worthy additions to our library.

Competition Car Suspension, A Practical Handbook by Allan Staniforth Sparrow - Library Cat. G48

220 pages of detailed information on Suspension Design and Development. The book is clearly aimed at the serious competitor, but many of the principles are equally applicable to road cars and this is a book to make you think before you tinker.

Triumph Sportscars - Colour Family Album by Andrea & David Sparrow - Library Cat. G47

A general introduction to the cars from Coventry (and finally from Liverpool and Solihull) which were at times in deadly competition with MGs and then became siblings under the Leyland banner, complete with the usual sibling rivalry.

The book covers from the pre-war era through the TRs, GT6s, and Spitfires, up to the Stag and TR8.

Another of Coventry's Finest

Reading my copy of 'Classic & Sportscar, January 2011', I was surprised to see a one page item on the restoration of Brian Knights' Hillman Hunter. Brian lives locally, was on Killa's January Thursday Lunch Run, and mentions local specialists Precision Engineering in Geelong and West Coast Auto Trimmers in Ocean Grove as contributors to a fine restoration.



The car, nicknamed 'Babe', appeared in the movie 'The Killer Elite'.



From the Library

David Hoskins - Librarian June 2011

Ultimate MG Performance DVD by Ian Stent - Library Cat. V40

A collection of track tests, at the Curborough Sprint track in the UK, of a series of modified MGs. The reports cover mainly MGBs in various states of tune from warm to volcanic, but include a Honda Type-R engined MGF, a Honda S2000 engined MGA, and a 190hp K-Series powered Midget.

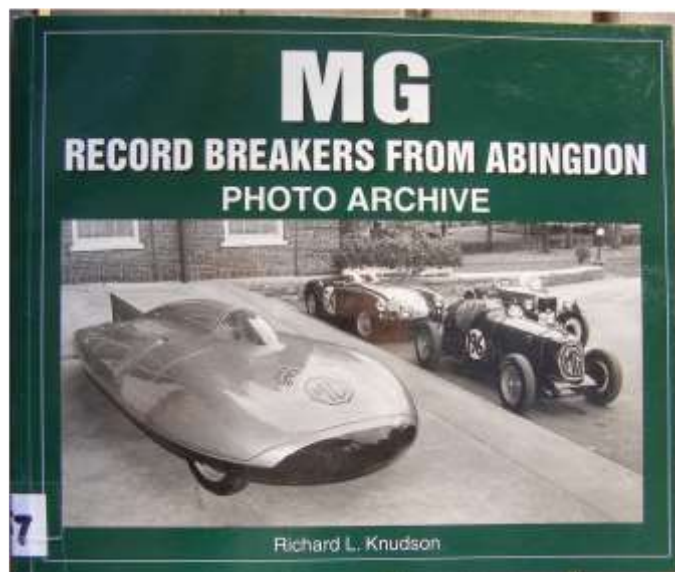


Monroe Shock Absorber Comparisons - Library Cat. V41

An older Monroe Sales presentation on how a shock absorber works, and demonstrating the benefits of Monroe Shock Absorbers which used to be manufactured in Adelaide.

MG Record Breakers From Abingdon, Photo Archive by Richard L. Knudson - Library Cat. X57

Photos of the extraordinary record breaking achievements by MG over a period of 30 years. Images of EX 120, 127 (The Magic Midget), 135 (Humbug), 179, and 181 (The Roaring Raindrop).



MG Enthusiast Magazine, May 2011

Probably the best of the collection of MG magazines in our library is 'MG Enthusiast' as 'Safety Fast' and 'Enjoying MG', although containing many technical and historical articles, are principally club magazines with reports of runs and events in the UK. Our Tassie Tour mates Peter and Patty (Toronto) Mittler do feature on page 68 of the MGCC's April 2011 'Safety Fast'.

The May 2011 edition of 'MG Enthusiast' contains the announcement of the final demise of the MGF/TF range and the launch in the UK of the new MG6 hatchback. There is also a very good article on MGF head gasket failure, how to prevent it and how to change to an up-rated gasket, head bolt, and oil rail set if failure has occurred.

Although a daunting prospect, it would seem that an MGF head gasket change is well within the capabilities of a reasonably competent home mechanic, as this well illustrated article demonstrates.

From the Library

David Hoskins - Librarian July 2011

MG War Time Activities, by MGCC, edited by Colin Grant - Library Cat. X58

This book has been published by the MGCC as it is the only detailed record of the activities of the MG Car Company during the period when no cars were produced but the Company made a significant contribution to the UK war effort.

Ironically, it was Cecil Kimber's energetic and successful search for war contracts which led to a barney with Miles Thomas, and to Kimber's dismissal from the Company which he had built up.

The original author is unknown as the book was donated by the estate of Cliff Bray, a wartime employee of MG, but it is a fascinating account of a bit of 'different' MG history.

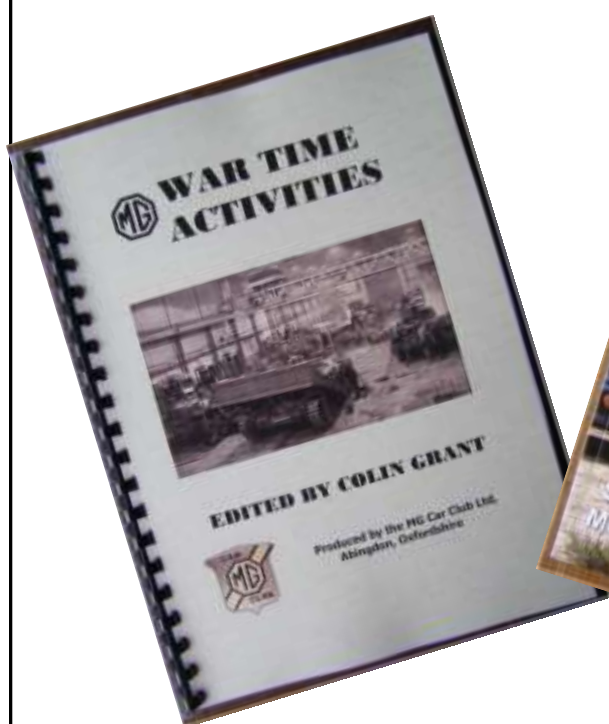
So You Want to Buy an MGB GTV8 or RV8?, A Buyer's Guide from the MG Car Club - Library Cat. BV81

On the face of it, this 56 page book would appear to appeal only to the odd one or two members who are actually looking to buy a V8 but, in fact, the book presents information relevant to anyone purchasing any classic MG.

The book is basically a collection of reprints of articles from the MGCC 'Safety Fast' magazine and should also be read by any current owner of the two V8 types as there are a few important 'do's and don'ts' included in the informative text.

Things will probably quieten down on the new book front for a while as I am looking at rearranging the Library to increase the storage space and improve access from the current situation of cupboards with open doors getting in the way.

Incidentally, if anyone requires a book at times other than the General Meetings (a workshop manual, for instance) please phone me and I can open the clubhouse and the Library for you.



From the Library

David Hoskins - Librarian August 2011

View of the World from an MG Midget, Not In That Car by Roy Locock - Library Cat. M11

We were happy to welcome our mildly eccentric MG friend Roy Locock to Geelong in November 2008 during his 'lap of Australia'. This trip was part of his epic drive from Abingdon to Abingdon, via Europe, Asia, India, Australia, South and North America and Canada, in 'Bridget the Midget'.

Roy has now compiled the blog he wrote as he toured around into a book, and this is it. We do rate a mention as Roy joined the Gala Day procession and shared lunch with us 'At The Heads' in Barwon Heads.

Roy was well supported by the various MG fraternities around the world and is now planning a group Raid by Midget to South Africa.

MGF and TF by David Knowles - Library Cat. F3

The latest thoughts of well-known MG historian David Knowles on the evolution of the MGF and follow-on models. Published in 2010 this covers the TF LE500 and TF 85th LE which were re-launched in the UK with final assembly from Chinese components being carried out in what remains of the old Rover Longbridge factory.

Original Sprite & Midget, The Restorer's Guide by Terry Horler - Library Cat. M10

One of the 'Original' series of books aimed at the concours restorer giving details of the various models of car. This book has only been recently reprinted at an affordable price, along with the other volumes covering T-Type, MGA, and MGB, all now in our library.



From the Library

David Hoskins - Librarian September 2011

Delving into the MG ZA/ZB Midgette - Library Cat. Z1

When I was Editor of G-Torque I tried to encourage members to write about their experiences of working on their MGs. Having been only partially successful in this aim, I was pleased to be asked to review a publication produced by our own Laurence (Loz) Scott, which is now in our library.

Loz bought a very sad ZB Midgette in 1981 and carried out a total restoration over several years, winning the MGCC Gee-long Restoration Award in 1993.

The stories of the restoration, plus many items of historical Midgette trivia and the restoration of three other cars, are told by Loz in an 85 page, spiral bound A4 book with lots of very clear colour illustrations. Loz's significant production is a 'must buy' for anyone interested in this fairly uncommon MG model.

If you want a copy, contact Loz at LS46COTT@gmail.com, the cost is \$40 plus \$5 p&p.



From the Library

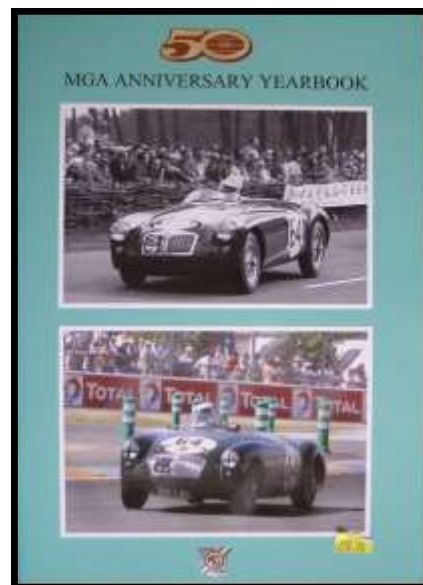
David Hoskins - Librarian November 2011 (not published)

MGA 50, MGA Anniversary Yearbook - Library Cat. A10

The MGCC A-Register celebrated the 50th anniversary of the MGA with a book detailing the activities of A owners around the world, including Australia, to mark this event.

MG RV8, The Manufacturing Story - Library Cat. BV82

Published by the MGCC, V8 register, this book tells in great detail just how the RV8s were produced. It was such a different operation from the mainstream MG



Rover production that it is a minor miracle that it could happen at all.

From the Library

David Hoskins - Librarian December 2011

MGs ON PATROL by Andrea Green - Library Cat. X59

In the past a large number of M.G. sports and touring cars were used by United Kingdom police forces as patrol cars. This book sets out to give full details of the cars used, compiled from surviving police, company, and club records, and tells the story of the men and women who drove them.

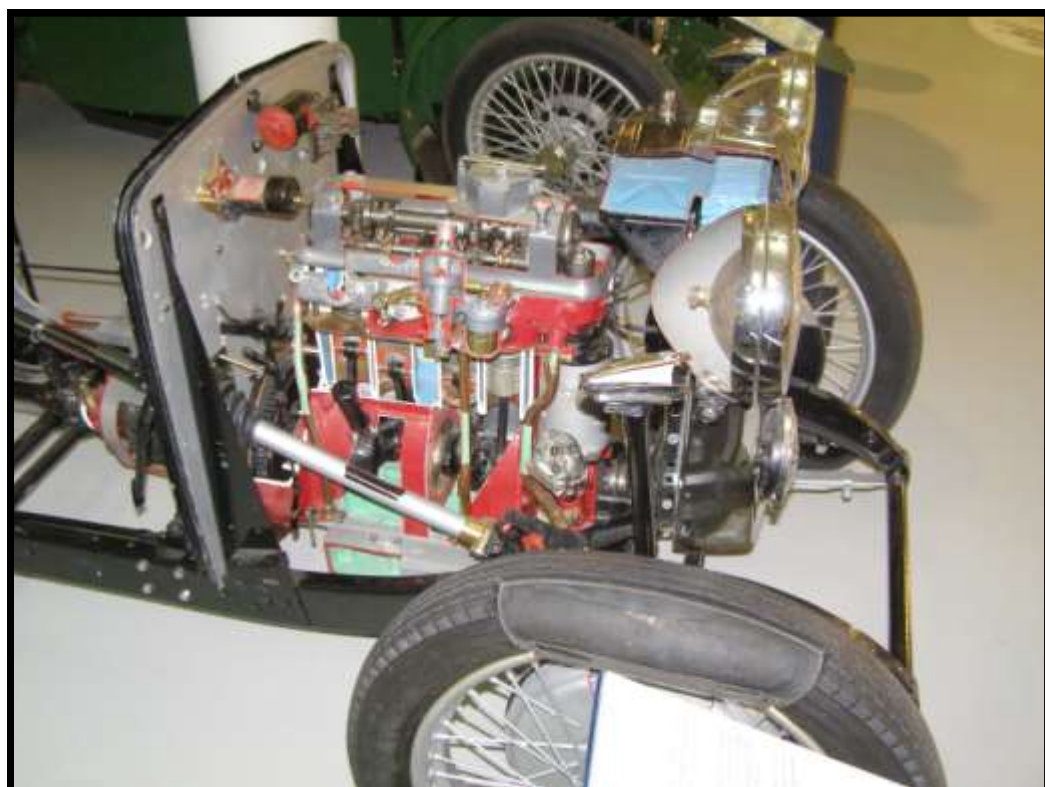
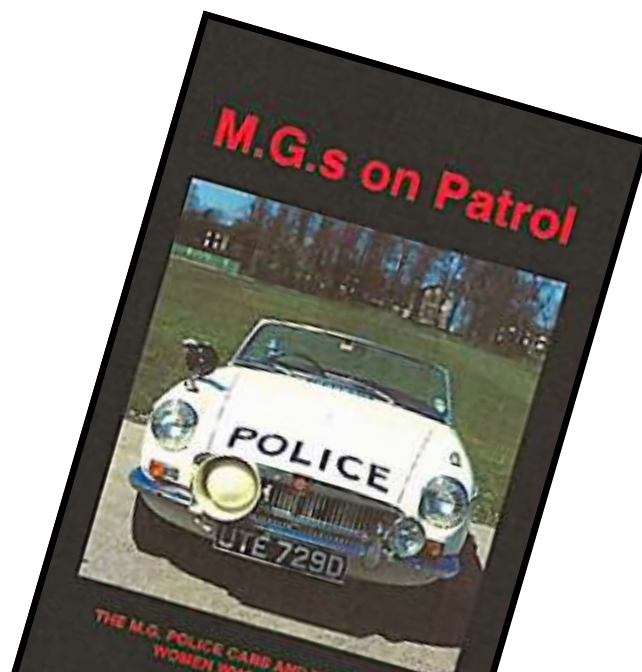
Librarian's UK Photos



Here is a group of photos, which I took recently, of the Police MGA course car at Goodwood and a sectioned 1934 PA chassis at the BMIHT display at Gaydon.

The PA display car was prepared by the Lancashire police as a training aid for their Driver Training School. The car is still in pristine condition and is a superb example of the art of sectioning whole cars.

In 'the good old days', Police MGs were a common sight on the early motorways, until replaced by Jaguars and Rover 3500 and SD1s.



From the Library

David Hoskins - Librarian February 2012

Owing to the non-delivery of a DVD from John Twist's University Motors, there are no new purchased items in the Library this month.

2011 Snowy Mountains Tour - Geelong MG Car Club - Library Cat. V43

Thanks to the efforts of our Editor Lance, we have a photographic record of the 2011 Tour in the shape of a slideshow on a DVD. Participants in this event have all been given a copy but it is good for the rest of us to see what we missed!

'Safety Fast', 'MG Enthusiast', & 'Enjoying MG' magazines.

A reminder that we subscribe to three of the monthly UK magazines, and these are available for loan from our library. They do not have catalogue numbers or loan cards yet, so we rely on your honesty - just borrow and return by the next month, I shall attempt to keep them in date order. I would encourage you to peruse these as they contain many good articles about technical issues, MG history, and new products.

I hope these samples of recent items in the magazines inspires some of you to delve deeper into modern MG 'history.'

'Safety Fast' is, of course, the magazine of the MGCC. In addition to the regular Reports from the Club's Centres, Registers, and Overseas Review, the November 2011 has news of Roy Locock's (Bridget the Midget) departure from Abingdon on his African Odyssey, and the Kimber House staff's road test of the new MG6 GT.

December 2011 has another MG6 GT feature - 'Me and My MG' by Gill Martin who was the first recipient of a new MG6 GT in the UK, and whom Anna and I met when we visited Abingdon last year. The V8 Register News also contains an appraisal of various power steering systems which are now available for MGBs.

'MG Enthusiast' is a commercial publica-

tion covering the whole of the MG scene world-wide. One highlight relevant to the MGCC Geelong in the December 2011 edition is a selection of photos from our own Rob Woodfull, entrant and winner of the month's competition. This edition also included Part 2 of a reasonably technical series on 'How Carbs and Distributors Evolved into Engine Management,' this episode focuses on carburettors.

The January 2012 edition includes an interview with Don Hayter about the evolution of the MGB from the A, this is a promotion for a forthcoming book on Don's life at Abingdon, which we shall purchase when it is released. Part 2 of 'How Carbs and Distributors Evolved into Engine Management' talks about ignition systems.

'Enjoying MG' is the magazine of the commercial MG Owners Club. As a Club magazine, it also contains reports from the various Regions in the UK and contact details for Overseas Groups. November 2011 has an appraisal of 'Atomic Insulation' - a description of the Zircotec plasma sprayed ceramic coating used to insulate hot parts of the car.

There is also an article entitled 'All by Touch', about the restoration of an MBG GT from a stripped shell with boxes of mechanical bits. Not, you may say, anything particularly newsworthy but the restorer Terry is almost completely blind, having only the ability to distinguish between light and dark in one eye - amazing effort!

December 2011 concludes the 'All by Touch' article with the news that Terry now has a V8 runner and has bought the remains of a B Roadster to restore.

'Enjoying MG' usually has some MG history and this month it was the turn of 'Motor Show MGs' with photos of specially prepared and sectioned cars for the Earls Court stand.

From the Library

David Hoskins - Librarian March 2012

UK Magazines

We do not have the general UK classic car magazines in our library, but it is worth mentioning that both 'Classic & Sportscar' and 'Thoroughbred & Classic Cars' feature the 50th anniversary of the MGB in their January editions, currently in our newsagents.

The articles are all pretty standard B-history but C&SC has road impressions of the Bill Towns modified B which the Aston Martin-led consortium proposed to build after Abingdon closed, the actual car currently being for sale in the UK. T&CC has an interview with Paddy Hopkirk, being less than totally complimentary about his experiences racing and rallying Abingdon prepared MGBs, tough and rugged but not particularly quick.

I love living in Australia but, just occasionally, I long to back in the UK. September 23rd sees the MGB 50th Birthday Celebrations at Blenheim Palace. The event is being co-organised by the MGCC and the MGOCA and should be absolutely HUGE and so impressive at Britain's 'Greatest Stately Home', home of the Churchill family, the Dukes of Marlborough since the early 1700s.

The Library

This month we have two T-Type books, purchased from Leigh Wallace after he decided that life was too short to restore the bucket of bits he had bought, and instead sold the TC 'kit' and bought a very nice green rubber nose BGT, ex-Alan Fry.

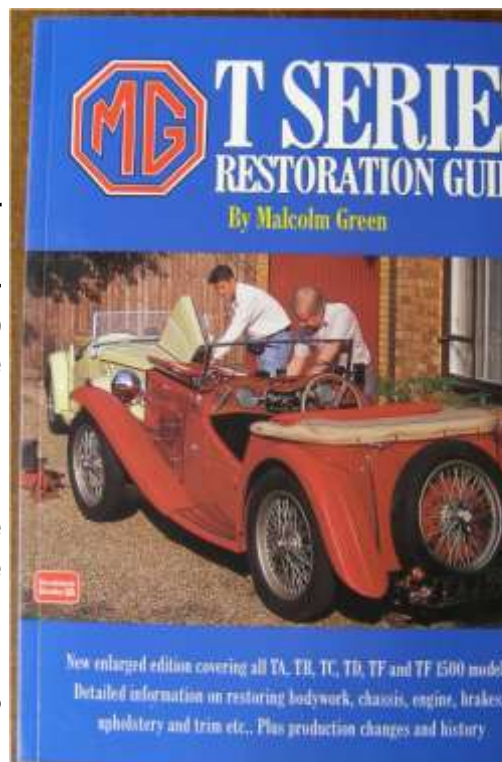
MG T Series

Restoration Guide by Malcolm Green, Brooklands Books - Library Cat. T14

Between this and Mike Sherrell's 'TCs For Ever!' there cannot be much more to know about TCs! I had considered buying this in the past but had discounted it as being an older book, originally published in 1993. The current production by Brooklands has lots of very clear photos and drawings and adds to the information in 'TCs For Ever!' Anyone restoring a TC needs to refer to both.

MG T Series In Detail TA-TF 1935-55 by Paddy Willmer, Herbridge & Sons - Library Cat. T15

This is a model by model history of the T-Types showing photos of all the cars in detail, not so comprehensive as Anders Ditlef Clausager's 'Original MG T Series' but adding to the detailed photos a fair bit of history and background to the development of the various T series.



From the Library

David Hoskins - Librarian April 2012

BMC Heritage Group

There are no new books in the Library this month but we have ordered a copy of "Building Cars in Australia - Morris, Austin, BMC and Leyland 1950-1975" which is due to be released on April 20th.

The B.M.C. Leyland Australia Heritage Group was formed by past employees of the Company in Sydney and has been compiling a book about BMC car production for several years. Publication was accelerated, and the quality of the final book improved, following a substantial grant by Sydney City Council and this promises to be a significant volume.

The book will be on general retail sale at \$59.95 but, as our MGCC is a member of the Heritage Group, any of our members can buy a copy at \$40, plus P&P. If anyone would like a copy, please see me as orders must be on a form which I have, and must be duly accredited by a member of our executive committee.

MGCC Website

We now have a button on the MGCC Geelong website which links to a page about the Library. I spent a day haranguing our Web Editor, Lance Yenik, to provide a framework which I can up-date as required.

The Library page includes the procedure for borrowing items from the Library and has links to .pdf files of the Library Catalogue and an Index of significant technical or historical articles in the three UK MG Magazines to which we subscribe.

One of the problems of keeping hundreds of old magazines is that they contain excellent articles which would be invaluable to refer to, but it is hard to know what is there. This Index is very much a work in progress as I wade through years of back issues, but will build into a substantial list of good stuff. The Catalogue of books, video tapes, and DVDs in the Library is now up to date.

Our magazines are not organised very well and you may borrow them without record

but please, do return them as we have fairly complete sets of our own G-Torque and the three MG Magazines from the UK and, if they are lost, they are irreplaceable. I do plan, in the fullness of time, to collect them all into annual sets with booking out slips, as for our books and DVDs.

50th Anniversaries

Browsing the UK magazines I noticed a comment that, although the 50th Birthday of the MGB will result in major events this year, another MG was also launched in 1962 - the MG 1100, so expect John Roker to get really excited at one Youth event this year!

MGB GT Cutaway

When we were at the BMIHT collection at Gaydon last year I took a few photos of the MGB GT which was cut in half for one of the motor shows. I reflected on how useful it would be to have this easily available, well now it is!

The MGCC MGB Register website has a link <http://www.cibolas7.net/resources/cutaway.htm> to 38 high res photos of this exhibit - so very useful if you are contemplating serious work on a B.

Pommie Understatement

As someone who is interested in books and writing, I often come across pieces of prose which strike a chord. This one is from the review of a book, "Making My Marque" about the life of Peter Linney, a long time UK MG aficionado.

The review is written by John Thornley's son Peter and includes this bit of classic British Understatement, "He had a couple of brief detours.....and, during the recent unpleasantness with Germany and Japan, he served in India.." Just classic!

From the Library

David Hoskins - Librarian May 2012

Magazines in Our Library

This month I start with a bit of a whinge (and please, no cracks about whingeing Poms!) We have not had a formal method of booking out the more recent copies of the three UK MG magazines we subscribe to. I have carried out an inventory of the recent years and am very disappointed to find massive holes in our collection. This means that **YOU** (or some of you at least) have not returned copies which you have 'borrowed'.

The UK magazines contain many technical and historical articles of on-going value so, please, if you have any Club magazines at home, return them forthwith - or else I'll set our dogs on you.....and two elderly Jack Russells can give you a nasty suck!

I have introduced a booking-out form to record those borrowing one or two magazines and this is available near the magazine cupboard on General Meeting evenings.

I am also slowly compiling an Index of articles of technical or historical interest from these magazines but, as this is from my personal library, not all the articles listed will be in the Club library cupboard unless the missing copies turn up.

Austin Healey 100/6 & 3000 Workshop Manual - Library Cat. G49

Bill Barnett, who lives opposite Ben Blair and has joined us on Mike's Thursday Run in his superb Healey 3000, has donated a copy of the official BMC Workshop Manual for these cars. We are an MG Car Club but several of our members have Healeys and this is a welcome addition to our Library stock, thanks Bill.

Frontline LE 50 to Oz

Frontline in the UK is just starting production of the MGB LE50, the brand new 50th Anniversary edition of the GT, fitted with a 2 litre Mazda engine and six speed transmission. They plan to build 50 units over the next couple of years and I did read, in one

of the many Australian MGCC Magazines, that one lucky purchaser will have his delivered in Australia - should attract a lot of interest!

The BMC Experience

This new quarterly magazine is now in our library. Developed from his previous 'The Mini Experience' it is edited and published quarterly by local guy Craig Watson. Craig has spoken at our General Meeting and has joined in on a couple of our 4th Thursday runs from Mike's shed, in his distinctive Minivan and Moke.

The magazine has expanded to include all things BMC and Leyland, usually with a strong Australian connection.



A major article in edition #1 is 'Birth of the B', to celebrate the 50th anniversary of the MGB. Craig writes in a very easy style and manages to make an interesting tale from a subject which one would have thought had been done to death in other magazines. He promises some words on the building of MGs in Australia in future issues.

From the Library

David Hoskins - Librarian June 2012

Librarian's Webpage

I am now regularly updating the Library page on our Club website and shall include reviews of new books on our shelves.

Several of you obviously do not understand the loan procedure for books and DVDs, please read it on our webpage or ask me - I have just found a bundle of loan cards in the red tin, signed off as 'returned', but the books are on the shelves without loan cards inside them!

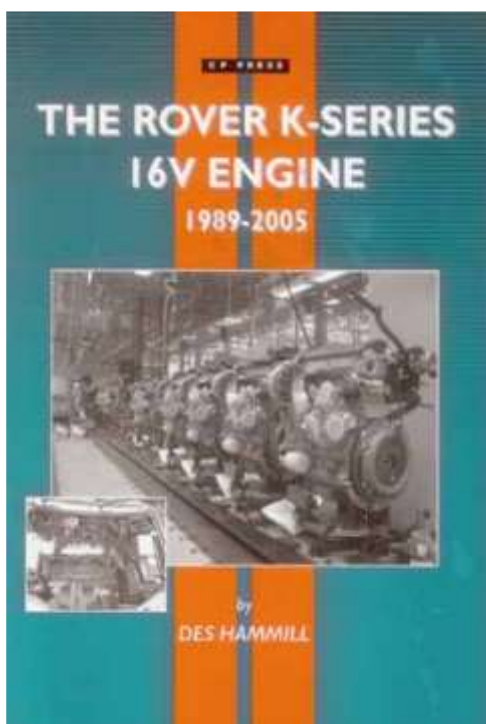
Magazines - Librarian's Plea

Please return any copies of the three UK magazines to which we subscribe - our collection is depressingly incomplete.

If anyone has old copies of the MG Magazines which they are willing to donate to the Library, I am trying to fill in some of the many gaps.

The Rover K-Series 16V Engine 1989-2005 by Des Hammill, Library Cat. No. F4

As more of our members buy MGFs and TFs and some, inevitably, run into head gasket and cylinder liner problems, it is good to see this book on our shelves.



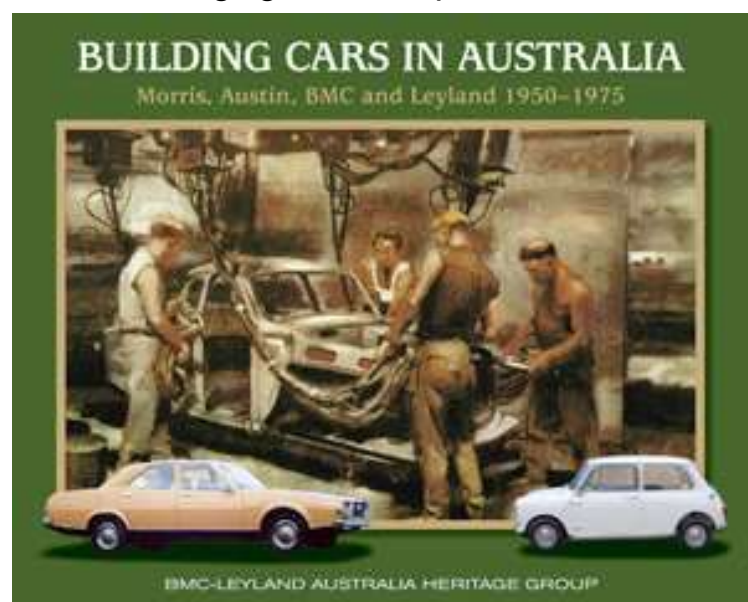
The K-Series was basically a very good and modern engine, but had some reliability issues from day #1 which are only overcome with some updates, applied with skill and care. Routine maintenance is also not a simplistic task, but good reliability

can be achieved if a little knowledge is applied.

The book comprises 140 pages of small print and only a few photographs, and is not a five minute read. If, however, you want to find out the true and detailed story of these engines, a few uninterrupted hours will pay dividends. If I owned an MGF or TF I would buy a copy to get the full story on these engines.

Building Cars in Australia, Morris, Austin, BMC and Leyland 1950-1975 - Library Cat. No. G50

After a long gestation period the BMC-



Leyland Australia Heritage Group, largely comprised of past employees of Leyland in Sydney, has published this significant 231 page book.

From an MG perspective, it is a little light on, but chronicles in some detail the production of most of the BMC-Leyland models, the factories which produced them, and many of the people involved.

Perhaps we have an impression of the BMC plants as being merely assembly shops for CKD (Completely Knocked Down) pommie cars and trucks but, in fact, BMC-

Leyland was a full design and manufacturing facility, equalling Ford and GM in capability. Similar to Ford and GM, the local operation utilised help from the home operations in the UK but most products after the initial CKD years were fully engineered, tooled, and manufactured in Sydney. At its peak, Leyland employed 5,000 people, a bit less than half Ford Australia but still a very important local employer.

Again, paralleling MG in the UK, the Sydney operation was often starved of funding in its latter years and some products were not as good as they should have been as a result. Local Leyland plans were at the mercy of decisions made in the UK, mostly with little consideration for the colonial operation, and the closure of Leyland Australia was forced on BLMC by the need to realise all overseas assets to prop up the UK company.

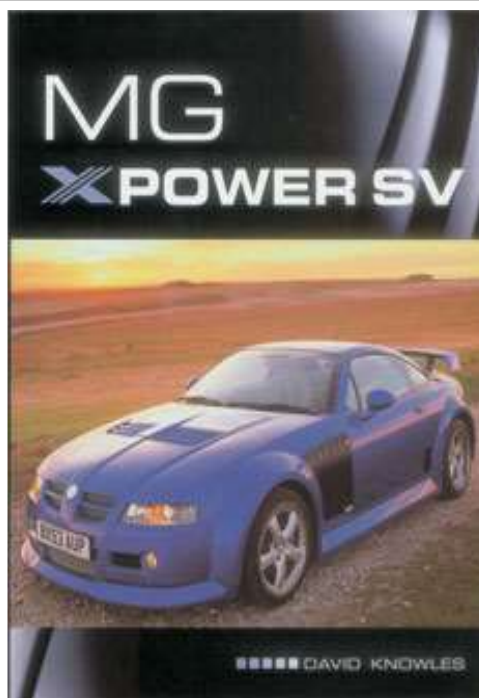
MGCC Safety Fast Magazine, April 2012

Those who are really disappointed by the relative lack of information on Australian MGB production in the 'Building Cars in Australia' book should hunt out the April edition of 'Safety Fast' which has a 3 page article entitled, 'History of the Australian-assembled MGB'.

'Safety Fast' also reviews magazines from overseas MGCC Centres, occasionally including our own 'G-Torque'. The April edition reports on past President Jim's praise for his committee and 600+ membership, and also includes a certain pale blue Mk I B which was the 'Leading Lady' in a recent sunglasses advert - I suppose Barry Johnston will be advertising the car soon at a highly inflated price now it is world famous!

MG XPower SV by David Knowles, Library Cat. No.X60

The last gasp from the collapsing MG Rover empire was used to develop this unlikely Ford Mustang V8 powered supercar - even Jeremy Clarkson like it although it did whack him on the side of the head when he drove it on Top Gear!



In better times, if MG Rover had survived commercially, the SV would have been a stunning figure-head for a sporting car manufacturer but even its launch, on the very day of 911, was part of the overall debacle. The book charts the development of

the car from a De Tomaso Mangusta design study to a potential MG production car and also sets the project into the perspective of the MG Rover organisation at the time.

MGB 50 1962-2012 - Library Cat. No. B20

'MGB 50' has been jointly produced by British Motor Heritage Ltd., the MGCC, and the MGOC as part of the celebrations of the MGB's 50th anniversary. It highlights the more fascinating aspects of the car's development and history, and its competition exploits past and present. It also features the B's various derivatives, plus the original Autocar magazine road test.



From the Library

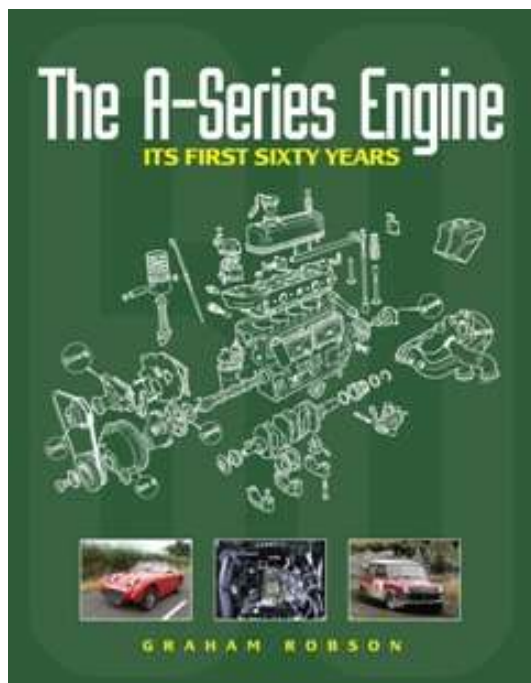
David Hoskins - Librarian July 2012

The A-Series Engine, Its First Sixty Years by Graham Robson - Library Cat. No. X61

In October 1951 the Austin A30 was launched with the new A-Series engine. By the time the last A-Series was built in 2000, nearly 14 million had been produced, being fitted to cars such as the Minor, A30/35/40, Mini/Cooper/Cooper S, 1100/1300, Metro, Moke, Allegro, Marina/Ital, MG Midget/Sprite, Innocenti Sprite and Mini, and even the BMC tractor, in diesel form.

It was turbocharged in the MG Metro and found a home in the base models of the larger Maestro and Montego. A couple of thousand specials were produced with A-Series power, cars such as the Arkley, Dutton, Gilbern, Lotus Seven, Mini Marcos, Midas, Rochdale, Turner, and Unipower.

In addition to production cars, the engine



powered a whole generation of competition machines including the early Cooper Formula Junior and Formula Three cars, Lotus Sevens, Le Mans and record breaking Sprites, and the world beating Works rally and circuit racing Minis.

The base engine was not particularly powerful but proved to be eminently 'tunable' by

Downton, Speedwell, Shorrock, Cooper, and BMC themselves.

This book traces the origins of the engine from a glint in Leonard Lord's eye in 1949, leading to the 30 bhp 803cc A30, to the 152 bhp 1275cc turbo Metro version. It was an amazing engine and, from our perspective, was the foundation of the Sprite/Midget.

UK MG Magazine Indexes

I have been indexing articles of on-going interest from the 3 MG magazines in our library. This is taking considerably longer than anticipated as I keep getting side-tracked into reading items of interest.

Here are a few recollections of a different era from some back copies of 'Safety Fast' which serve to demonstrate how much life and our language has changed from the 50s and 60s to now:-

From the very first edition, April 1959, there is an article entitled 'The Art of Driving' by S.C.H.Davis. 'Sammy' Davis served in both WW I and II, was one of the 'Bentley Boys', and won Le Mans in 1927. Read this extract by Sydney Charles Houghton Davis with a very upper-class Pommie accent to illustrate how our language has changed in the ensuing 50-odd years:-

"You know, the trouble about this driving business is that it requires a deal more thought, attention, and skill than the majority of people are prepared to admit. Naturally, I am not suggesting that driving a car is outside the capabilities of all but the dyed-in-the-wool enthusiast (as certain old men of the bow-and-arrow stage of motoring would have us believe), but it is not so dead easy, either.

Firstly, I hold it as a firm personal belief that driving is akin to the cowboys-and-Indians games of early childhood or, if you prefer something horrific, to the creepy business of getting through the Teutoburger Forest in the late war when you knew that a fair number of homicidal Jerries were about. Everything depends on noticing detail, correctly

foreseeing what is going to happen next, and not allowing anybody to get near you from any direction until you know what he is after. Sounds difficult, I admit, but it's all in the game."

Dashed difficult, don't you know, but still entirely relevant!

From November 1968 an extract from a write-up on the new Mini based special, the extremely low Unipower GT, how delightfully un-PC it is!:-

"It is the height, unfortunately, which gives



Mini Unipower Sprite

the car its main drawback as everyday transport - climbing in and out of a Unipower is the best way I know of slipping a disc!

Being shortish I was able to feed myself in and out reasonably easily once I knew the procedure, but it was never a process I relished. For tall people the effort was crippling. However, opening the door for miniskirted passengers to climb in and out was a pleasure which more than compensated for the agonies caused and, on the same subject, kerb crawling in miniskirt-populated areas with the Unipower eye level at just above knee height is most inspiring!"

Another example from August 1968 makes one reflect on changes in electronic technology, read it with a sense of excitement:-

"Philips Car Cassette Radio, £39 18s. 0d.

..... we have now had the opportunity of an extended test with an early production example. It is a manually-tuned, two-waveband, transistorized car radio, which incorporates a slot into which Philips-type tape cassettes can be 'posted', to play pre-recorded tapes, as an alternative to Radio programmes.

..... and it is only just over 5 in. deep, making it just about the most compact radi-

ogram in existence! Yet quality of performance has not been skimped and we were most impressed by the design, construction and results from this ingenious device."

"Radiogram", I wonder what the writer would have thought of our I-pod/pad/phone devices!

Extract from 'Safety Fast'

I found this nice line in an old copy of 'Safety Fast' magazine, "old Harry is so particular about the originality of his MG that he even ships cylinders of air from Abingdon to blow up his tyres!"

V8 and RV8 Workshop Notes series

Ploughing through the old copies I found a series of articles which are new to me, and of major interest to our MBG V8 and RV8 owners, many are also applicable to other MGBs.

From the V8 Register column in the April 1979 issue of Safety Fast there is the first of a series of 'V8 Workshop Notes'. This has now grown into a major technical reference source and goes from:-

Note 1. V8 water pump - remove & refit to:-

Note 447. Essential bonnet lock and safety catch servicing for an MGB

Similarly from the 'RV8 Workshop Notes':-

Note 1. Headlight units to:-

Note 361. Replacing clutch and brake return springs

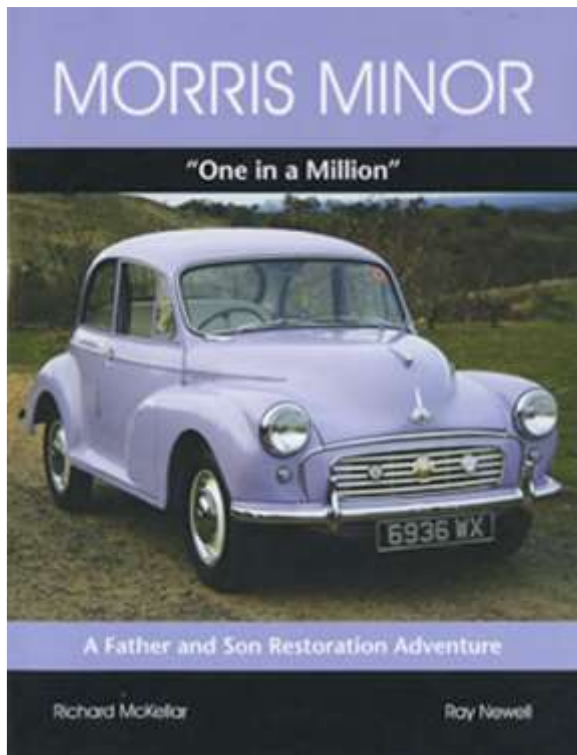
The complete set is available on a CD and I am trying to arrange to buy a copy for the Club Library.

From the Library

David Hoskins - Librarian August 2012

Morris Minor, "One in a Million", by Richard McKellar and Ray Newell - Library Cat. No. G51

One of the highlights of the recent Rusty Springs Tour was a visit to the McKellars' Morris Minor Garage near Harcourt. Their Morris Minor collection includes a concours Minor Million. The owner was so taken by the enthusiasm of our group that he pre-



sented the Club with a copy of this book.

Morris celebrated the production of a million Minors by making a limited run of 350 'special value packs' in a delightful (??) shade of lilac and with '1000000' badges in place of the usual '1000' version on the boot lid and bonnet.

This book charts in detail the restoration of the Minor 1000000 to the highest possible standard. It details the trials, tribulations, traumas, and triumphs of a father and son working together towards a common goal, undertaking the restoration of a much loved British car in a remote location in the Australian bush.

One of the main strengths of the book is the quality of the photographic material. What is also significant is that although the vehicle in question is a limited edition model, it

is in essence a standard 2 door Morris Minor Saloon. As Richard points out the principles involved are equally applicable to any Morris Minor and, indeed, to any classic car restoration.

Considering that this book was written and published by the restorer, it is a shining example of just how good modern publishing can be - an example to other professional writers.

The B.M.C Experience

On the topic of excellence in publishing, we have just received Craig Watson's 2nd edition of the quarterly 'The B.M.C. Experience' magazine. For a one man band effort, the 100 pages of this edition rank alongside any of the other car magazines we buy, and has fewer adverts and more editorial text.

Craig includes a 2 pager on the MG 1300 donated by the Brasher family and now our Youth Programme car, written by John Roker's brother (!) with input from Jan Brasher and Lance Yenik.

There is also a page on our waterfront car show, which Craig attended with his magazine and book sales marquee.

Moss Catalogues

We now have up to date copies of the Moss Europe Catalogues for T-Types, MGA, MGB, Sprite/Midget, and Restoration Tools. Beware - browsing these poses a dire wealth hazard!!

MG Magazines

Since my last plea for members to return any of the Club copies of MG magazines resulted in absolutely no response, I once again ask you to search your shelves and return mags to the Library.

From the Library

David Hoskins - Librarian September 2012

MG Spares

I have recently been doing a few jobs on Graeme Johnstone's green TC (you will mostly know it as the Gil Taylor TC) and it occurred to me that, as MG owners, we really are spoilt for choice as far as supply of spare parts is concerned. A few months ago I needed a timing chain tensioner for my AU Falcon, a wearing part for an engine which was last produced only 7 years ago in Gee-long, only to be told that Ford did not service that part any more! (I did get one from Bursons, presumably a Chinese copy).

Graeme's TC had some rust on the badge bar and I was able to buy one from Moss in the UK, over the Internet, delivered in 5 days - not bad for a non-wearing part for a sixty four year old car!

So, to celebrate Moss UK's support for our cars, here are the catalogues which we have in the Library. A warning! Reading these catalogues is a severe wealth hazard and may lead to hunger and divorce.



Moss Europe Catalogues

X62 MG T-Type

X63 MGA, Catalogue

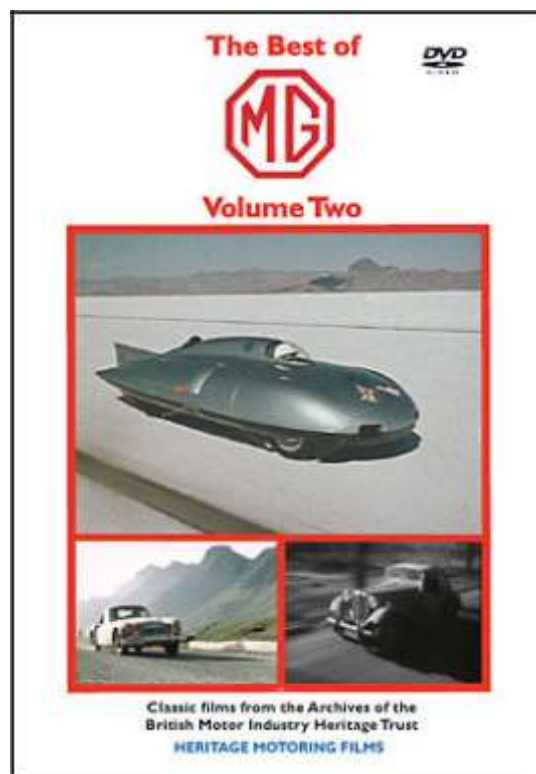
X64 MGB, Catalogue

X65 Sprite & Midget

X66 Restoration Tools

Before we get besieged by other MG parts suppliers complaining of favouritism, we must also not forget our local Concourse Spares, Sydney's MG Spare Parts, Moss USA, MGOOC, Brown & Gammons, SC MGB Parts, MGB Hive, The Little British Car Company, Abingdon Parts 4 MG, and then there are all the specialist suppliers SU Midel Carburettors, etc., etc., etc.,.....we really are spoilt for choice.

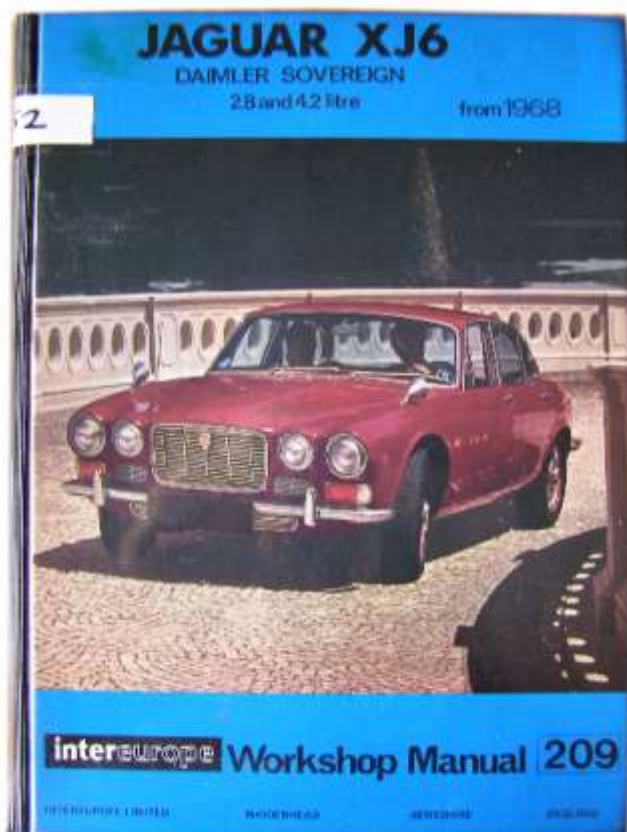
The Best of MG Volume Two, DVD, - Library Cat. No. V44



This is the second part of the set produced by the BMHIT (British Motor Heritage Trust) and adds to the story in Volume One (V38). Although the content is

generally good, the Contents list on the back cover is rubbish.

There are several compilations of old MG films in our DVD collection, and some mix-



es cross-over and partially duplicate each other. I am attempting to sort these out and am building an Index of film titles on the last few pages of the 'Library Catalogue' accessible from our MGCC website Library page.

Jaguar XJ6 from 1968 Workshop Manual, Library Cat. No. G52

Presented by Maureen Coad from her parents' home. We do not have many Jaguars in our Club, but I'm sure Graham Deahl and Ben Blair might find it interesting, thanks Maureen.

Bequests

A couple of years ago we visited the Vintage Drivers' Club, just around the corner from the MGCC Victoria clubrooms, and they have a large and magnificent motoring library - far beyond anything our budget would allow.

Much of their stock has come from the estates of deceased Members and it prompt-

ed me to suggest that, in the unfortunate loss of any of our Members, their surviving relatives might consider donating books to our Library, ensuring that the memory of their partners is kept alive within the Club and that their hobbies may be enjoyed by others in the future.

Library Web Pages

Following my appeals we have had a trickle of Library copies of the three MG magazines returned. The current inventory is listed on our web page.

From the Library

David Hoskins - Librarian October 2012

MG Y-Type & Magnette ZA/ZB Road Test Portfolio, Brooklands, - Library Cat. No. YZ1

This is another of the vast range of Brooklands Road Test books. This one contains reprints of contemporary road tests from the Motor, Autocar, Light Car, Road & Track, Sports Car Illustrated, etc. magazines.

The quality of these books is rather poor as all the illustrations are copied from original magazines, but the content is excellent.

It is always interesting to see what the Press thought of our cars when they were new. About the 1¼ litre Y-Type saloon, considered to be quite nippy in its day, Autocar said, "it offers a satisfyingly high

cruising speed, a maximum of over 70 m.p.h. if required.....urban fuel consumption 25 mpg.....and 0 - 60 m.p.h. in 28.2 sec."

For reference, the new bog basic 1.2 litre Hyundai i20 does 103 m.p.h., urban fuel consumption 44 mpg, and 0 - 60 m.p.h. in 12.9 sec.!!!

We have 13 'Brooklands Books' on our shelves, covering most MGs from 1929 to 1980.

The Good News

Following recent Committee approval for funds to buy shelving, we have raided IKEA and moved the Library from the two cupboards at the rear of the main Clubroom to the small room next to the kitchen.

This has given us a lot more room to display our books, magazines, and DVDs in a more accessible fashion, out of the way of the seething hordes in the main room.

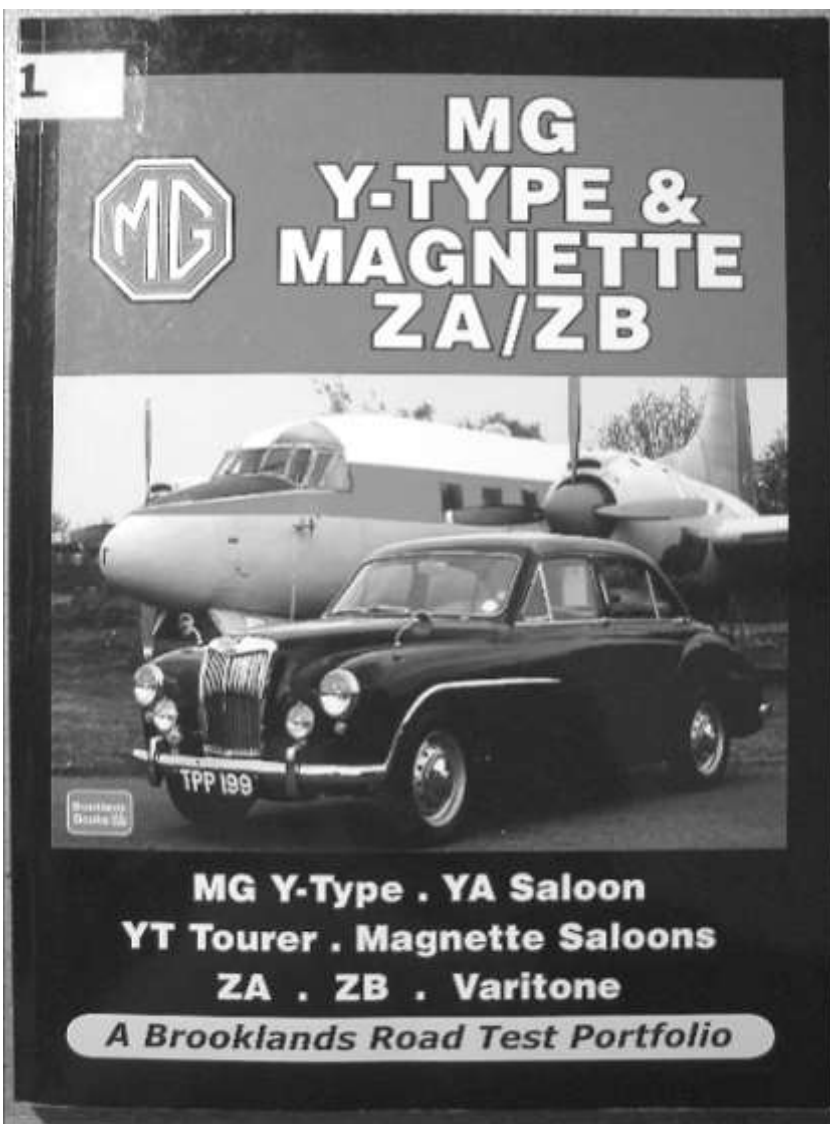
I am going to re-classify all the books into more logical groups, spread them out to enable several people to view them without tripping over one another, and set out the large number of magazines we have in a logical order.

This may take some time!

I plan to be available in the Library from 6:30 to 7:30 on each General Meeting evening to assist borrowers who are unfamiliar with the booking procedure. The Library will generally not be open after the coffee break.

Bequests

As we shall not be so restricted in shelf area we can now widen the selection



of our books to subjects other than MGs. Maureen Coad recently donated a couple of kids car books which would not have found shelf space in the old cupboards, but we are now open to donations of almost any motoring book and can expand the 'General' category.

A couple of years ago we visited the 'Vintage Drivers' Club, just round the corner from the MGCC Victoria club rooms, and they have a large and magnificent motoring library - far beyond anything our budget would ever allow.

Much of their stock has come from the estates of deceased Members and it prompted me to suggest that, in the unfortunate loss of any of our Members, their surviving relatives might consider donating their books to our Library, ensuring that the memory of their partners is kept alive within the Club and that their hobbies may be

enjoyed by others in the future.



From the Library

David Hoskins - Librarian Nov 2012

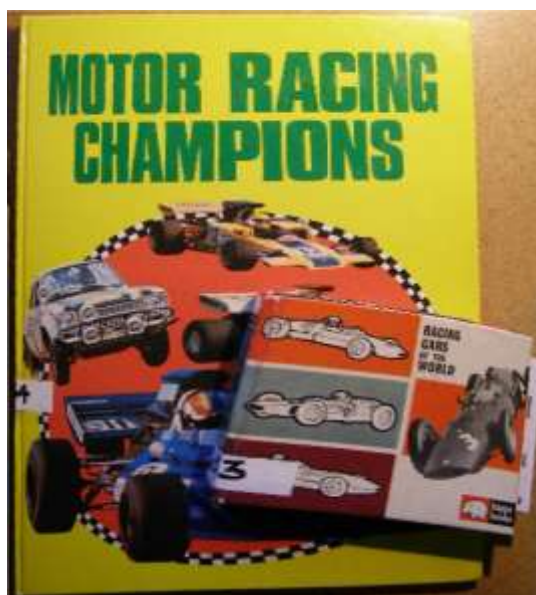
MG Midget & A-H Sprite - Your expert guide to common problems & how to fix them, - M12

This book helps you identify all the things you need to be aware of to avoid trouble.



The shortcomings, the odd funny noise, that little something that just does not seem quite right ... here, we sort them out. The book systematically describes all the main components of the Midget/Sprite, and details what can go wrong with each. Being able to identify simple warning signs can keep you ahead of a big repair bill – and possibly save you from being stranded at the road side.

Racing Cars of the World - G53, Motor Racing Champions, G54



A couple more books from Maureen Coad's parents. These two are really kids books, but contain some interesting information. Published in 1962 and 1973 they reflect very much the interests in Motorsport at the time and, as such, are nice little period pieces.

MG Magazine Indexes

Apart from reorganising our Library, one of the more interesting tasks I have set myself is to go through all our old copies of the three main MG Magazines and Index items which are of on-going interest.

This task is taking much longer than I had anticipated as I keep tripping over fascinating articles to read. For example, the 1988 edition of 'Enjoying MG' has a report by Jan Brasher on the NatMeet in Canberra, with a photo of our youth competitors' MG 1100.

Any articles of particular interest to MGCC Geelong I have highlighted in red in the Index (including some with relevance for myself - indulge me). Examples include an article in 'MG Enthusiast' for April 2009 on Gil Taylor's TC Café Racer 'Crackeling Rosie' and the July 2010 copy has the story of Leigh Wallace's Y-sedan restoration.

The MGCC Magazine 'Safety Fast' for June 2009 has a report by the Overseas Director, Brian Woodhams, of our own NatMeet in Geelong, headed by a photo of a magnificent white MGB, my, my, it's ours!

To access the Indexes, which are very much a work in progress, click the link on the Library webpage from our website.

From the Library

David Hoskins - Librarian Dec 2012

MG History Powerpoint Slides, by David Selway-Hoskins, X68 (printout) & V45 (DVD)

The content of a talk given at the November 2012 General Meeting, including a draft of Part 2 to be given in 2013.

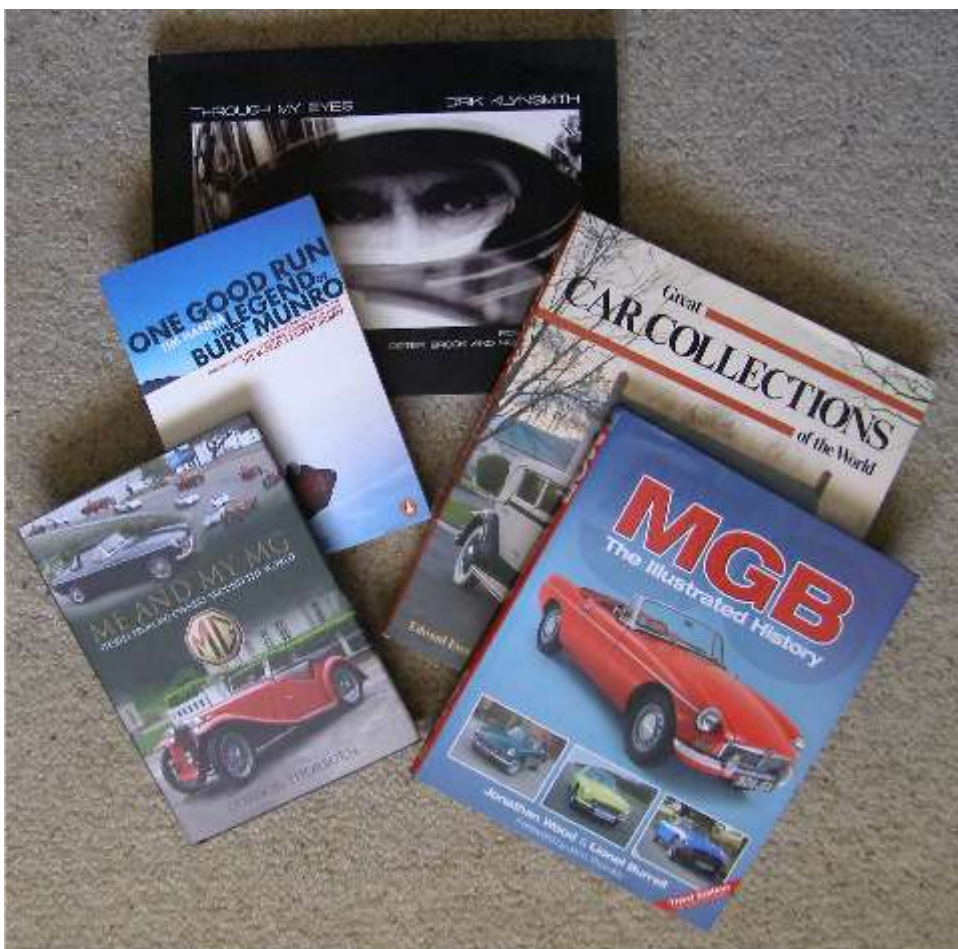
The Powerpoint slides are printed out and the DVD contains the Powerpoint slideshow, including a player for PCs which do not have the full Powerpoint program.

MGB The Illustrated History, Third Edition, by Wood & Burrell, Haynes, B22

Yet another book on the development of the MGB - but a very good one including a lot of details and photographs which are different from those in other books we have on this subject.

Great Car Collections of the World, by Eves & Burger, Gallery Books, G57, *Donated by Ben Blair*

Published in 1986, this is somewhat dated but it does give a good overview of some of the principal car collections of the World. From Australia we have the Birdwood Mill National Motor Museum and Peter Briggs York Motor Museum in WA. From the UK is Beaulieu and, from France, the Schlumpf collection.



Through My Eyes, Dirk Klynsmith, Dynamik Marketing, G55, *Donated by Maureen Coad,*

A fairly random selection of quality Motorsports photographs by Dirk Klynsmith.

One Good Run, The Legend of Burt Munro, by Tim Hanna, Penguin, G56, *Donated by Sue Fell.*

This is the unlikely, but true, story of Kiwi Burt Munro and his low budget record breaking attempts astride 'The Wold's Fastest Indian'

Me and My MG, by Gordon Thorburn, X67

A miscellany of stories from MG Owners around the World. Included are stories from Australia, pre-war cars, and

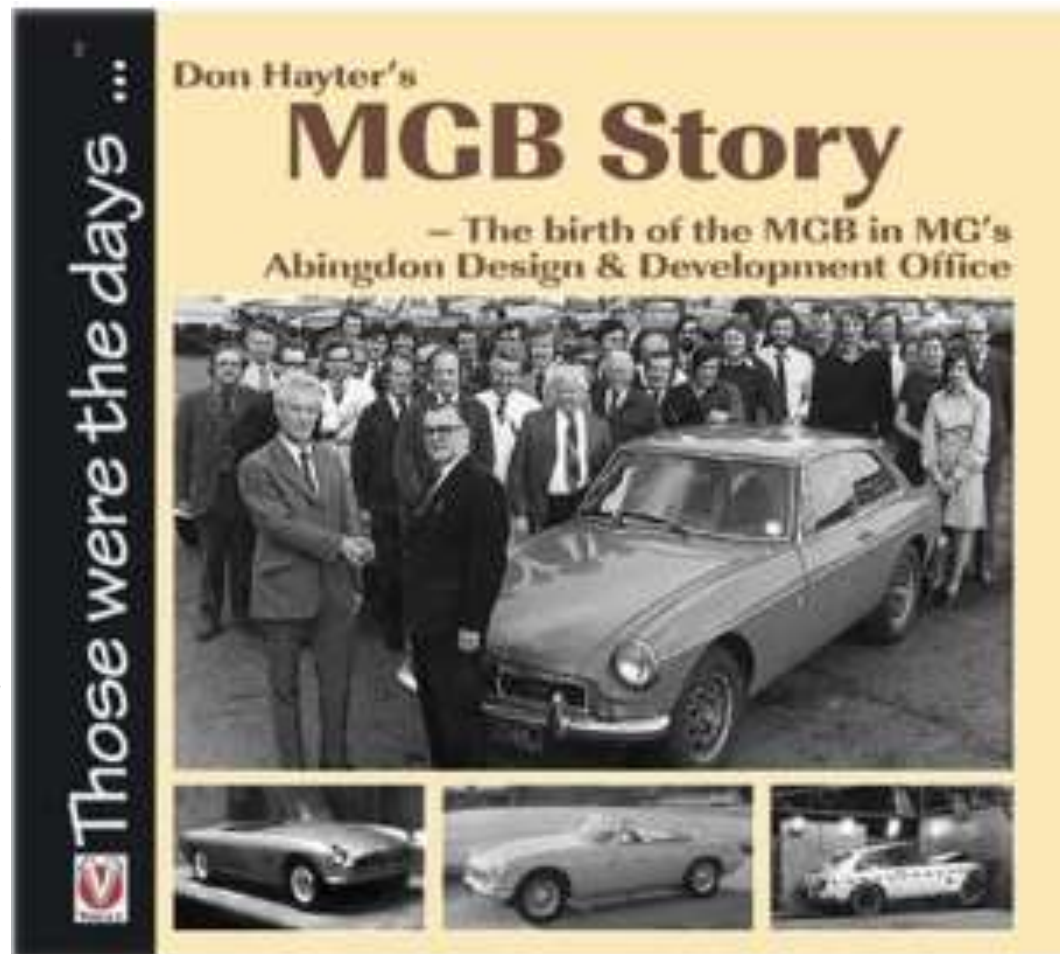
modern MGs. The book is well illustrated with lots of colour pics and reproductions of period adverts and documents.

Don Hayter's MGB Story, by Don Hayter, Veloce, B21

This is the inside story of the birth of the MGB in Abingdon's Design & Development Office, from 1956 until its closure in 1980. Don explains how the various models were drawn, planned, and developed by the small team of engineers.

Promoted to Chief Design & Development Engineer in 1973, Don was responsible for the design of the

MGB body, and stayed with MG until the closure of its factory in 1980. Don remains passionately enthusiastic about this iconic car, and still runs one himself.



From the Library

David Hoskins - Librarian February 2013

Library Web Page

Much to Editor Lance's dismay, our monthly review of new accessions to our Library has outgrown the available space in G-Torque. I shall now be publishing the full Reviews pages on the Club website Library page, and Lance will edit my input to fit the available space in the Magazine.

MG Magazine Indexes

Don't forget that my growing Indexes are available on-line, linked from our Library page.

MGCC Geelong Annual Tour Along the Murray II 2012, V46

Lance Yenik's compilation slideshow of the 2012 Annual Tour.

MGF and TF Restoration Manual, Roger Parker, Crowood, F7

This is a brilliant book, liberally illustrat-

ed with very clear colour photos, for anyone contemplating serious work on their MGF/TF.

The title 'Restoration Manual' brings it home to us that earliest MGFs are no longer 'new' cars but are up to 17 years old and many are in need of serious restorative work. This is very noticeable in the UK where, due to winter salting of the roads, many Fs have already gone to God with terminal rust. Happily, we are relatively free of this curse here but the older cars are still well into middle age.

Donations

My request for donations of books to the Library, now that we have sufficient space to house them, has met with an enthusiastic response. Many thanks for those who have answered the call.

Donations from the Estate of Graeme Johnstone

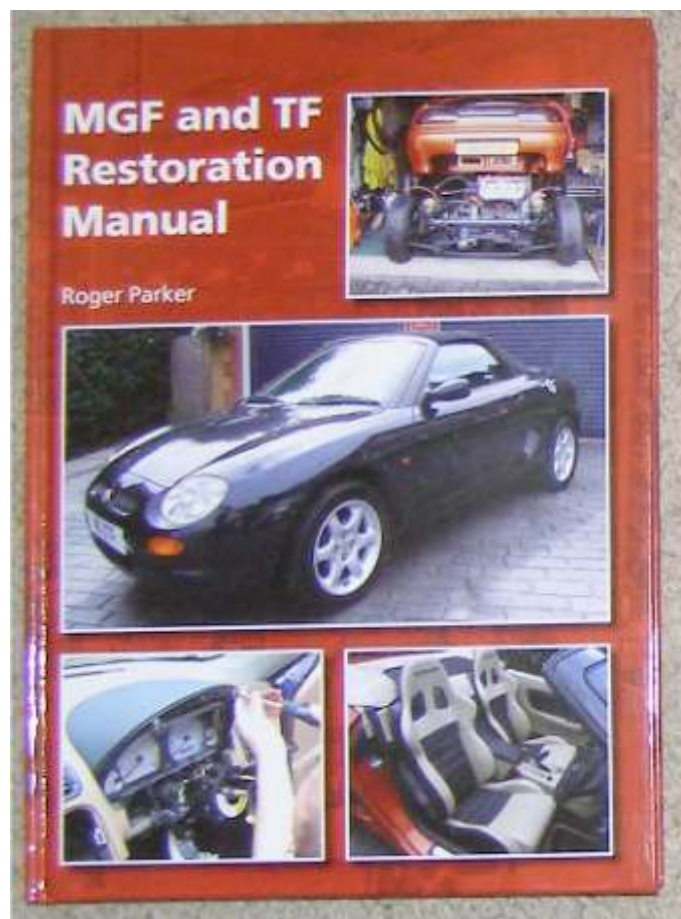
The family of our late departed member, owner of the ex-Gil Taylor green TC, and close friend, Graeme Johnstone, have donated several years' worth of MG Enthusiast and other UK magazines, which I am cataloguing and will fill in many of the gaps in our collection. Thanks to Emma, Kate, and Jenni.

Donations from Tim Green(MGA)

In addition to the books given to us last month, we have had the following nine books donated by Tim :

Renault, the cars and the charisma, J.Dewar McLintock, PSL, G58

From the early days of the motor car to the early 80s, from Veteran single cylinders to the turbo R5 rally cars and the first turbo Formula 1 cars, this is a good history of a marque relatively unknown



to



many of us.

Enzo Ferrari, The Man, the Cars, the Races, Brock Yates, Doubleday, G59

A comprehensive history of Ferrari, the man. An enigmatic person who created the Ferrari marque, and although he died in 1988 his presence is still felt at Maranello and the cars which bear his name are still true to the spirit he gave the.

Mercedes-Benz V8s, Limousines, saloons, sedans, 1963 to date, by F.Wilson McComb, Os-

prey, G60

One of the series of Osprey histories published in the early 80s. This one is written by the famed MG historian Wilson McComb, so it must be good!

Marque, A Hundred Years of Motoring, Peter Wherrett, ABC, G64

I had the pleasure of spending an hour one-on-one with Peter, a very complex character but passionate about cars and a realist, unlike many motoring journo's we used to have to entertain at Ford.

'Marque' was a major ABC production on the first 100 years of the Car, lavishly produced in its day and the book records this effort.

The Ultimate Encyclopedia of Formula One, Bruce Jones, The Book Company, G65

'Ultimate' may be something of an oversell, but this is a good basic summary of the world of Formula 1 up to 1995, an excellent introduction to newcomers to the sport.

Mercedes Benz S-Class, Geoffrey Howard, Cadogan Publica-

tions, G61

Geoffrey Howard concentrates on the big Merc saloons, many of which had performance which belied their size.

Cars Detroit Never Built, Fifty years of American experimental cars, Edward Janicki, Sterling, G62

Some designers' flights of fancy, only some of which ever saw the light of day in modified form in production.

The Complete History of the Japanese Car, 1907 to the pre-

sent, Marco Ruiz, Portland House, G63

A topic about which most of us know very little, but which was the most significant area of automotive development in the World during the 70s and 80s.

Mercedes, Graham Robson, Gallery Books, G66

Probably only John Roker will be interested in this title, but it is a nice summary of the big Mercs of the 70s.

Donations from Ted Ramsay

Ted passed three books to me at the January General Meeting:

The Encyclopaedia of Motor Racing, Pritchard and Davey, G67

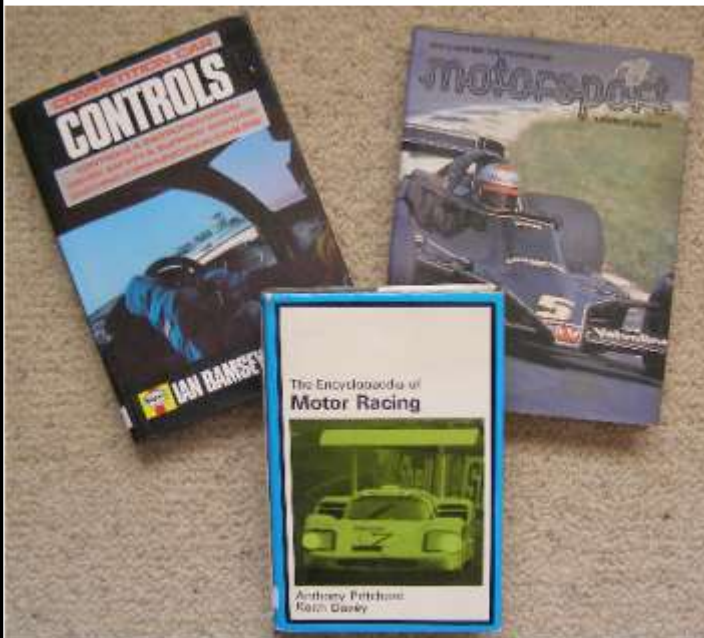
Published in 1969, this is obviously somewhat dated, but is a good reference giving details of cars, drivers, and circuits including some nice period photographs.

Competition Car Controls, Bamsey & Lis, G68

'Technology for car control and driver safety', again dated to developments up to 1990, the fundamentals described in this book are as relevant to-day as they were then.

The Concise Dictionary of Motorsport, Bishop, G69

A similar production to The Encyclopaedia above, and also date to its publication in 1979, but containing references to some fairly obscure people and places. Also laced with period photos.



From the Library

David Hoskins - Librarian March 2013

There are no new books to review this month so here are a few random thoughts which have occurred to me during the month.

Our Library currently holds 209 books, some very good, some good, some just ok, and some frankly poor. In the 'very good' category come these two gems.

Maintaining the Breed, the Saga of MG Racing Cars by John Thornley, Cat No. X38

John Thornley wrote this in 1950 when he was Assistant General Manager of the MG Car Company. This classic work covers the period from the start of MG up to the MGA and is written by the man who was at the centre of the action from 1931 to 1969 and was the founding Secretary of the MG Car Club in 1930.

The book concentrates on the racier versions of the M, J, K, P, Q, and R-types, and the various EX specials built for racing and record breaking. It includes masses of detail, chassis photographs, power curves, etc.

The MG File, Model by Model, by Eric Dymock, Cat No. X34

This is a very good introduction to anyone who knows little about the huge number of models of MG produced but wants to learn. The 320 pages cover, with a page of detail opposite a photograph, every model and special produced from the 1922 Sports Morris Cowley Chummy to the ZTT Estate Car of 2001.

The File also gives details of the history of the MG Car Company and its Racing and Rallying activities. It is currently out of print and, consequently, quite valuable but we have a copy.

Websites of Interest

As the 'book' world these days is increasingly electronic I do spend time reviewing items of MG interest on the Internet. I tripped over an amazing site by Jean-Paul Donnay, a Belgian who has restored an MGB. He has not only chronicled the story of his car but the site contains a wealth of MG information and links to other sites. Go to :

<http://www.geomatique-liege.be/MGJP/Pages/Welcome.htm>

I have been slowly producing an index of good articles in the magazines we have in the library but Jean-Paul has a massive literature reference at:

http://www.geomatique-liege.be/MGJP/DocumentsPDF/mg_de_tab_2006.pdf

(it helps to understand French to get around his site but most of the links are to items in English).

The January 2013 edition of the MGCC Victoria 'Wheelspin' caught my eye as the cover features their 2012 Club Champion - our own Graeme Ruby. Not



only on the cover but Graeme's V8 GT was road tested by Ernest Litera and reported on in the centre pages.

From the Library

David Hoskins - Librarian April 2013

Donations from the Estate of Graeme Johnstone

well.

Thanks again to Emma, Kate, and Jen-ni.

T1/2 - MG TCs Forever, An Appreciation and Reference by Mike Sherrell

Acknowledged worldwide as THE definitive book on TC originality. This is the reference for anyone rebuilding a basket case with lots of drawings of body parts and fittings Every TC owner should have a copy!

T2/2 - Original MG T Series, The Restorer's Guide to MG TA, TB, TC, TD, and TF

A good reference with many clear colour photographs of details of T-



His Honour Magistrate Graeme Johnstone was a revered member of the Victorian Bar, past Victorian State Coroner, classic car enthusiast, owner of the ex-Gil Taylor green TC and a Bristol 401 which he never got to drive, Member of the Geelong MGCC, and a very good friend of mine.

I make no apologies for expanding on the few words which have appeared in G-Torque about someone I shall always remember whenever I see or drive the green TC.

Graeme died last November after a long battle with myeloma and his family has donated the MG books from his extensive library to the MGCC Geelong. In a small way this will keep Graeme's memory alive in the minds of the few of us who knew him



Types, including schedules of production changes. One of the many 'Original' series, now being reprinted.

T12/2 - MG, The Immortal T Series, Chris Harvey

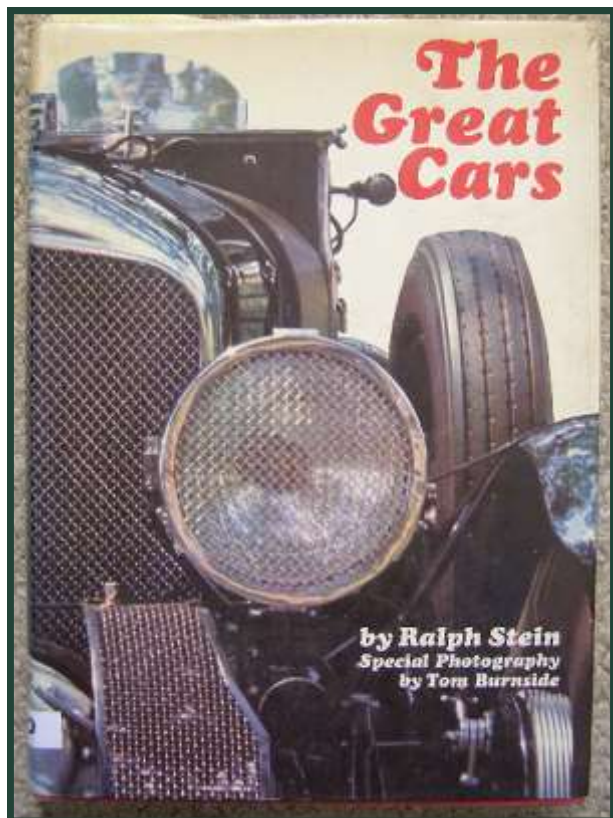
Published in 1977, this covers all aspects of the TC, its history, competition, how to buy and run one, MG Clubs, etc.

T16 - MG T-Series, The Complete Story, Graham Robinson

Complete? Maybe not but it does contain a wealth of detail including period and modern photographs.

G70 - The Great Cars, Ralph Stein

One of a pair published in 1963 and 1967 (The Automobile and The Great



Cars), this is a fairly lightweight book dealing with various marques, chapter by chapter. MGs are covered in 11 pages and the book contains many excellent photographs. I bought my own copy in 1968 and it served as a catalyst to my interest in classic cars - have a look.

Donation from Rob Woodfull

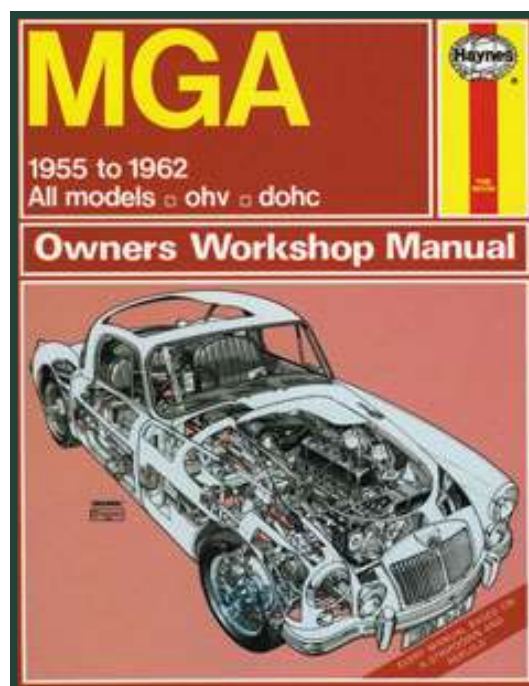
A11 - MGA 1955 to 1962, All

Models, Haynes Manual.

Rob had an article on Matilda Grace, the much photographed blue TD, published in the December 2012 UK MG Enthusiast magazine and was rewarded with a copy of the Haynes MGA Manual, which he has donated to the Library. Thanks Rob and I hereby refuse to make any further sarcastic comments about the invasive nature of photos of Rob's metallic blue TD.

Donation from past member Geoff Purcell

G23/2 - The History of the Gee-



long Speed Trials, 1956 - 1985, Gary Grant

Past Member Geoff Purcell gave us a brief talk at the March Meeting and kindly donated his copy of Gary Grant's Speed Trials book to the Library.

This is a complete record of the Speed Trials from their inception up to 1985 and is a worthwhile read for anyone planning to spectate at the 2013 Geelong Revival. It includes references to many Geelong MGCC members.

Missing Books

Generally our Members are good when borrowing or returning books but, inevi-

tably, the odd volume does go missing.

Of our 215 books and 51 VHS/DVDs currently 3 books and 1 VHS tape are AWOL:

A6, The MGA by John Price-Williams

B10, MGB 1970-1980, Brooklands Books

M9, MG Midget/Sprite Manual, Haynes

V11, Best of British/MG Magic, VHS tape

Please search your conscience, memory, and library shelves to see if you have inadvertently failed to return any of these.

From the Library

David Hoskins - Librarian May 2013

G71 - British Leyland: Chronicle of a car crash, Chris Cowin,

The tragic story of the demise of the major player in the British motor industry, from directly employing 130,000 and making nearly a million cars a year to the organisation which eventually shrank to 3 men and a dog screwing together a handful of MGs at Longbridge (plus the BMW owned Mini factory and the TATA owned Jaguar and Range Rover plants).

Poor old BMC/BMH/Leyland never stood a chance having inherited by various amalgamations around 80 manufacturing plants across the UK, Spain, Belgium, South Africa, and Australia. Together with poor Government decisions, the EEC, a strong Pound, in-fighting between Management, poorly developed products, the invasion by the Japanese, and a Union movement which appeared

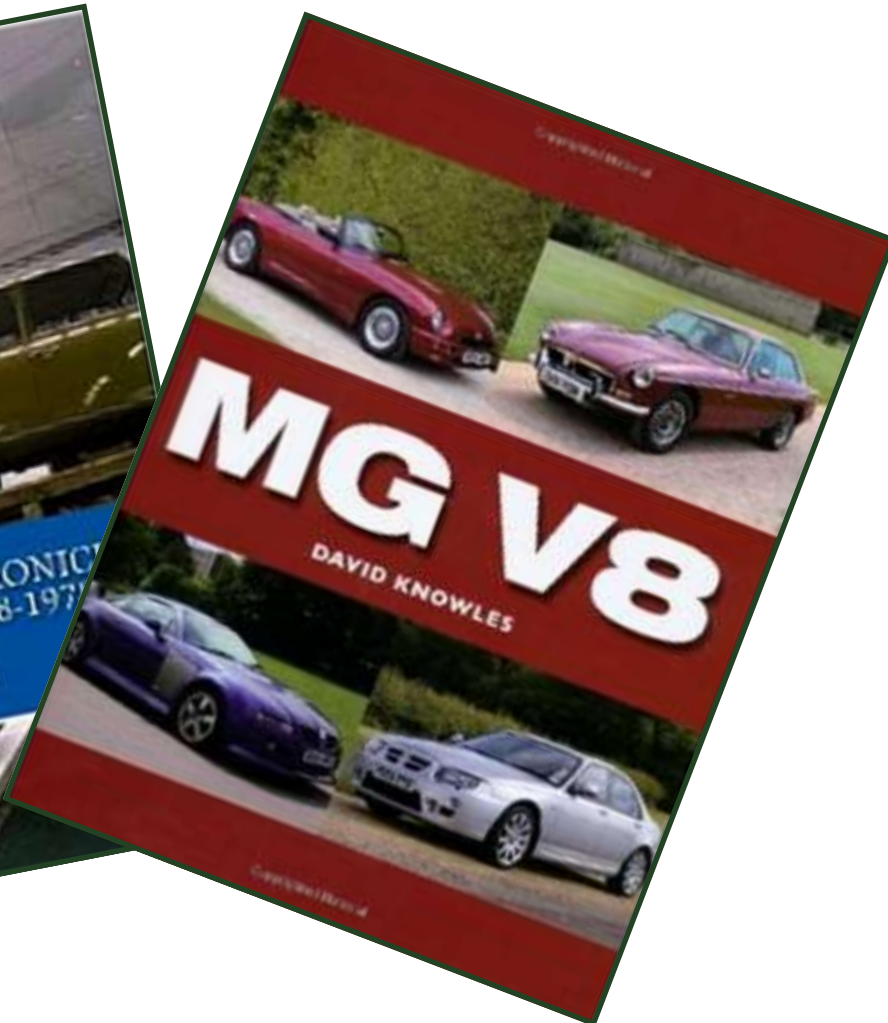
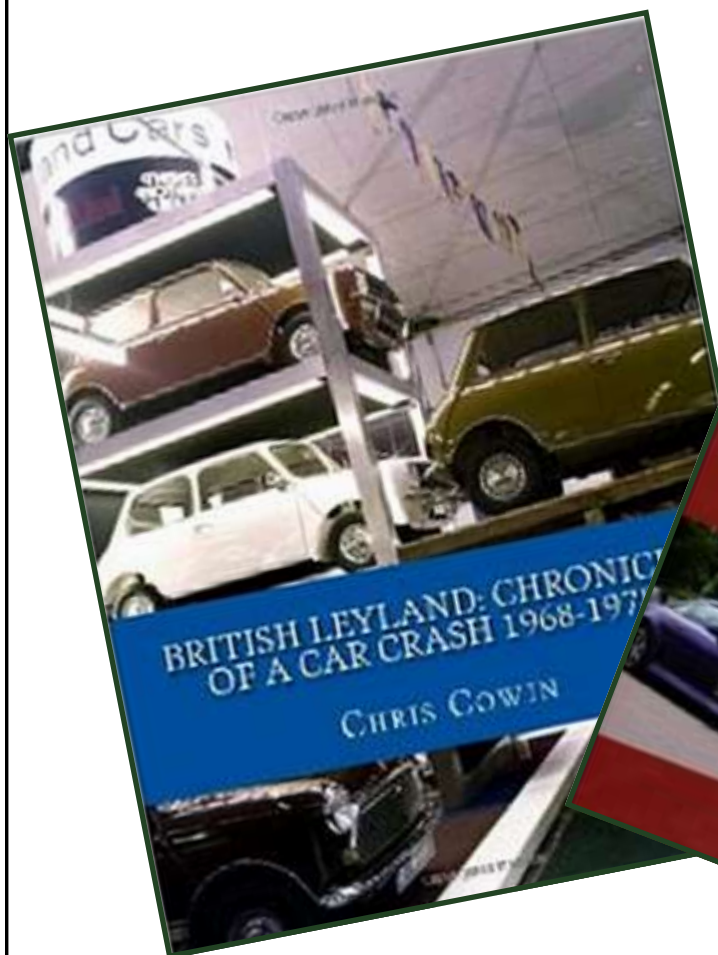
bent on self-destruction it really had no way to go but downhill.

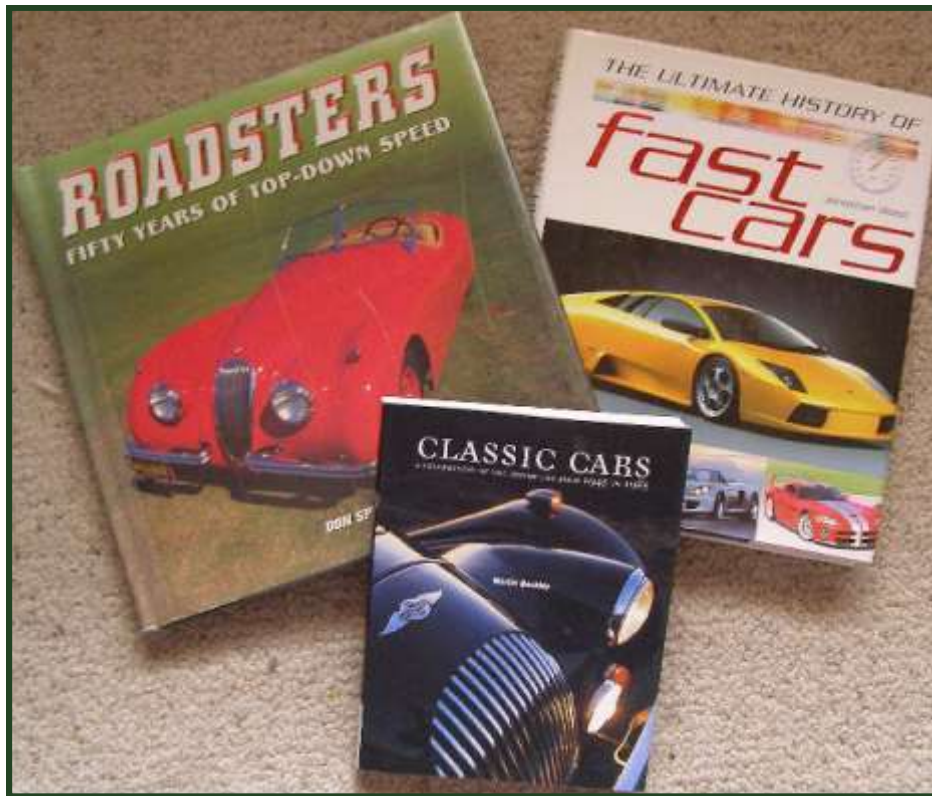
This is not an easy read but a fairly academic report on the facts behind the collapse of Leyland and I found it fascinating.

BV83 - MG V8, David Knowles, Crowood

Yet another David Knowles masterpiece on the story of the most powerful production MGs built. We have several Knowles books in the Library including MGB, MG The Untold Story, MG X Power SV, MGF (2 books), and TR7.

The book describes the concept, design, development, and history of the Costello MGB, the Abingdon MGB GTV8, RV8, ZT 260, X Power SV, and several proposals which never made it to production.





It is a typically well researched, well produced, and well illustrated Knowles production which, in addition to the basic story of each model, looks at details of

notable cars, special editions and colour charts. He includes interviews with some members of the original design teams and also insight from many of the outside suppliers and specialists who helped develop the cars.

Donations from Member Michael Robinson

G72 - Classic Cars, A Celebration of the Motor Car from 1945 to 1985, Martin Buckley, Hermes House

A good introduction to the world of Classic Cars which starts with a general overview and goes on to an A-Z of the major marques and some not so common brands such as Reliant, Allard, Gordon Keeble, etc.

G73 - The Ultimate History of Fast Cars, Johnathan Wood,

Parragon

G74 - Roadsters, Fifty Years of Top-Down Speed, Don Spiro, Metrobooks

These two books are general coffee table books which nevertheless contain much relevant information and lots of good colour photographs.

Donation from Jim McLeod

MG Enthusiast Magazine, 1993-1994

The magazines in this collection have filled up some holes in our set and I would encourage all of you to see if you have redundant copies of the British MG Magazines which will help to build our collection.

To see which editions we need, go to the 'Magazine Catalogue' link on the Library page of our website. This opens a pdf file listing all the magazines on our shelves.

From the Library

David Hoskins - Librarian June 2013

"The MG and How It Grew", from Wheelspin, March 2013

The MGCC Victoria magazine Wheelspin has reproduced Chapter 13 of Ken Purdy's 1955 book, "The Kings of the Road". The chapter on MG is interesting in that it reflects the American view of the MG Marque in the 50's.

Purdy compares the average white-goods Detroit car of his day with the sporting cars from Europe. He includes chapters dedicated to Bugatti, Rolls-Royce, Hispano, Alfa-Romeo, Mercedes, Bentley,.....and MG!

MG Magazine Index of Articles of Note (on our website)

Ted Heriot phoned me the other day to inquire whether I had any knowledge of replacing the resistors in the MGF heater blower fan control unit.

I opened the 'MG Magazine Index of Articles of Note' .pdf file from the link on our Library web page. Opening the search box (<ctrl><f>) I typed in the keywords 'mgf' and 'heater' which led me to the following three results:-

'Fitting new resistors to MGF heater fan', MG Enthusiast magazine May 2012, pages 76-78

'MGF Heater Fan Resistor', Enjoying MG magazine, April 2008, pages 18-19

'MGF heater fan speeds', Safety Fast magazine, January 2011, page 70

Checking with the listing in the 'Library Catalogue' .pdf file, also linked on our webpage, showed that the first two references are in stock. Safety Fast January 2011 is missing - **SOMEONE OUT THERE HAS IT!**

This was a good example of the use of our indices to search for information which is, otherwise, buried amongst hundreds of magazines (we currently

have 788). The Magazine Index is not yet complete but is building slowly into a resource which I hope will assist many members with MG problems.

The Library Webpages

I have just split the Book & DVD and Magazine Catalogues into two 'pdf files and these are linked from the Library webpage. There is also now a .pdf file of archived Book Reviews, which includes an Index with hyperlinks to the reviews themselves (left clicking on a hyperlink takes you directly to the item indexed).

Previously I have only reviewed new books on our shelves but I shall slowly write some words about some of the key books in our collections. Here is the first, and the best!

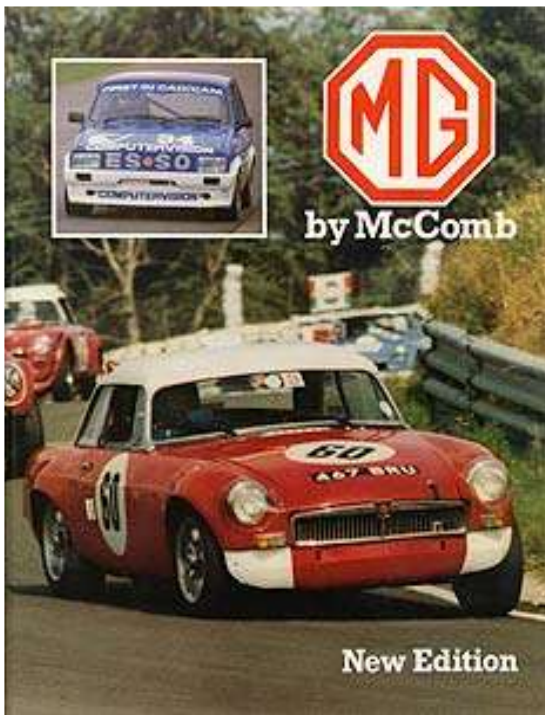
X7/1&2 - MG by McComb, F.Wilson McComb revised by Jonathan Wood, Motorbooks

If anyone wants to buy just one book on the history of the MG Marque, this is the standard work on the subject.

Wilson McComb worked for MG from 1959 to 1969, being employed by John Thornley to establish the 'Safety Fast' magazine (the MGCC was then part of the Abingdon organisation until kicked out by Leonard Lord). McComb also founded the MGCC Vintage Register, and was General Secretary of the MG Car Club.

Later on, McComb was the PR contact for the MG Competition Department. When he first wrote the book in 1978 he had access to lots of inside information, many of the old hands who had worked with Kimber still being employed at MG.

From Cecil Kimber and the Bullnose MGs of the 1920s, to the thirties Midgets, the Magnettes, the TCs, the MGA, MGB, even the Metro and Maestro, eve-



ry twist in the tale was followed by Wilson McComb, with an intimate knowledge not only of machinery but also of men, those who created the marque and some who abused it.

X7/2 is the second, 1984 edition, and there is a later edition, updated by Jonathan Wood to include the MGF, which we may purchase one day.

X42 - Cecil Kimber 1888 - 1988, Various Authors, The New England 'T' Register Ltd.

The story of the founder of MG, written by various members of the fraternity. About half of the book's 206 pages were written by Kimber himself and contain

interesting reflections on the manufacturing scene in the pre-war period.

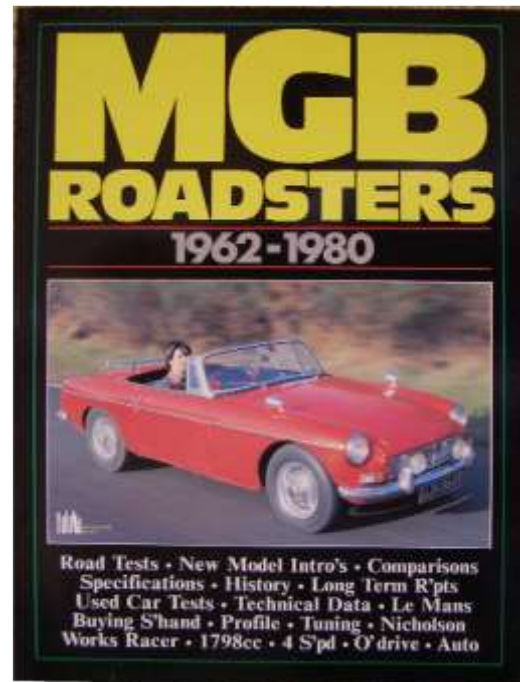
Kim's daughter, Jean Kimber Cook, also contributed her

thoughts and reminiscences of her father and visits to the Abingdon Works when she was a child. She contributed many photographs and documents which are reproduced in the book.

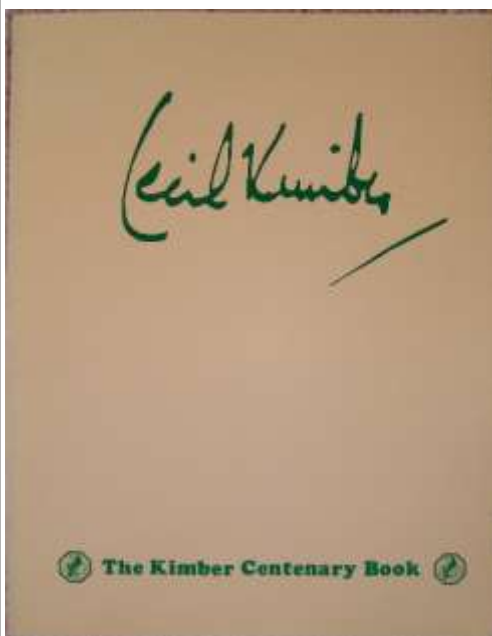
As the only book solely about Mr. MG himself, this is a very worthwhile read.

A3, B4, B10, M5, X14, X15, X16, X17, X18, X19, X20 - MG Cars various models, various time periods, Brooklands Books

Brooklands Books are collections of reprints of articles from contemporary magazines. As the originals were often of poor quality, much of the copy is not of the standard expected to-day, but the content is fascinating.



It is instructive to read contemporary impressions of cars which, in their day, were at the forefront of sports car technology but, to-day, would be regarded as extremely pedestrian. The words put our cars into their historical perspective, particularly the older models.

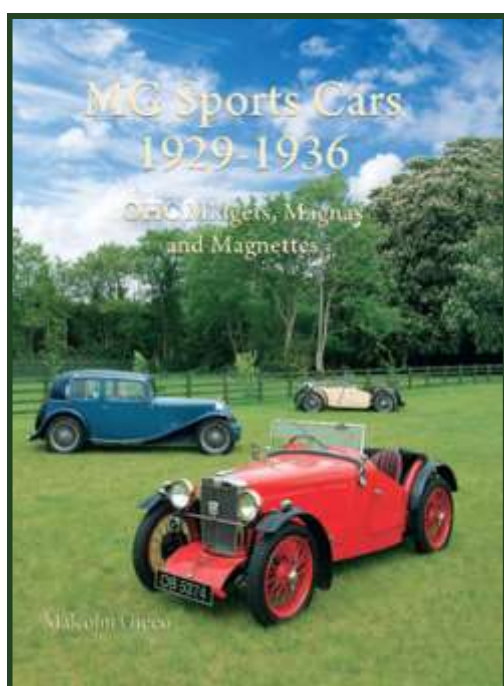


From the Library

David Hoskins - Librarian July 2013

One area of MG history which is under-represented in our Library is that of pre-war MGs. This, of course partially reflects the Geelong Club's car register which lists only one pre-war car at the moment.

Despite the lack of pre-war car owners, the era is fascinating from a historical perspective and the two new books are aimed at filling the gap.



P8 - MG Sports Cars 1929-1936, Malcolm Green

This is a special book telling the story of the overhead camshaft pre-war MGs, from the Morris Minor derived four cylinder M-Type Midget, through the C, D, J, P, Q, & R and the six cylinder F, L, K, & N-Type Midget. Special bodied cars and the record breakers are included.

Published in 2001, the book contains many period black and white photographs, with a good selection of colour shots of some cars as they are to-day.

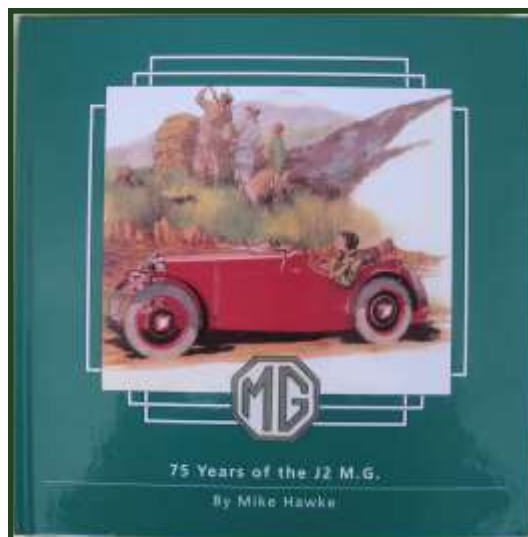
If you want to learn about the era when MG expanded into an Internationally renowned manufacturer, then read this!

P9 - 75 Years of the J2, Mike Hawke

This book charts the history of the J2 throughout the years with the bulk of the book being made up of individual histories of surviving J2s.

Written by a legend of the Triple-M world, Mike Hawke. We were lucky to secure one of the last of this limited edition.

Now for books already on our shelves:-

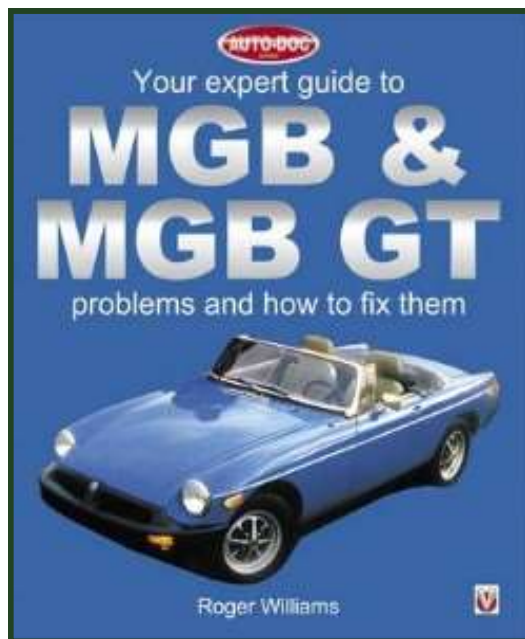


B12 - Your Expert Guide to MGB & MGB GT, Roger Williams

"Your expert guide to MGB & MGB GT problems and how to fix them" by Roger Williams is in our library, accession number (B12), and should be out on loan all the time, it's a waste to leave it on the shelves.

It does not approach working on the MGB in the same manner as the various workshop and restoration manuals but starts each section with a description of typical problems, identifies the causes, and tells you how to fix them - excellent, one of the most useful books I have at home.

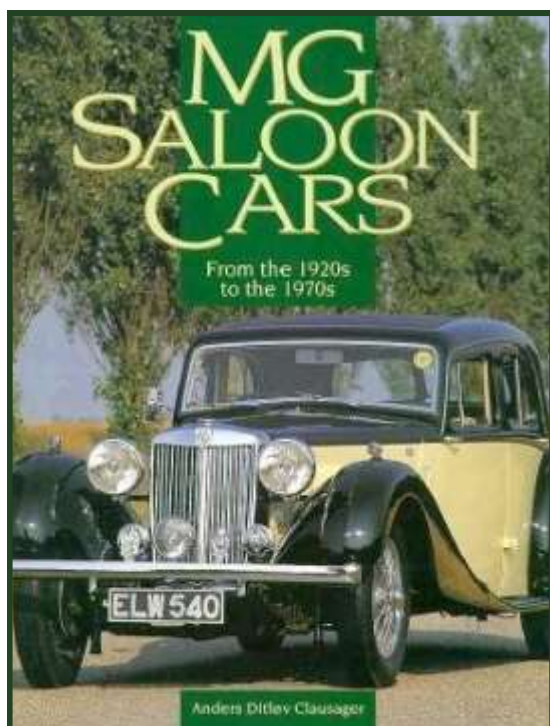
X41 - MG Saloon Cars, Anders Ditlev Clausager



A significant proportion of MG's production was in the form of saloon cars. Pre-war these were usually versions of the current sports car, often made in miniscule numbers, but later cars carrying the MG Octagon were made in huge numbers.

Clausager, who was Archivist at the British Motor Industry Heritage Trust, lists quantities of 5514 SA/VA, 409 K1/K2/KN but only a handful of the tiny M-Type Midget Sportsman's Coupé were made pre-war.

Post war quantities increased substantially to 7459 Y/YB -Types, 36,601 ZA/

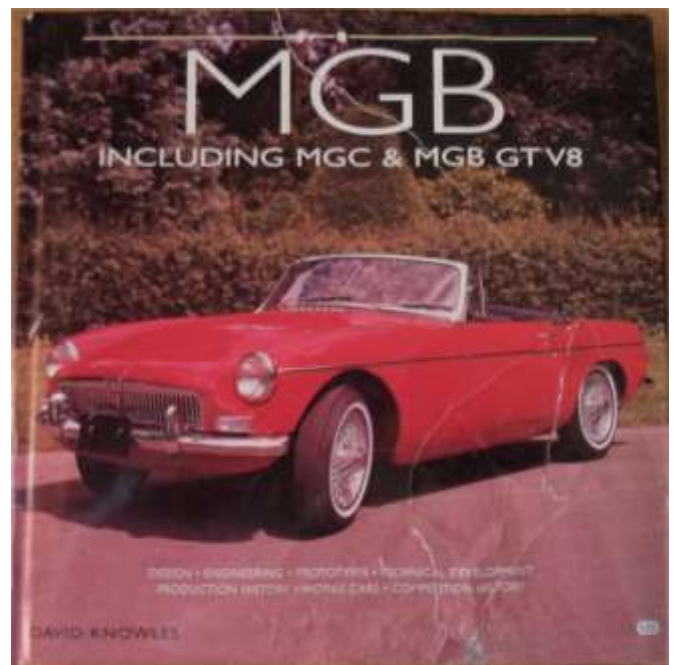


ZB Magnettes, 31,004 of the largely "badge-engineered" Farina Mk III & IV, and a whopping 157,409 of the fwd 1100/1300.

The last MG badged cars made by the dying Leyland empire were heavily based on the Morris and Rover cars of the day but Clausager stops his tale at the MG 1100/1300.

B14 - MGB Including MGC & MGB GT V8, David Knowles

This remarkably detailed and beautifully illustrated history of the MGB and its derivatives will be a welcome addition to the book shelf of any MGB fan or British



sports car enthusiast. It is not a comprehensive history, but is an entertaining and informative book that describes such oddities as the MGB hot air balloon and the MGB that crashed to earth when its parachute failed to open.

The BBC Top Gear Website commented, 'If you're a fan and haven't yet bought a book on the MGB-based cars, this is the only one you're likely to need.'

From the Library

David Hoskins - Librarian August 2013

Pick of the Latest Magazines

Enjoying MG June 2013

6 pages are devoted to telling the story of the start of MG, from 1923 to 1927. There are some good photos of early MGs and sales brochures.

Safety Fast June 2013

The Life of William Morris is being serialised, this 5 page Part 2 carries the story up to, and partly beyond, WW II.

MG Enthusiast July 2013

When Leyland announced the closure of Abingdon, and the end of the MGB, a consortium led by Aston-Martin proposed a takeover which would initially build a modified MGB. This article describes the prototype which was built very rapidly as part of this proposal.

The B.M.C.Experience Issue 6

Not a lot of MG news in this edition but a one page Part 4 of the History of the A-Series Engine tells the story of local manufacture in Australia

BMC Leyland Australia Heritage Group

A group of ex-Leyland employees run the BMC LAHG to preserve the heritage of the BMC operations in Sydney. This month's quarterly newsletter celebrates the 40th Anniversary of the P76 (not all bad as one has just won the Peking to Paris Rally outright)

Donations from Graeme Ruby and Herb Adler

Graeme and Herb have also been cleaning out their shelves and have given us some old motoring magazines. I am currently trying to organise our magazine collection.

Donation from Member

Geoff Noll (TD owner)

T17 - MG The XPAG Engine, Data, Service, Super-tuning, WKF Wood

This is a copy of a book published in the USA in 1968 and gives much better coverage of the XPAG engine, fitted to the TC, TD, and Y-Type, than is available in any of the other standard

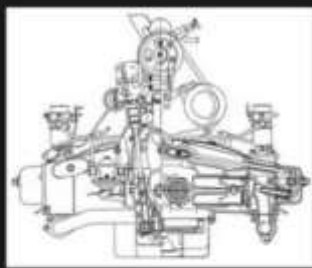


manuals. Wood devotes considerable space to describing typical faults with old XPAGs and includes much tuning advice - thoroughly recommended for all XPAG engine fettlers.

G75 - Auto Architect - (The Autobiography of Gerald Palmer), Gerald Palmer and Chistopher Balfour, Magna Press

This second edition of Gerald Palmer's autobiography was published five years after his death in 1999 and Christopher Balfour has taken the opportunity to review the impact this talented car designer had on the motor industry and to include some photographs that were not used in the first book.

After serving an Engineering Apprenticeship and being involved in several design projects, Palmer was interviewed by Cecil Kimber at MG, and became head of MG Design in the Morris Design Office, designing the chassis of the Y-Type.



Auto-Architect

The Autobiography of Gerald Palmer
(1911-1999)

Second enlarged and revised edition with additional material
by Christopher Bullman

After interesting war-time projects he joined Jowett as Chief Designer and created the Javelin.

Rejoining Nuffield with the brief to oversee design of future MG, Wolseley,

and Riley models, he worked next to Isigonis and produced the Wolseley 4/44, 6/90, Pathfinder, and MG Magnette. Palmer also designed the basis of the twin-cam B-series engine, originally destined for the Magnette but eventually only fitted to the MGA.

I was amused to find a quote by 'Peter Richardson from Barwon Heads' about his long-term ownership of his Wolseley 6/90. Peter lived up the road from us until he died and I experienced his 6/90 on a trip to Melbourne with him.

An interesting read for those interested in the history of MG and Nuffield Design.

Donations from Members Leslie Bishop & Sue Fell

Thanks to Les and Sue who continue to weed out their library, to the benefit of the Club's collection.

G77 - The Complete British Motorcycle, John Carroll, A Salamander Book

A really nicely illustrated history of British bikes (and one latter-day Royal Enfield from India), each model being described in two pages and with exceptionally clear side views of each model, specially photographed for this book. All the

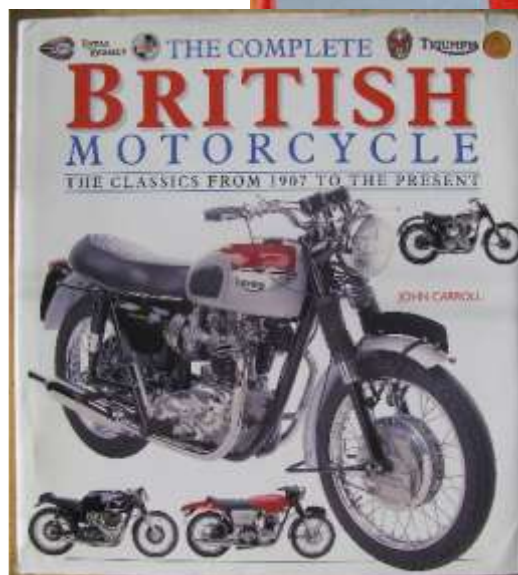
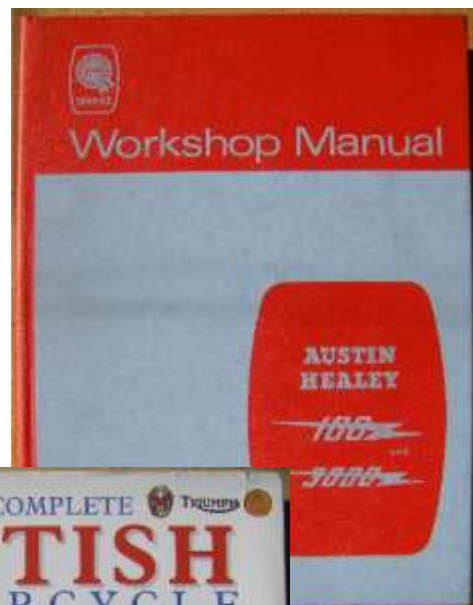
bikes from AJS to Vincent, from 1907 to 2001, are here.

I escaped the motorcycle thing when my parents bought me 4 safe wheels to keep me off 2, but I could easily have become fascinated by these machines which generally put their mechanisms on show.

Everything British is here, including the Double-Knocker, Squariel, Fanny-Barnett, the Noddy Bike, and Beeza Bantam. Also appearing from the era when Britain ruled the motorbike world are the glorious Manx Norton, Triumph Bonneville, and Vincent Black Shadow - I could so easily have become hooked - excellent!

G76 - Austin Healey 100-6 and 3000 Workshop Manual, BMC Service Division

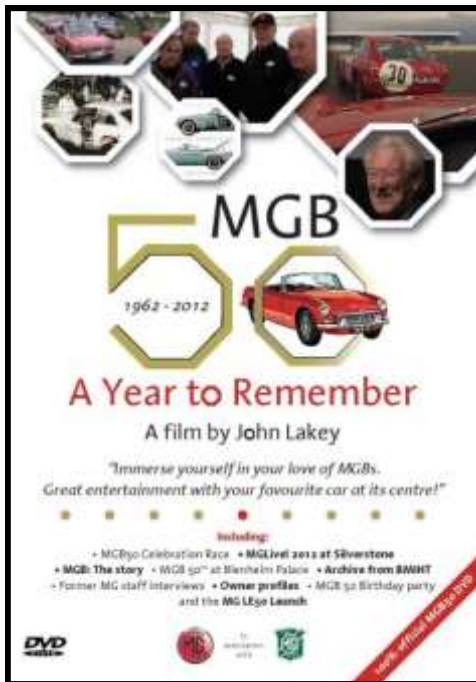
This is the official BMC Workshop Manual, and is thus invaluable for anyone working on any of the 6-cylinder Healeys.



From the Library

David Hoskins - Librarian September 2013

V48 - MGB 50 (1962-2012) A Year to Remember, John Lakey



This DVD chronicles the activities held in the UK in 2012 to celebrate the 50th anniversary of the MGB.

Over 2 hours of content includes coverage of the MGB50 Celebration Race at Silverstone for FIA and Works MGBs and the 50th Birthday Party at Blenheim Palace.

'MGB:The Story ' covers the seminar held in Abingdon with comment by Paddy Hopkirk, Alec Poole, Don Hayter, Bill Price, Den Green, Peter Browning, and John Yea, all MG notables, introduced by Graham Robson.

'MGB Owner Profiles' are included, as is the launch of the MG LE50, the 'new' MX5 engined GTs built by Frontline.

Websites of (some) relevance.

Outside the MGCC, in the real world, paper books and magazines are slowly but inevitably giving way to their electronic equivalents. Despite still loving the feel of a real book your librarian is not completely adopting a Luddite stance against this change and is, in fact, an inveterate searcher of all things MG on The Net.

I shall therefore, as part of my duties, report on odd relevant (and some irrelevant) websites I have found, this next one is proof positive that some people just have way, way, way too much time on their hands.....

Internet Movie Cars Database

This site lists 399 films and TV programmes in which MGBs are seen, albeit somewhat briefly in many of them. Sad, but worth a quick look, left click on the link below to open this site.

[Internet Movie Cars Database](#)

Prescott Video

As a long time fan of the Prescott Hill-climb in the UK, I was looking at a video entitled "[La Vie en Bleu](#)", the story of the two day meeting in 2009, (left click on the title to watch it). At the 09:16 minute mark I suddenly spotted a familiar face - Wheelspin's past editor Bob Somerville! As Bob replied when I informed him, "Can't get away with anything in this world!"

MossTV

Well known purveyor of all things MG

To activate the underlined bold weblinks on these pages, view the electronic version. Go to:-

<http://www.mgccgeelong.com.au>

Left click on **LIBRARY tab**

Left click on link **September 2013 Book Reviews**

(and other marques) Moss Motors have put together a series of YouTube videos on how to perform common tasks on our cars. At the last count there were 83 video clips, left click the link below to open YouTube.

[MossTV](#)

Many Other Weblinks

Over the years I have collected bookmarks to a huge number of MG and MG-related websites. These are now posted on the Library website, and are also linked below. As some of these were saved many years ago, I cannot vouch for their current validity but most should work. Just remember that this is my personal list, it is not meant to be the definitive catalogue of all MG weblinks.

I must also apologise for the somewhat haphazard organisation but the lists have grown and grown, and to re-order them would be a major task - perhaps one day.....

[LINKS TO MG CAR CLUBS](#)

Links to MG Car Clubs in Australia, the UK, and the USA. There are also links to BMC-Leyland sites and some of my favourite parts suppliers and some technical sites.

[LINKS TO MG SUPPLIERS](#)

Many links to suppliers of MG parts and accessories in Australia and overseas, MG cars for sale, and workshop tools and equipment.

[LINKS TO MG TECHNICAL](#)

There is a huge amount of 'how to do it' information on the internet. These links are roughly categorised and well worth while browsing.

[LINKS TO GENERAL MOTORING](#)

Links to Australian new cars, Classic events, Collections, media, racing, and rallying.

Pick of the Latest Magazines

Enjoying MG July 2013

In the 1950s and 1960s the Cooper Car Company was progressing from making 500cc Formula Three racing cars to bigger sports cars with larger engines.

The natural source of power for specials in this era was MG, and this 6 page article describes some of the well known XPAG engined Coopers.

Safety Fast July 2013

Reginald G (Jacko) Jackson was chief mechanic of the Abingdon racing shop from 1931 until Leonard Lord closed it in 1935. Mike Allison worked for him in the mid-60s and recorded Jacko's reminiscences from the early days.

These five pages give some snippets of information which paint a picture of life at Abingdon in the 30s, not a chronological history but a fascinating insight.

MG Enthusiast August 2013

'In the family way' is a 5 page story of a PA which has been in one family since 1963. Memories of the current owner being driven to school in it by his mother, with five other children and a Labrador would certainly raise safety issues these days!

'Second Life' is a 5 page story on rebuilding a 100,000 mile MGF which was so rusty it needed a new body shell. It just reinforces my view that we are very lucky to live in a country where terminal body rot is unusual.

From the Library

David Hoskins - Librarian October 2013

Tired Books

Some of our older books, particularly those used while working on cars, are getting a bit ratty. Thanks to Graeme Deahl for spiral binding a couple of them so giving them a new lease of life.

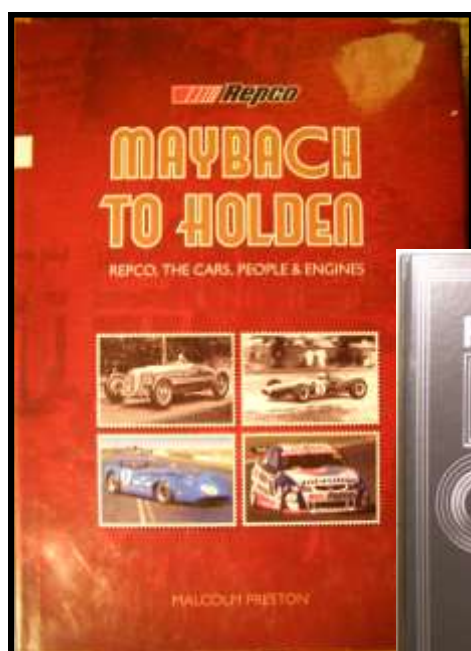
Donation from Repco

G78 - Maybach to Holden, Repco, The Cars, People & Engines, Malcolm Preston

Presented to us by our August guest speaker, Geoff Marks from Repco Geelong, this is the history of the Repco automotive parts operations in Australia,

Repco was founded in 1922 and as a company, even though now part of an International group, revels in its long and successful local history.

Malcolm Preston has been involved in the motor industry all his life, with Repco and Holden, and writes with insight into the subject as well as involvement in motorsport. Repco has been associated with many successful motor racing projects includ-



ing Charlie Dean's

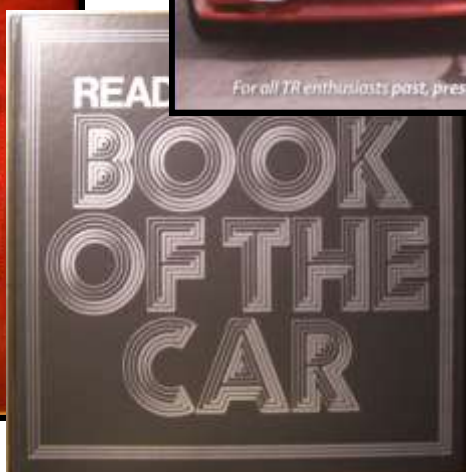
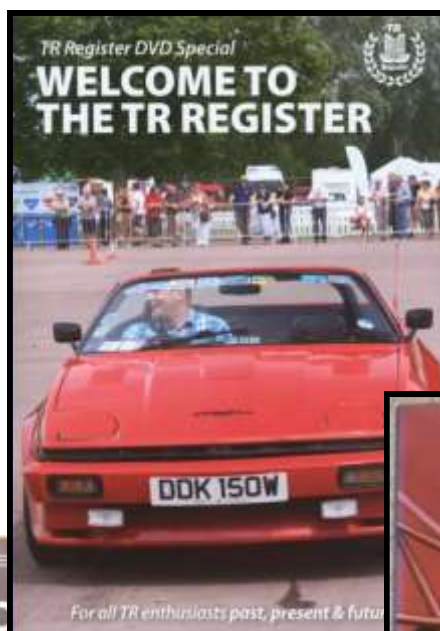
Maybach Specials, Holden V8 racing sedans and, of course, the Repco-Oldsmobile engine which powered Sir Jack Brabham to a World Championship. Repco now owns Brabham's BT19 which has run at the Geelong Speed Trials and also appeared at the Ford Product Engineering employees car show in Geelong, with Sir Jack.

Donation from Robert Hylands

V49, V50 - Welcome to the TR Register, TR Owners Club

On joining the TR Owners Club, new members are given this 2-disc set. The DVD is a welcome to new members, highlighting some of the Club's activities with presentations by some of the Club's Committee.

Graham Robson is a well known car book author, past Triumph Works Rally Team Manager, and is President of the Club. He and his other committee members talk about the cars, competition activities, their youth group, the 9 Regions, their 9,000 members, and their place in the wider Clas-



sic Car movement.

The second disc is a CD-ROM holding a vast amount of technical information. This is a huge resource, totalling some 800 pages, and some of the general tips are as applicable to MGs as they are to TRs.

Donation from David Langley

G79 - Reader's Digest Book of the Car

Dave picked this up with us in mind. It is a typical Reader's Digest production which goes from the history of the car, extremely basic information on how a car works, hints on driving and safety, weekly checks, reversing a caravan, right up to maintenance items such as fault finding the ignition system and rebuilding a distributor. All this is done in 432 pages with lots of very clear diagrams and photographs.

The book has absolutely no mention of MGs, for which we shall forgive it as it would be a good introduction for some of our Youth Members so deserves a place on our shelves.

Donation from Phil Humphries

X1/2 - Great Marques, M.G., Chris Harvey

This is seen as a coffee table book, with lots of nice photos, but I regard it as one of the foundation reads for members new to the MG scene.

It summarises, in just 80 pages, the whole history of MG cars and its people from the beginning to the Metro Turbo. There is just enough detail to give a good overview without being too boring for newcomers to get through.

The Great Marques series ran for 10 years or so in the 70s-80s and it is a shame that the series ended before covering some of the 'Great Marques', at least MG scored an early publishing slot.

Donation from Peter Fairnie

Enjoying MG Magazine, February 1986

I have previously requested members to look at our Magazine Catalogue and see if they have any copies of magazines we need to complete the collection.

Peter Fairnie is obviously psychic as he picked up this copy of 'Enjoying MG' and, by chance, it is one which we do not have in an era which is otherwise fairly complete.

Keep up with the séances Peter and we shall soon have a full set!

Pick of the Magazines

Enjoying MG August 2013

"MG Hero Lord Nuffield." is a brief life story of William Morris who at first supported Kimber and his MG operation, but ultimately listened to Miles Thomas and sacked him in 1941.

Morris left school at 15 to support his family and died aged 86 having given £30 million to charity and leaving the Nuffield Foundation with £320 million invested to carry on his charitable works. You could say that he was successful!

Safety Fast August 2013

Working Inside the Octagon - Reminiscences of Jacko Jackson:1946/68 Part 2 - Monte Carlo Rally, Eddie Hall and the special sprint car, R-type, Mannin Beg, Lagonda Rapier

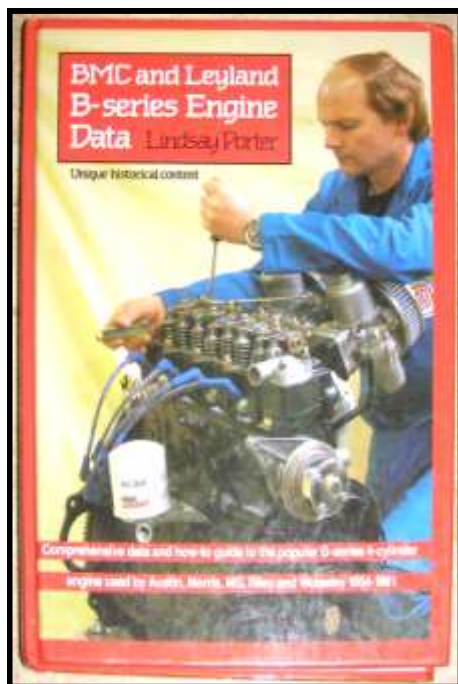
MG Enthusiast September 2013

Brian Moylan - worked in BMC's Competition Department, nice period pictures of the race and rally scene.

From the Library

David Hoskins - Librarian November 2013

X69 - BMC and Leyland B-series Engine Data, Lindsay Porter, Os-



The book covers the engine's history, its place in the Leyland landscape, garage maintenance, and lists all variants with brief descriptions of the cars it powered.

A somewhat dated publication but an important one.

Donation from Alby Rhodes

Alby has donated a pile of back issues of the MGCC Victoria 'Wheel Spin' magazine from 2002 onwards. This prompted me to list our collection of the magazines of our sister MGCC in Melbourne and this is now included in our magazine catalogue on our website.

Copies of Wheel Spin are boxed in date order and may be borrowed by reference to your Librarian.

If anyone has any back issues of Wheel Spin which are surplus to requirements and are not in our collection, please consider donating them to our Library.

Pick of MG Enthusiast Magazine **October 2013**

This edition carries a 5 page Road Test, really road impressions, of the new MG3 which is expected in Australia this year.

It is not news that the bigger MG6 has had limited success in the UK market, and that this will probably be its fate in Australia. The car, although competent, does not seem to offer anything special at a reasonably high price.

The MG3 however, which effectively replaces the old MG ZR, seems to be a much more attractive proposition. The car is fully up to speed both visually and dynamically, has a redesigned engine to finally banish the K-series woes, and the pricing in the UK is very competitive. With the top model costing £9,999 it will be interesting to see what this hotish hatch which competes with expensive rivals such as Citroën's DS3, Fiat's 500, and the MINI, will cost when launched in Oz.

prey

Published in 1985 and now a comparatively rare book, this tells the story of the B-series engine which we all love and know so well as the power unit of our ZA/ZB Magnettes, MGAs, and MGBs.

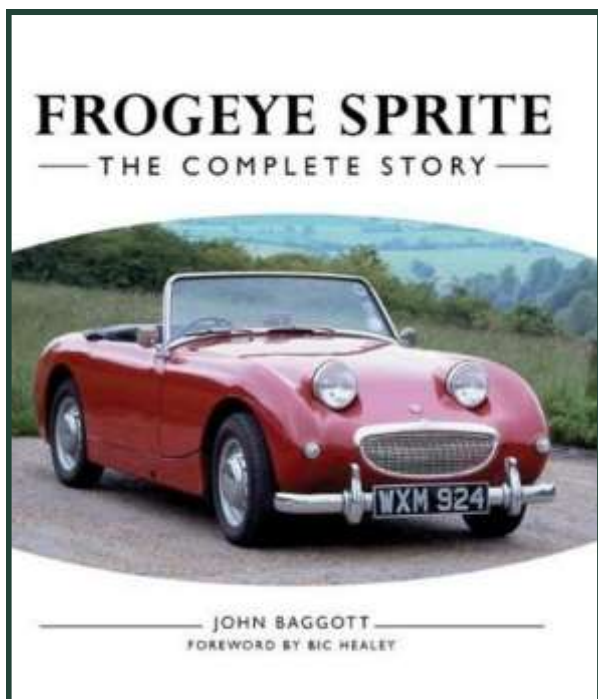
From elements of the design of a pre-war six cylinder Chevrolet truck engine, our unknown hero Eric Bareham developed this unit to power a huge series of Austin and Morris cars and trucks, from the 1947 Austin A40 Devon through to the Austin 1800 and early Princess.

The engine was also used in a variety of industrial and marine applications, farming equipment and narrow boats, and formed the basis of the Australian 'Blue Streak Six.' It was also used up to 1991 in the Indian Hindustan Ambassador (née Morris Oxford) and diesel versions powered taxis and vans and it even (just) made it into the twin-cam era in the MGA. There is also more than a passing similarity to some Datsun engines - Datsun's early cars were Austins produced under licence and early Datsun designed engines shared this heritage.

From the Library

David Hoskins - Librarian December 2013

M13 - Frogeye Sprite - The Complete Story, John Baggott, Crowood



Oh, all right, I know a Frogeye is not strictly an MG but it did form the basis of one of the best and most numerous Midgets, was built in the MG factory at Abingdon, and anyway is a super little car.

As the title infers, John Baggott charts the design and development of the Sprite, follows its racing success, covers special bodied cars and modern recreations, and relives the stories of many past and present owners and their cars.

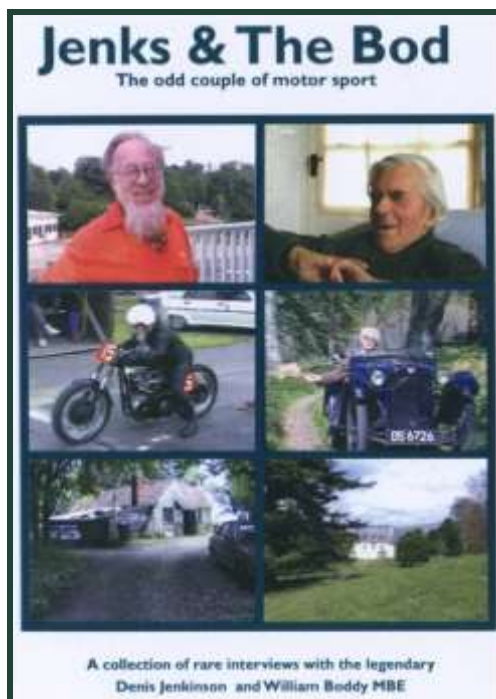
V51 - Jenks & The Bod, Motorfilms Special DVD

(With apologies to those who remember this modified extract from a past G-Torque)

As I furtively read my copy of Motor Sport magazine during private study periods at school I little realised that fifty years later I would be introducing a DVD about the two central characters in that magazine's history who were still involved with the magazine until relatively recently.

Beginning in 1924 as the Brooklands Ga-

zette, the name changed to Motor Sport in 1925 and in 2008 the 1000th edition was published!



Bill Boddy MBE (WB or The Bod) became the Founding Editor and his first article in Motor Sport was published in 1930 – and that's no misprint. He took over running the magazine in 1936 and remained editor until 1991. A legend in veteran and vintage circles, **WB** is the author of many books as well as the authority on Brooklands, and remarkably, was still writing a

couple of pages every month until just before he died. WB died aged 98 in 2011 and surely at 81 years he had the world's longest journalistic career. His last two pages were published in Motor Sport in the same edition as his obituary!

Denis Sargent Jenkinson (DSJ or Jenks) was Motor Sport's Continental Correspondent for many years and was the Guru of Formula 1. He spent the summers touring around Europe in his company owned Porsche or E-Type to cover all the events.

He was also known as the man who



'navigated' Stirling Moss on his epic drive to win the Mille Miglia in a Mercedes 300SLR in 1955, his report of watching Moss averaging just under 100mph for 1000 miles on only partially closed public roads becoming one of motorsport's journalistic classics. DSJ was an eccentric with a passion for motorsport, motorbikes, and motor cars.

Motor Sport was the only magazine in the fifties which told it like it saw - without pandering to the whims of advertisers. Frequently long articles would start on, say, page 45 and be continued - on page 20 if there was a space! If **DSJ's** reports were too long, the editor merely shrunk the font size so that they would fit - even if the reader had to use a magnifying glass to be able to read it, but he would not dream of cutting any of DSJ's material.

Both DSJ and WB, although famous in motor sporting circles, were actually rather shy of personal publicity and the interviews and comments in this DVD offer rare glimpses into their lives.

Doug Nye and David Wegulin have put this little gem together as a tribute to two very eccentric but very important people in motor-sporting journalism. The section on Jenks' cottage in the woods is particularly poignant and gives some insight into this bizarre character's lifestyle and interests - I hope somebody has preserved its contents as the new owner has bulldozed it.

London to Sydney Marathon MGB

In 1968 the Daily Express London to Sydney Marathon was held. The winner, after an epic tortoise versus hare performance, was the Andrew Cowan Hillman Hunter followed by Paddy Hopkirk's Austin 1800 and retired Ford Product Engineering Director Ian Vaughan's factory Ford XT Falcon GT.



Ford Australia won the Team Prize and the much fancied English Ford Lotus Cortinas were fast but fragile.

Jean Denton, The Lady Denton of Wakefield, entered an MGB, registered UMD 534F, co-driven by Tom Boyce.

I have indexed articles from the MG magazines and this Index is available on our website. Ironically, the first person to ask a question relating to Indexed items was from the UK.

Ian Restall found references to two articles about the Marathon MGB and requested either scans of them, or the source of back copies of the magazine. His friend Tom Boyce is now elderly and frail but was interested in anything to do with the car and its whereabouts, if it still exists.

From our Library stock, I was able to look up the articles and e-mail scans of them for Tom to read. Just part of the excellent service given by the MGCC Geelong!!

YouTube Video from the MGCC to the MGCC Victoria.

The MGCC made an 11 minute video to congratulate the MGCC Victoria on their part in the MGB 50th celebrations in 2012.

John Watson, Chairman of the MGCC MGB Register, and Don Hayter, the last Chief Engineer of MG Abingdon spoke from the John Thornley Room at Kimber House, just a few yards from the entrance to the old Abingdon MG factory.

The last section of the video shows the only official factory built V8 roadster. The rubber bumper car, regd. WBL 348Y, was one of the 'O' Series engined prototypes which Don somehow managed to liberate from the factory after it closed, having had it rebuilt to full V8 spec.

The clip is on YouTube at:-

<http://www.youtube.com/watch?v=nrd8t6EgL5M&feature=youtu.be>

From the Library

David Hoskins - Librarian January/February 2014

X42 - Cecil Kimber 1888 - 1988, Various Authors, The New England 'T' Register Ltd.

The death of Jean Kimber Cook, the last direct link to Cecil Kimber, has prompted me to repeat a review of this book on Kimber which we have in our library.

The book is the story of the founder of MG, written by various members of the fraternity. About half of the book's 206 pages were written by Kimber himself and contain interesting reflections on the manufacturing scene in the pre-war period.

Kim's daughter, Jean Kimber Cook, also contributed her thoughts and reminiscences of her father and visits to the Abingdon Works when she was a child. She contributed many photographs and documents which are reproduced in the book.

As the only book solely about Mr. MG himself, this is a very worthwhile read.

F8 - The Essential Buyers Guide, MG MGF and TF 1995 to 2005, Rob Hawkins, Veloce

This book is an essential aid if you are thinking of buying an MGF or TF. Written by Rob Hawkins, who has test driven, repaired and modified many of these cars since they first appeared in 1995, every page of this book includes useful information to help ensure you choose the right model and spot any nasty problems.

There's so much to consider; whether to opt for an economical 40mpg 1.8 K-series or 160bhp VVC engine, hydragas or coilover suspension, standard or AP Racing brakes, standard or limited edition wheels, cloth or leather trim, hard top or soft top. Also, there are collectible versions of the MGF and TF, and this book shows how to identify them - these cars will certainly become classics.

Packed with good advice - from how much an MGF or TF costs to run, through to paperwork, production data, how to evaluate an MGF or TF and where to find other MGF

and TF owners, to the practicalities of owning these cars - this is the complete guide to choosing, inspecting, buying and owning an MGF or TF.

This book is one of a vast collection of 'Buyers Guides' published by Veloce.

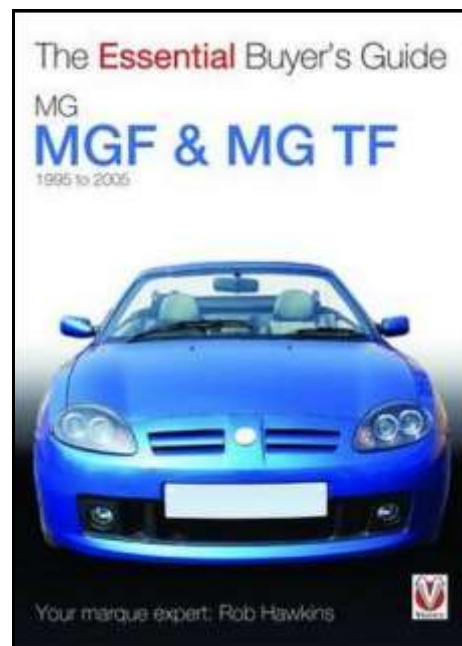
(thanks to the Pitstop Bookshop, now in Sydney, for the review)

Donations from Len Fox, Tim Rowlands (non-member), Ted Ramsay, Dave Gray, and Graham Deahl

Len Fox donated a box full and Graham donated half a palette load (about 550) of the major UK classic car magazines from James Sullivan, a friend of his, which I am currently sorting into order with collections from our other donors. I would encourage all of you to delve into these old magazines, they contain a wealth of information and are just as valuable a resource as our book collection.

No sooner had I written this but Ted Ramsay tossed a pile of "Motorsport" magazines my way and Dave Gray donated a box of really interesting "Light Car" magazines from the 1930s. Tim Rowlands, a non-member from Belmont who found us on the Web, gave us 200 copies of "Thoroughbred and Classic Cars". I think I shall have to draw the line at the current titles or we shall need a bigger Library room!

As soon as I have sorted and catalogued the magazines they will be available for loan. Eventually I intend to add indexes of major articles to the current Index file but this is a huge task and will take some time.



Donation from Charlie Morgan

X70 - MG TC TD TF/1500 MGA Service Manual, Scientific Magazines

Charlie dug up a fairly sad copy of this, which has obviously seen use in someone's garage, but it is a book which we do not have so, Thanks Charlie.

The Manual covers all T-Types plus the MGA so covers an awful lot of ground (the later edition also includes the MGB) and is a little tricky to use as the information on dif-



Lens Reflex camera, De Havilland DH88 Comet London-Sydney record, Ferguson TE-20 tractor, etc., etc.

Cataloguing these magazines has been a very time consuming task as I keep getting tempted to read interesting looking articles. One snippet I shall share from an item on Steve McQueen recounts that Steve's first car was - an MG TC. He did, however, break three axles and many wheel spokes so he evidently gave it a hard time. Good practice for scaring Faye Dunaway witless in the 140 hp Meyers Manx beach buggy in the dunes during 'The Thomas Crown Affair.'

Donation from Anna Hoskins

X71 - Wasgij MG 1000 piece "Time Travel" Jigsaw puzzle, Graham Thompson, Holdson

And now for something completely different! For jigsaw lovers this presents a bit of a challenge as the scene, involving MGs and aeroplanes, on the front of the box is set in the '30s whereas the picture on the puzzle is similar, but set in the '90s!

Incidentally, 'wasgij' is 'Jigsaw backwards' - feel like a challenge?

ferent models is intertwined, but it is a good one-stop reference.

Octane Magazine

Octane has pages from Carroll Shelby (until his death), Jay Leno, Tony Dron, and Nick Mason. Jay Leno is a fascinating person to read, he owns one of the World's most impressive car collections, 100 cars and 90 motorbikes, and comes across as a real enthusiast who likes quirky cars and enjoys getting his hands dirty.

Octane also includes articles on iconic products from the past, other than cars. These include classic watches, steam traction Engines, toys and automobilia, the Black & Decker Workmate, the tin can, Rolls-Royce Merlin engine, Rolleiflex Twin-



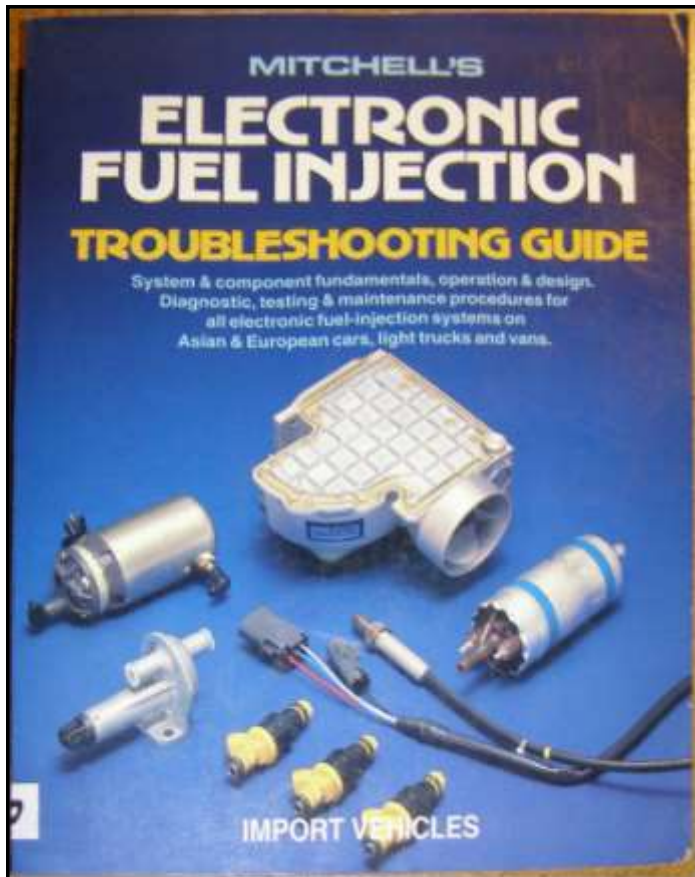
This is NOT the picture on the puzzle!

From the Library

David Hoskins - Librarian March 2014

Donations from Herb Adler

G80 - Mitchell's Electronic Fuel Injection, Troubleshooting Guide, Fisher Books



Not generally applicable to 'our' type of cars but this guide to early generation electronic fuel injection systems does cover the Lucas -Bosch Air Flow Controlled systems fitted to Jaguar XJ6 and XJS and Triumph TR7 and TR8.

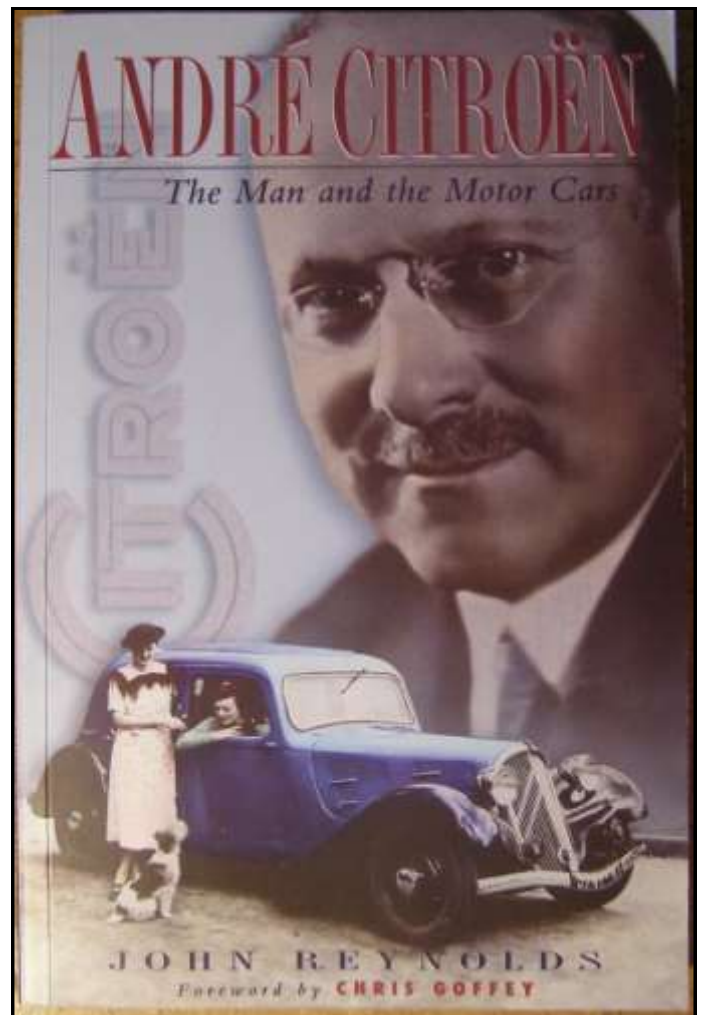
The bulk of the book describes the various Bosch Jetronic systems used by Alfa, AUDI, BMW, Mercedes, Porsche, SAAB, and VW. It also covers the unique Japanese systems developed by Honda, Mazda, Mitsubishi, and Subaru. Nissan and Toyota also used Bosch systems.

To most of us, fuel injection is a black art but leafing through this does de-mystify it to a degree and good old logical testing can solve some basic EFI problems. If problems exist within the ECU (Electronic Control

Unit or Computer) then the only remedy available without specialist analysis equipment is to substitute the ECU with a known good unit, and even this strategy will not work with later systems (like the MGF/TF) in which the ECU is coded to the car as part of its security system.

G81 - André Citroën, The Man and the Motor Cars, John Reynolds, Sutton Publishing

Another subject which is way off our MG



beaten track, but will strike a chord with one or two of our Francophile members. It chronicles the life of André Citroën up to the introduction of the Traction Avant, which he only just lived long enough to see. Another of Europe's brilliant, but eccentric, leaders of the motor industry who designed a car which, in 1934 must have seemed like something from another planet. The 7A

Traction had a unitary body, all independent suspension, front wheel drive and four wheel hydraulic brakes. In 1936 it gained rack and pinion steering - compare that spec. with an Austin or Morris of the early thirties, or even early 50s! Several of my school friends had Light 15s and I remember them as actually steering and stopping whereas most of the other old bangers we were driving did neither very well.

Magazine Update

There are no new book purchases this month but your Librarian has been busy sorting out



the magazines donated to us before Christmas.

Octane, Classic & Sports Car, and Thoroughbred & Classic Cars are now organised and available for loan, look straight ahead as you go through the Library door.

From the Library

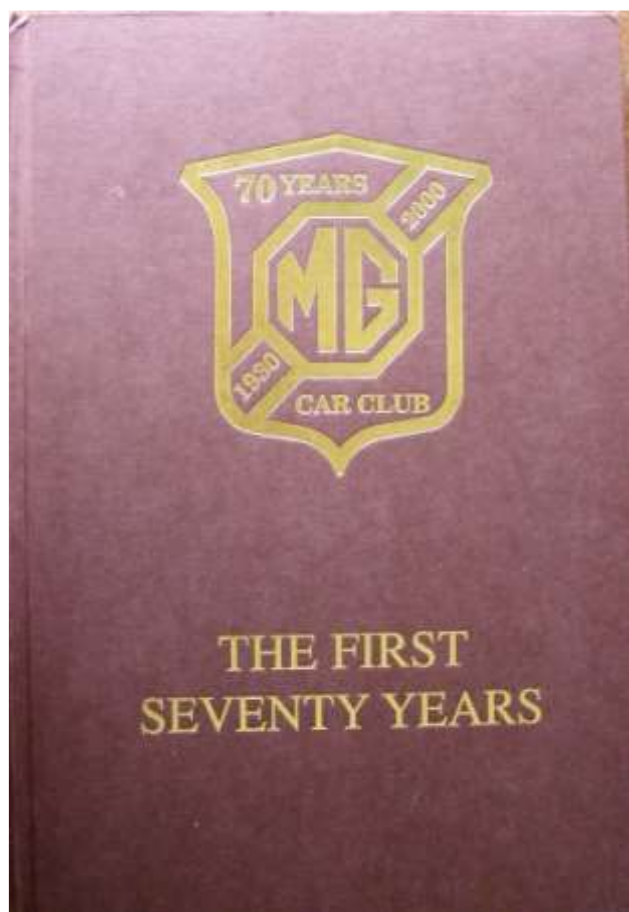
David Hoskins - Librarian April 2014

New Members

In the catalogue of our Library at the front of the online 'All Book Reviews' document, I have highlighted in red a selection of foundation books which would give a newcomer to the MGCC a comprehensive introduction to the MG Marque.

Some of these have been in the Library since Ted Heriot was a boy and I am gradually writing reviews of these, here is one.

X33 - The First Seventy Years, MG Car Club Ltd



I would recommend anyone who wishes to find out more about the Club they have joined, to read this.

To celebrate the 70th anniversary of the formation of the MG Car Club, this book was compiled by Mike Hawke and published as a hardback edition, limited to 700 copies.

The book gives a history of the main Club in the UK, histories of the model Registers (MGB, T, etc.), UK Centres, and Overseas

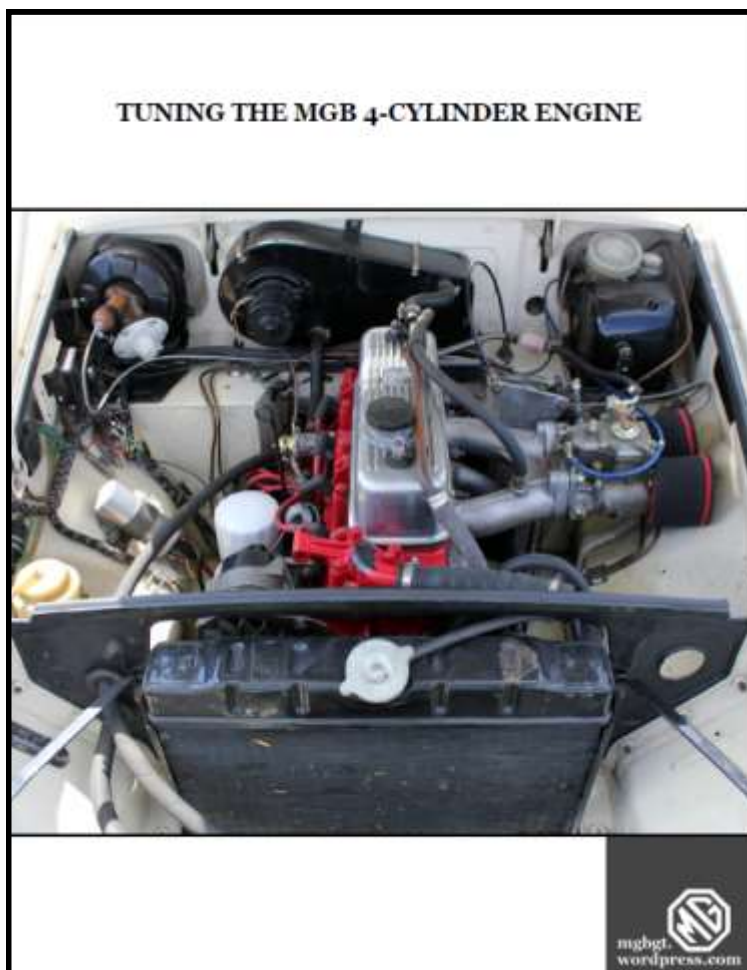
Centres and, on page 74, a potted history of the M.G. Car Club Geelong. This was written by Barry Arthur and is illustrated by photos of Jan Gaylard motorkhana-ing an MGA and Peter Stratton in his TC Special.

It is interesting to reflect that, when Barry wrote this in 2000, he talked of a membership of 'well over the ton' and a car register of around 100. At this year's AGM, our Registrar reported a total membership of 650 owning over 500 cars! The Geelong history is reproduced below.

The M.G. Car Club Victoria also scored a page, written by Bob Somerville. This is relevant to us as Geelong was a sub-branch of the Victoria Club until 1988.

B23/1&2 - Tuning the MGB 4-Cylinder Engine (2 Vols), Steve S., Virginia (Web Printout)

Graham Deahl found this amazing document on the internet so I organised for him



to print a copy for the Library. The book is bound in two volumes as it comprises 1030 pages of close print with few pictures!

Unfortunately, we do not know the source of the text except that it was written by 'Steve S.' from Virginia.

Steve has documented in minute detail everything he learned while modifying his 'B' and includes the basic philosophy from the well known Peter Burgess tuning books.

Anyone contemplating tuning, or just rebuilding, an 1800cc 'B' engine should spend time absorbing the contents of this massive tome, it is not an evening read.

The document can be downloaded from

http://mgbgt.files.wordpress.com/2011/07/tuning-the-mgb-4-cylinder-engine_mgbgt-wordpress-com.pdf

Searching Magazines for MG Articles

Following a request from Terry Egan for information about the MG ZT, I used the 'MG Magazine Index of Articles of Note' link on our Library webpage to open up the Index which I am slowly compiling.

From the first page of the .pdf document, opening up a search box (<ctrl><f>) and typing in 'ZT', I quickly found 23 references to the V6 engined ZT. If you are unsure how to do this, please ask me to give you a demo at a General Meeting.

There is a huge amount of MG related information in the Magazines we have in our Library and I would encourage everyone to dip into this vast resource, at the last count we had 1,600 Magazines and growing.



M.G. Car Club Geelong

Barry Arthur

Geelong, with a population of 150,000 and the second largest city in Victoria, is situated about 70kms south-west of Melbourne, on the shores of the Corio Bay. With the scenically beautiful and exhilarating Great Ocean Road just a short drive away it is no wonder that the city's population includes a generous percentage of sports car owners.

The M.G. Car Club first came to Geelong in 1973 when an advertisement was placed in the local newspaper urging fellow M.G. enthusiasts to meet at a local watering hole with a view toward forming a club. A sizeable group turned up and the club was formed as a sub-centre of the M.G. Car Club of Victoria, which has its own centre in Melbourne.

The club grew and prospered and in 1983 hosted a most successful national meeting in the area with the assistance of the Melbourne Centre.

In 1988 the Geelong membership was approaching the 100 mark and its members decided that it was high time that they determined their own future and should branch out on their own. A vote was taken and the deed was wrought with the Geelong M.G. Car Club becoming a self supporting car club in its own right.

Today, our car club continues to grow, with a membership now well over the ton. Most members own at least one M.G., while many have several sports cars to embellish their stables. Our M.G.s range from a beautifully prepared J3, through the quintessential T-series, and up to the modern day MGF, making a total of around a hundred cars in all.

The club continues to supply its members with a host of regular activities both motoring and social, and offers a range of competition events toward an annual club award scheme. Visitors are always welcome at our general meetings, held in the evening of the first Tuesday of a month in the Geelong Traffic Safety Centre, Breakwater Road, Breakwater. Club runs to a destination of interest are always popular and provide an opportunity for social tyre kicking.

Details of these and other events are published in the local Geelong Advertiser (under M.G. in the Used Car section) to encourage prospective members.

A news magazine, *G Torque*, is produced and distributed each month to our members, and the other Australian M.G. Car Clubs. This includes a calendar of coming events, reports on past events, as well as interesting items to help members get the most from their pride and joy.

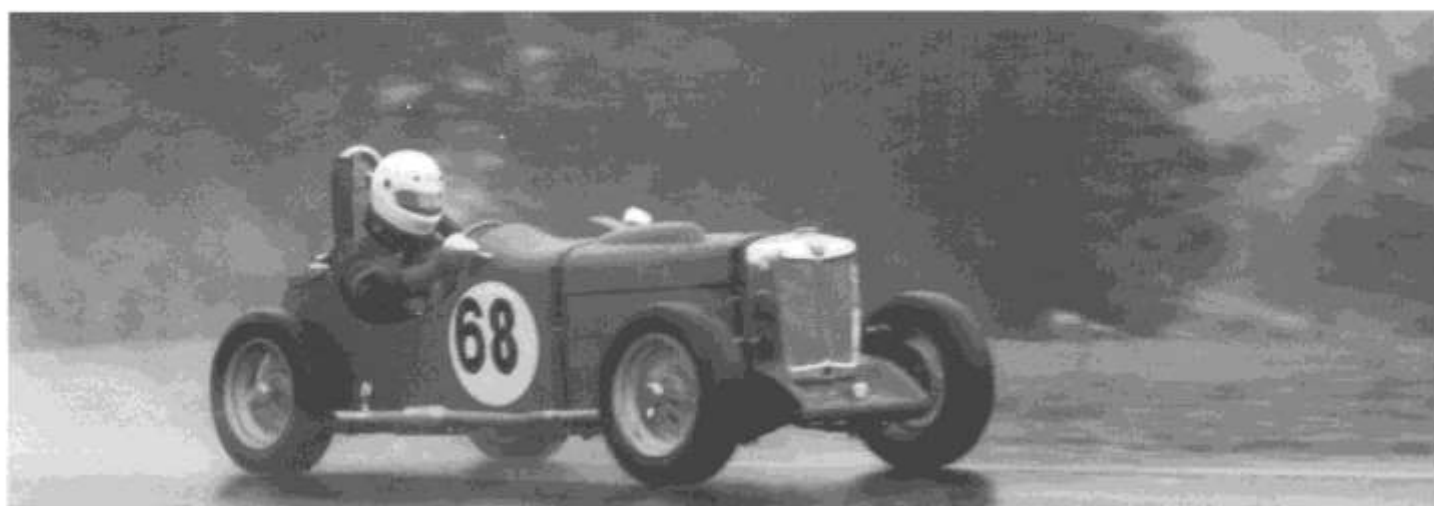
A couple of years ago our Club hosted its first autocross event (a one-lap dash on a dirt circuit) with the Melbourne M.G. Car Club an invited club. We were most fortunate with the weather and the field of 53 enjoyed a great day of sliding in the dirt; so much so as to ensure even bigger fields at future events.

A number of motorkhanas are organised each year and these are well supported by an enthusiastic group of competitors of both sexes.

1998 was the twenty-fifth anniversary of the M.G. Car Club in Geelong, and of ten years as a club in our own right. We celebrated the occasion with a grand dinner/dance in June that year. During the evening, our life members entertained us with anecdotes of the Club's halcyon days and recalled the history of the Club to date. The Geelong Club is enjoying a resurgence of interest at the moment, due in no small part to the enthusiasm of its committee and members and we look forward to many years of happy M.G.ing.



Mrs Jan Gayland in her MGA at a motorkhana



Mr Peter Statton in his M.G. TC Motorsport Special, built and raced by the driver

From the Library

David Hoskins - Librarian May 2014

Donations from Laurie Scott

MOTORSPORT Magazines

Answering my call for back copies of some of the key motoring magazines, Laurie brought in a box of MOTORSPORTS. We now have 72 editions of this foundation UK magazine, mostly from the 75-84 era, and would welcome any others.

A reminder that the complete inventory of our magazines is on our website.

Our magazine collection now numbers 1608 copies and, once again, I would encourage all members with an interest in the history of classic cars to delve into this enormous reference resource.

The following two books (M14 and F9) are not yet in the Library but are due shortly.

M14 - More Healeys. Frog Eyes, Sprites and Midgets, Geoffrey Healey

The Healey family was not very forthcoming with information about the history of the Marque and, consequently, much inaccurate information was circulated about Healeys.

The family had accumulated a vast amount of information and, eventually, Geoffrey Healey, son of the founder Donald, decided to put the story straight by writing two books, 'The Story of the Big Healeys' and 'More Healeys'.

This book chronicles the early history of Healey, the development of the Frog-eye Mk I Sprite, and its extension to include the MG brand with the Mk II Sprite / Mk I Midget. (note that our mother club, The MG Car Club, accepts Bugeyes as 'MG Marque' cars in the Midget Register.

F9 - Rover 75 and MG ZT : The Complete Story, James Taylor,

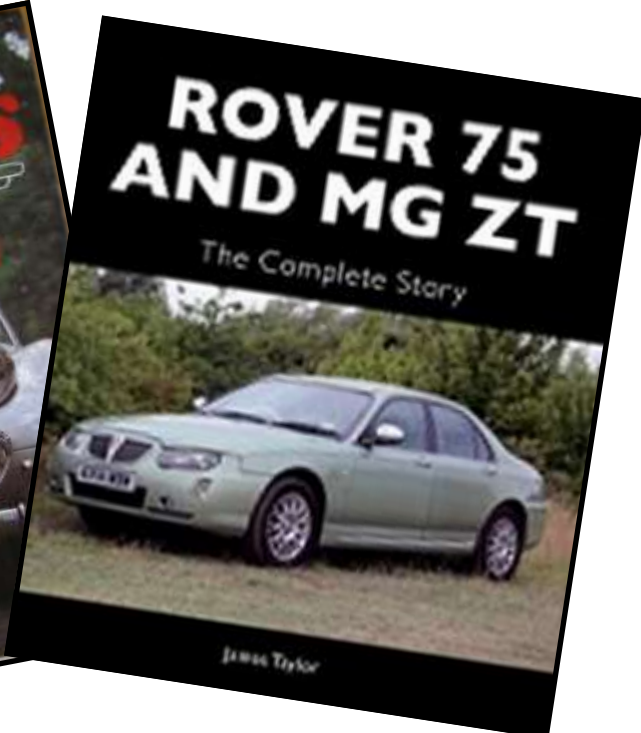
At last, one for Terry Egan! The 1998 Rover 75 was heralded as a great new beginning for MG Rover, the last gasp of the old BMC-Leyland colossus. James Taylor has written the full range of books about Rovers and this one brings his histories up to date.

The book covers the development of the car under BMW management, the transition from the BMW owned MG Rover group to the Phoenix takeover, the Rover's siblings the MG sedan and tourer (wagon) of 2000, the V8 engined ZT260, and the final move to China and the closure of Longbridge

PS to B23/1&2 - Tuning the MGB 4-Cylinder Engine (2 Vols), Steve S., Virginia

This substantial document, reviewed last month, may be downloaded at

http://mgbgt.files.wordpress.com/2011/07/tuning-the-mgb-4-cylinder-engine_mgbgt-wordpress-com.pdf



From the Library

David Hoskins - Librarian June 2014

X72 - From Larrikins to Old Snoozers - Commemorating 50 years of the M.G. Car Club Victoria, Leon Sims & Bob Somerville

A must for our Library is this history of the MGCC Victoria as the first photograph depicts Fritz Norder and Ted Heriot, seated left and right on the running board of Ted's TC in 1956,



Researched and written by Leon Sims and edited by Bob Somerville, this 246 page hardback was intended to be published in time for the 50th but, despite being 6 years late, it is a significant achievement and includes details of the 50th celebrations and later purchase of the clubhouse extension.

Fritz and Ted were members 4 and 6 of the Club and this is really the history of the beginning of our Geelong Club as we only stood alone after separating from Victoria in 1988.

‘MG Enthusiast’ Magazine ‘Quite Interesting’ extracts (thanks Stephen Fry).

In the UK in 1994, a Historic Vehicles Road Tax was introduced. Road Tax is just that, it does not include an Insurance component.

Road Tax was free for vehicles produced 25 years before 1994 but was fixed to pre-1973 cars in 1997. In the latest Budget this ‘rolling exemption’ has been reintroduced

so no tax is paid on cars older than 40 years and no MoT annual roadworthy test is required.

The philosophy behind this move is **Quite Interesting** and has been championed by the FBHVC (Federation of British Historic Vehicle Clubs. The FBHVC is similar in role to our own AOMC (Association of Motoring Clubs, Victoria).

Statistics presented to the Government in 2011 in support of this move, are **Quite Interesting**. The economic and social benefits arising from the preservation and use of vehicles over 30 years old are:-

- £4.3bn overall annual value
- Nearly £1 billion in export
- Over 28,000 people employed
- Historic vehicles cover less than 0.24% of the country's total traffic miles
- 4.5 million person attendances a year at Federation club events.

UK Museums

Another couple of UK facts from ‘MG Enthusiast’ are worthy of note. The British Motor Industry Heritage Trust collection at Gaydon in Warwickshire has just received a £4 million grant from the Heritage Lottery Fund to greatly increase the size of its buildings. The enlarged facility will also house the Jaguar Daimler Heritage Trust collection.

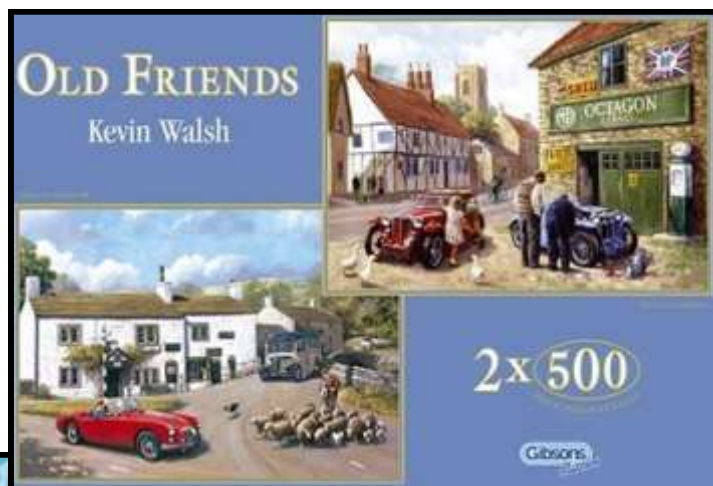
Down in Somerset the Haynes International Motor Museum has secured £5 million to expand its display space. Set up by John Haynes (of Haynes book publishers) in 1985, the enlarged museum will house 400 cars from the UK and some from around the World. Both these collections should be on any of our Members’ UK trip itineraries plus, of course, Beaulieu and Abingdon.

From the Library

David Hoskins - Librarian July 2014

Donations from Les Bishop & Sue Fell

**Jigsaw Puzzles X73 - To The Victor
& X74 - Old Friends, Gibsons Puzzles**



Les and Sue are regular contributors to our stocks and these are something a little different from the usual.

These jigsaw puzzles depict classic UK scenes and include an MG in each picture. We now have four jigsaws on our shelves - great for cold winter evenings!

Donations from Terry Egan

Terry has once again reduced the size of his library with a generous donation to our stocks. The three books, Library Cat. Nos. 1, 2, & 3, are old and fragile and are available only on request to the Librarian (and borrowers will have to swear on a stack of bibles to look after them!)

1 - The Instruction Manual for the MG Midget (P & PB), The MG Car Company

This has been on our shelves for some years but is interesting. Although it is the driver's manual to the P-Types it contains instructions for many quite complex servicing operations and reflects an era when most owners would have been expected to carry out their own maintenance.

3 - Combat, A (MG) Motor Racing History, Barré Lyndon, Heinemann, 1936 reprint

Somehow, even after many years of reading and collecting books on MGs, this had escaped my notice. First published in 1933 it is the story of MGs in racing and record breaking from Kimber's Old 'Number One' special to the B.R.D.C. races at Brooklands, the Tourist Trophy races, and Continental races of the early '30s.



The 24 illustrations and seven circuit plans give a sense of the atmosphere of racing in this era. I just love these old images and there is a great shot of Old 'Number One' driven by Cecil Kimber.

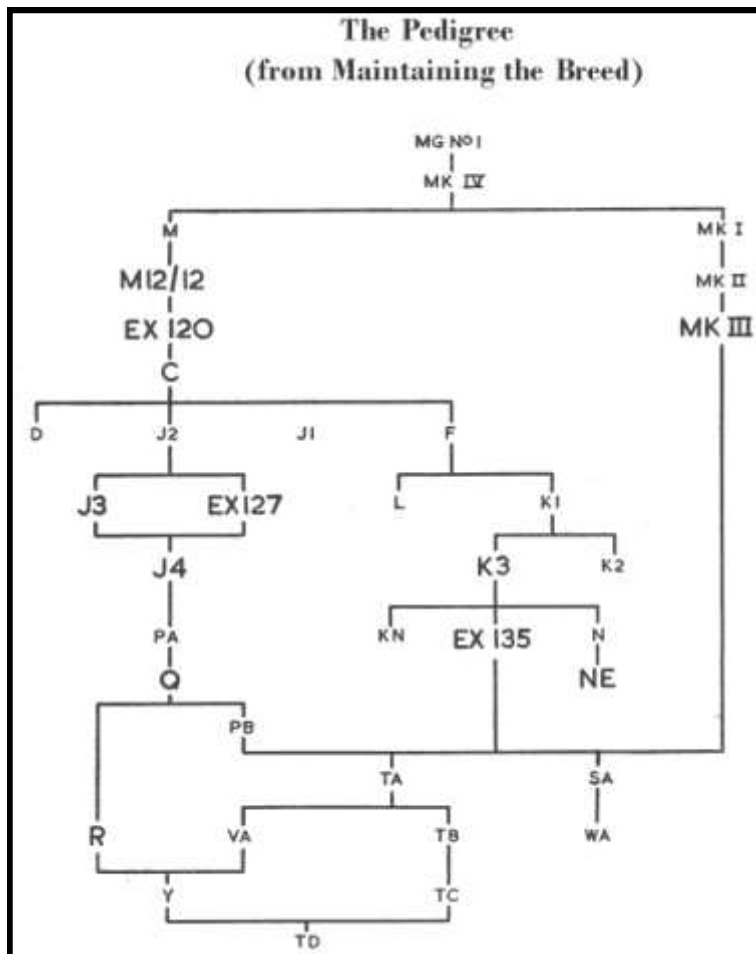
There is also the linguistic style of the writer which is very much 'of the era.' Immortal lines such as, "Two hundred and eighty years after the last Royalist musket had silenced, a fast-looking car stood where a workshop was set in the very shadow of the

bastion”.....I’m sure you get the picture!

Earl Howe was prevailed upon to proof read the draft and was so impressed that he not only wrote the ‘Epilogue’ on page 326 but also an ‘Interlude’ on page 200!

2 - Maintaining The Breed, The Saga of MG Racing Cars, John Thornley, 1st edition 1950, Motor Racing Publications

We have had the later edition of this for some time, but this is the first, quarto for-



mat, edition and is of interest to book-lovers. The later edition adds three more chapters and two Appendices so is the one to read but this is a very nice edition.

X75 - The Classic MG, Richard Aspden, Bison Books

Also from Terry, a nice general introduction to the MG sports cars which, unfortunately, is full of errors so, be wary! There are several of these coffee table books on MGs and some are evidently not well researched but, at least, include an overview and some nice piccies.

‘MG Enthusiast’ Magazine



From the Library

David Hoskins - Librarian August 2014

B24 - Practical Classics Guide to the MGB, Practical Classics Magazine

as an appealing alternative to the Austin 3 litre engine of the MGC.



The last 45 pages are devoted to articles on restoring and maintaining the cars with many clear colour photos.

The 'Collectors' Edition' we have in the Library is a limited edition signed by Don Hayter, Body Designer of the MGB and later Chief Design and Development Engineer of MG (see also [B21 Don Hayter's MGB Story](#))

X10 - Making MG's, John Price Williams, Veloce

Terry Egan included this book in those he offered to donate to the Library last month. We already had a copy but his kind offer has prompted me to review this interesting publication.

When MG outgrew the Cowley works, the Company moved to Abingdon in 1929 and stayed there until the Classic era of MG ended with the last MGB Roadster going down the line on October 22nd 1980.

Over the years, Practical Classics Magazine has published many articles on the MGB. This publication collects all this information together.

Following a potted history of the B there are three articles looking at the on-road performance of standard and modified MGBs, including several V8 powered cars and one with a Triumph 2500 engine which always struck me

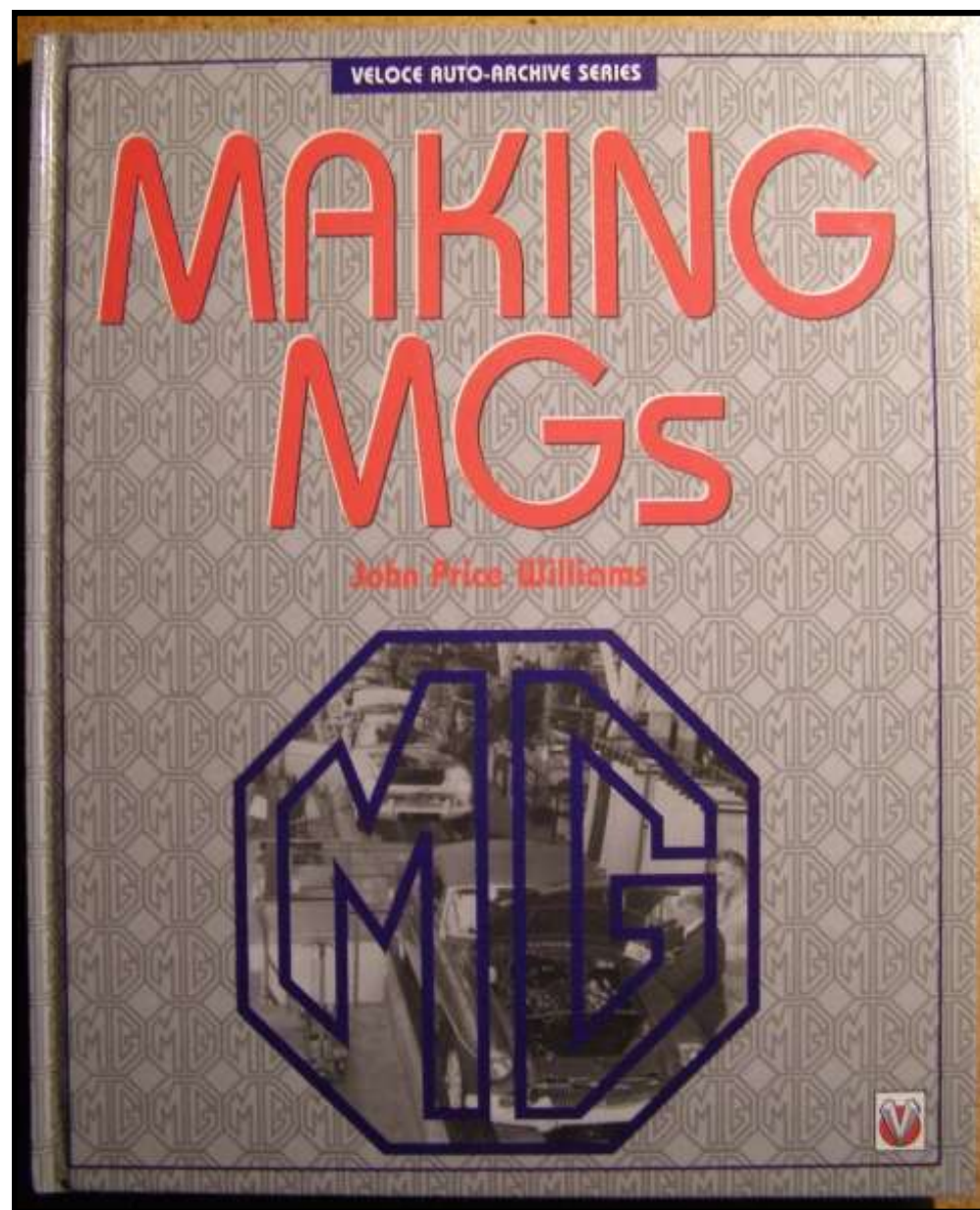
The introduction reminds us that, "The factory was never a car manufacturing plant, for its role was always to assemble components made by others."

The absurd logistics of BMC saw the first MGB bodies produced at Pressed Steel in Swindon, trucked 40 miles to Morris Bodies in Coventry where they were painted, trimmed, and soft tops fitted. They were then trucked (six to a

load from my memories of my student days in Coventry) to Abingdon where the electrics, plumbing, and mechanical components were fitted.

When the Coventry factory closed in 1971 body assembly moved to Cowley

This book gives a potted history of MG production, including chapters on the British Motor Heritage bodyshell operation at Faringdon making replacement MGB and Midget bodies from 1988, and the RV8 assembly at Cowley from 1992.



so at least the cars did not spend such a long time on the road before assembly!

At its peak, the 1500 Abingdon employees were assembling 1100 sports cars (MGBs and Midgets) a week in the proportion of one Midget to 3 MGBs. At various times they also built Austin-Healey 3000s, Sprites from Mk I on, 1.5 and 2.5 litre Rileys, MG Magnettes, and even a few Morris Minor vans and estate cars.

The 'new' MGF production at Longbridge is also covered.

The book is a bit thin on detail but has lots of nice period photos. Two other books we have fill in some more detail of Abingdon production,

X48 - MG's Abingdon Factory, and X49 - Aspects of Abingdon

([left click HERE to go to reviews on page 17](#)).

X75 - The Classic MG, Richard Aspden, Bison Books

I apologise for occasionally forgetting who has given me books for the Library but, a couple of General Meetings ago, I was handed a copy of

"The Classic MG" and I cannot for the life of me remember who handed it to me. This was another copy of the book donated by Terry Egan and reviewed last month.

From the Library

David Hoskins - Librarian September 2014

Memory

Now, what **was** it I was going to say under this heading?

First, an apology from your Librarian.

I have never had a good memory for people's names and, now in my 80th decade, this facility is not getting any better. I must apologise if I have to ask you for your names as I sometimes get mental blocks and forget the names of people I know extremely well, please don't take it personally!

Donation via Ted Heriot

G83 - Gregory's Car Body Repairs, Donald Wait, O.A.M.

This useful book came to us via Ted Heriot from a neighbour of Ted's who recently died. The book covers the whole range of repairing accident

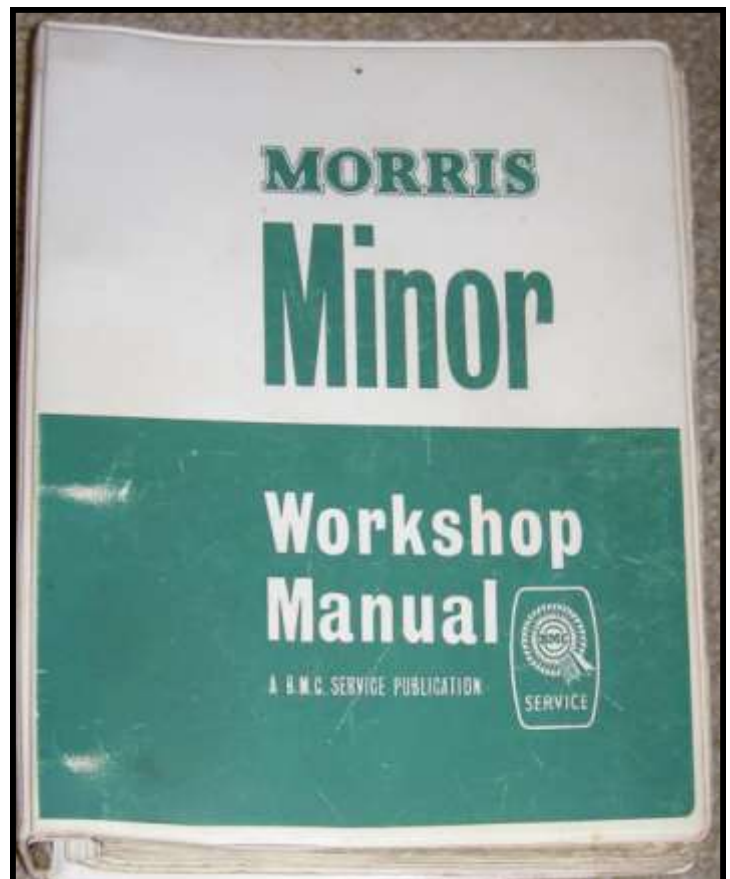
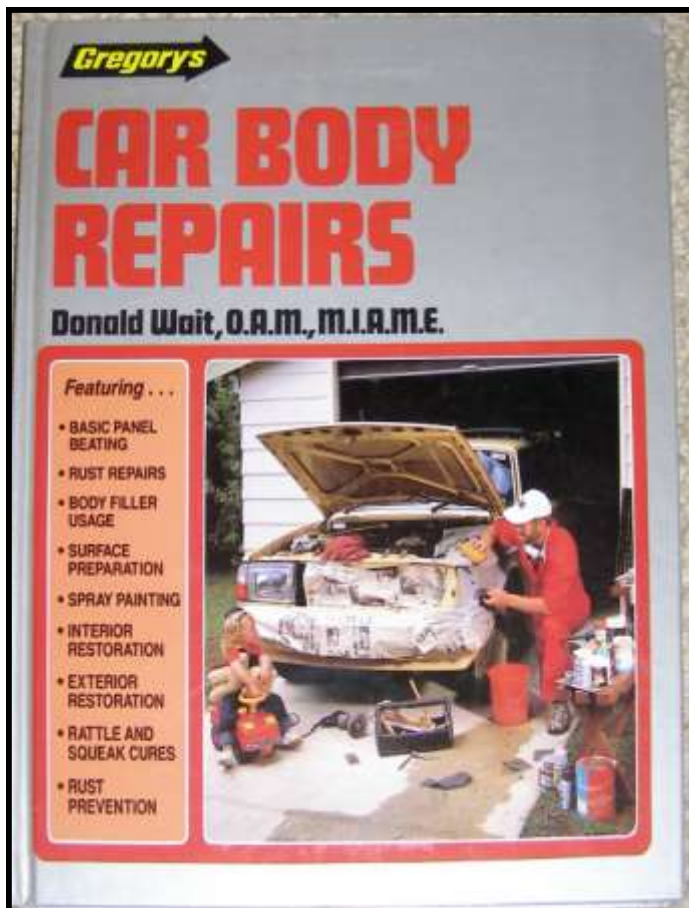
damage, replacing rusty areas, body filling, paint refinishing, and body maintenance.

It is written very clearly by Donald Wait who started as an apprentice panel beater in 1935 and became the Head of the School of Vehicle Trades in NSW. He was awarded the Order of Australia Medal in 1980 'For service to technical education, particularly in the field of Panel Beating.'

Donation from Rob Hylands

G84 - Morris Minor Workshop Manual, Series MM, II, and 1000, B.M.C. Service Limited

This is the BMC Service Workshop Manual on the early series Morris Minors, both the side valve MMs and the small A-series cars. I don't think anyone in our club has a Minor but the



engine and gearbox information will be relevant to anyone with a Sprite or Midget and suspension and steering is the same as the Wolseley 1500.

When Rob gave this to me he remarked that it was the original manual on these cars, complete with **genuine** Morris Minor greasy thumbprints! Following a vicious attack on the binder by Anna and a bottle of JIF, it is now sanitised enough to be on our shelves and is a useful addition for those with A-Series engines, thanks Rob.

Donation from Greg Reynolds

“MG Enthusiast” and “MG World” Magazines

Most of us will know Greg Reynolds from Concourse Spares in Newcomb as our only local supplier of MG spare parts. Greg was having a clear-out and has given us a couple of boxes of the two magazines.

Whilst some were duplicates of issues which we already had, Greg has boosted our stock by some 60 editions and I thank him for filling so many gaps in our collection which now numbers 1665 magazines.

I am not sure what happened to “MG World” magazine as it only lasted for about 40 issues from 1997 to 2003. Having looked through the copies we have I can only mourn its loss as it was a useful addition to the MG scene. The first seven issues serialised a potted history of the MG Company and these are a good introduction to MG.

I am still slowly indexing major articles from the magazines we have and encourage you all to browse the Index and then borrow any magazines containing articles of interest. There really is a massive amount of interesting stuff contained in our magazines.



From the Library

David Hoskins - Librarian October 2014



Library Shock

Those of you who are familiar with the layout of our Library are in for a surprise when you next visit. We have purchased two new bookshelf units from IKEA (where else?).

From being very full our shelves now look somewhat empty but, fear not, I shall be putting out a lot more of our magazine collection as they are indexed in the next few months.

Librarian's Selection

Particularly if you are a newcomer to the MG World and want to learn about the history of the Marque, individual models, and restoration details, your Librarian has made a selection of 29 key books to be read (from a total of 302 books and DVDs). Also included in the list are 2 DVDs.

The list is available on our Website, left click on the 'Librarian's Selection' link.

Latest Magazine Indexes

The Library webpage includes a lot of information about our Library stock. The latest addition is a link to an Index to the featured contents of the latest copies of the three MG Magazines we stock - hit the "Latest Magazine Indexes" link on the Library webpage.

Donations

We have had a bumper month of donations to the Library and I thank all of you who have looked through your shelves for items for our shelves. Due to space restrictions some items will appear in next month's G-Torque. I am still looking for copies of the three MG magazines to complete our collections.

Donations from Darryl and Julia Andrew

Z5 - The MG Midgette (Mark III) Driver's Handbook

This is the official factory driver's handbook for the Mk III, the Farina styled



finned version of the Magnette.

The Mark III was produced at the height of the BMC 'badge engineering' era and would have been very similar to the other ADO9 cars, the

Austin A55 Cambridge, Morris Oxford, Wolseley 15/60, and Riley 4/68.

The Magnette is probably the rarest post-war MG in Australia and Darryl owned one when he was much younger and, as the oily fingerprints suggest, actually worked on his car. A nice little period piece, thanks Darryl.

Darryl also presented us with a copy of **"Great Marques, MG"** by Chris Harvey. As we already have two copies of this book, I am running a competition among our library borrowers and will award it to the person who most frequently uses the Library from now until Christmas. The scoring system will be along similar lines to that used by Stephen Fry in his **'QI'** TV programme - ie, **nobody knows!**

Donations from Jan Brasher

It was good to see Jan back at our September Meeting, and she brought in some MG posters and books for us.

D2 - MG 1100 Driver's Handbook, A B.M.C. Publication

Jan had donated the MG 1300 for our youth programme and this is the official driver's handbook for that car.

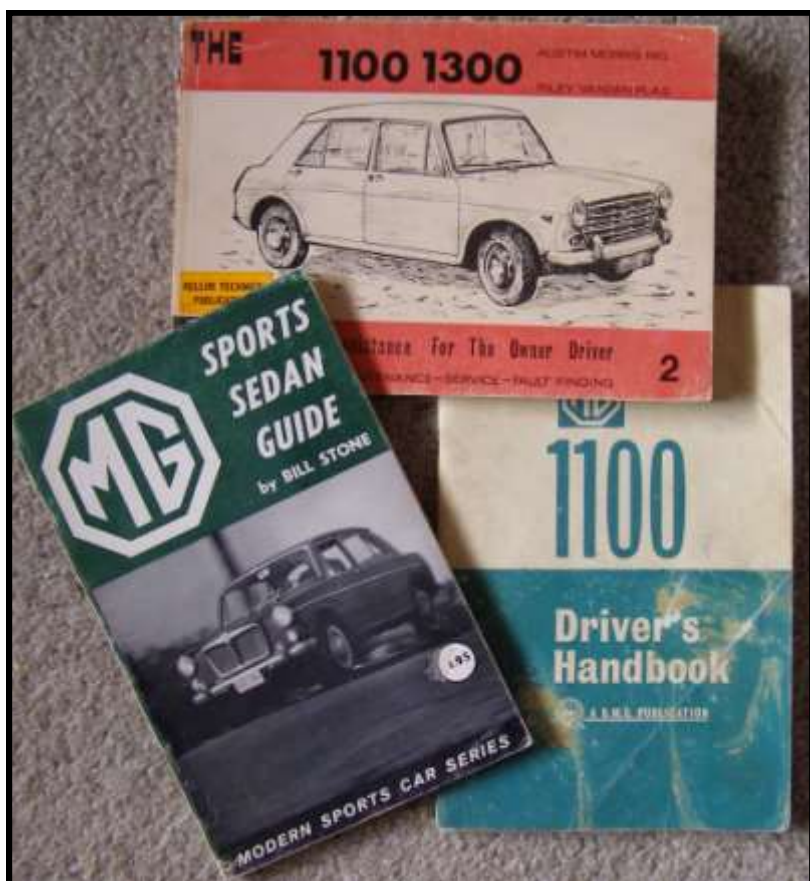
D3 - The 100 1300 Assistance for the Owner Driver, Intereurope Ltd.

Similar to D2, this is a third party driver's and basic maintenance manual.

D4 - MG Sports Sedan Guide, Bill Stone, Sports Car Press

I had never seen these 'Modern Sports Car Series' books before, then two are donated to us from two different people at the same meeting!

This is an American manual on the ADO16 1100/1300 but includes a brief history of the car, including comments about Issigonis, Austin, and Morris.



A photo of some ladies for the Library

Donation from Dave Gray

Dave Gray decided that the MG Car Club scene was a bit too 'blokey' and

Daughters." The ladies drove well and the cars were totally reliable, finishing 24th, 25th, & 26th, and beating their opposition in the Austin Seven team.

The three cars were PA #1661 (race number 55) driven by Doreen Evans and Barbara Skinner, PA #1667 (race number 57) driven by Margaret Allan and Colleen Eaton and PA #1711 (race number 56) driven by Joan Richmond and Barbara (or Eileen?) Simpson. The middle car in the photo, #56, is the only one of

the three still existing in its Le Mans form, and was sold in London in 2010 for £78,400.

MG entered another 4 cars in the '35 Le Mans but their plans for the '36 race were scuttled when Lord Nuffield, at the instigation of Leonard Lord, abruptly closed the Abingdon Comps Department.

The photo will hang proudly in the Library room to remind us of the achievements of the many women who raced MGs in the '30s..

has given us a nice framed photo of the six ladies who were entered as a team in MG PA Midgets for the 1935 Le Mans 24 hour race.

Poking around the web, I found one of these cars for sale on the RM Auctions site, with a history and more photos.

Entered by Abingdon as a publicity stunt for the 'new' PA and managed by Captain George Eyston who had raced at Le Mans in 1928/29, the press had a field day with Abingdon's idea, dubbing the six women "Eyston's Dancing

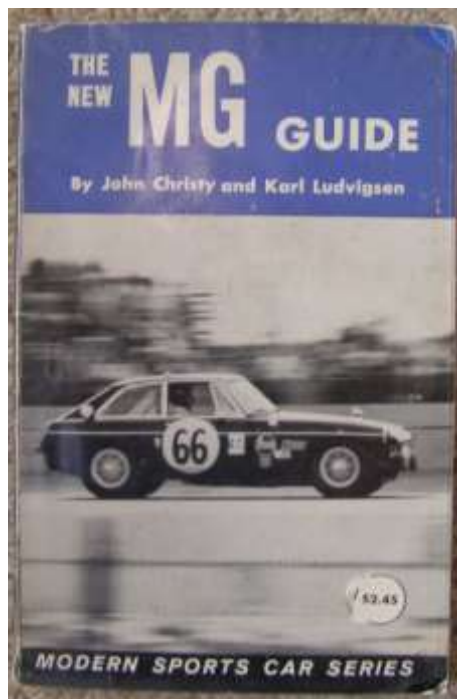


From the Library

David Hoskins - Librarian November 2014

Donations from Graham Hill

X76 - The New MG Guide, John Christy & Karl Ludvigsen, Sports Car Press



A very small, but nonetheless comprehensive history of the MG Company and its products. Published in 1958, it is another nice period piece.

The co-author Karl Ludvigsen went on to become a seri-

ous author, motoring enthusiast, and historian. In the last 50 years he has written four dozen books and has won major awards for authorship and his work as a motoring historian.

X77 - MG, Ian Penberthy, Bison Group

How many coffee table books are there on MG? This is another one and, though short of anything new to say on

the history of the Marque, has some really nice photos in a large format.

Donation from Graeme Ruby

G85-G92 - The Shell Books of New Zealand Motor Racing 1964-1972

Among a box of MotorSport magazines dropped off by Graeme were these volumes about Motor Racing in NZ in the 60's and early 70's. This was the era of the Tasman Series when some of the Grand Prix drivers and cars would come to Australia and New Zealand in their winter off-season.

The books, in magazine format, have many period photos of Brabham, Hulme, McLaren, Courage, Hill, Clark, Amon, etc in what was a very relaxed series for them.

'MG World' Magazine and the MGF



I was so impressed by the 'MG World' magazines donated by Greg Reynolds of Concourse Spares that I have ordered several copies missing from our shelves, from ebay.

I do find it fascinating to read contemporary reports of cars we own which are now decades old.

The article on the 3 year old MGF reports, "Mechanically, the MGF is superb. The 'K'-series engine - in both guises - is very robust and there is no record of consistent problems" Hmmm!

It is easy to forget how hugely successful the MGF was in the UK market, 110,00 sold, second-hand values maintained very well for the first few years, and also the substantial industry in providing after-market services such as tuning and re-trimming the interiors.

Indexing Magazines

I do not normally index short items but some of the "Rear Views" at the back of some editions are of relevance. The writers of "Rear Views" in 'MG World' are mostly renowned motoring authors such as Jonathan Wood, David Knowles, and Graham McCann who writes "The far side" notes from Australia.

The only problem I have with the ongoing daunting task of Indexing articles in the 1700 magazines we have in our Library is that it takes such a massive amount of time!

I start off looking through each magazine and summarising articles, then the inevitable happens, I happen to see..... "Tomorrow's Classic, the MGF is the UK's most popular sports car", from MG World, Dec 1998/ Jan 1999.

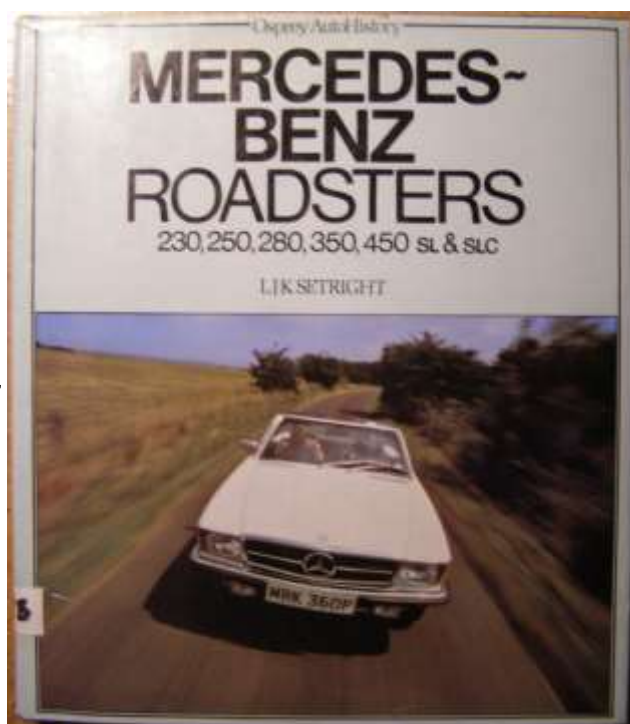
What a fascinating perspective on a car we know well.....so, half an hour later, I have read that article, then on to the Machine Mart advert on pages 34-35 - another 15 minutes! And so it goes on, very, very slowly!

Donation from John Roker

G93 - Mercedes-Benz Roadsters 230, 250, 280, 350, 450SL & SLC, L.J.K.Setright, Osprey AutoHistory

We seem to be building a small collection of books on Mercedes-Benz, maybe all our MG owners actually aspire to some Germanic perfection!

The Osprey AutoHistories published around the 70s give a potted, but reasonably complete, history of the cars portrayed. This tome includes some nice black and white photos of each model of the M-B Roadsters with enough technical detail to make the story interesting.

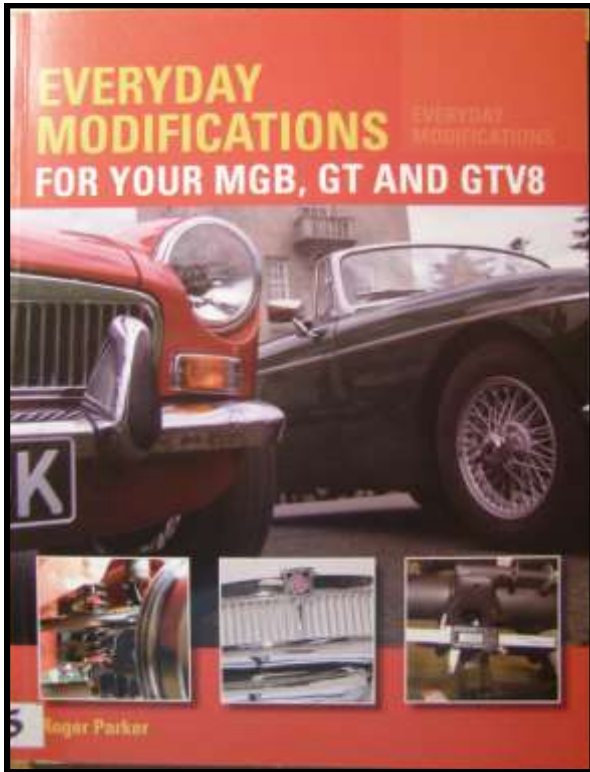




From the Library

David Hoskins - Librarian December 2014

B25 - Everyday Modifications For Your MGB, GT, GTV8, Roger Parker, Crowood



Oh no, I hear you say, not another book on how to modify your MGB!

This one is a little different from other books we have, which concentrate on how to build a high performance version of the 'B', as it takes a more rational approach to build a 'B' which is suitable for use as a daily driver in modern traffic.

So yes, it does give details on how to achieve a mild performance upgrade, better brakes, and considerable discussion on suspension options, but these are all seen as contributing to the ability to run with modern cars and idle in traffic on a hot day without overheating.

I think it is a jolly useful book and I sympathise fully with what the author set out to achieve. These latter day

'how to do it' books from publishers such as Crowood, Veloce, and Haynes are far superior to older tomes due to the clarity of the full colour illustrations.

4 - The Mighty MG Magnettes of 33: The Cars, The Drivers, The Mystery, by Graeme Cocks,

This is a magnificent work by an Australian author and is just the kind of item I would like to see us buy for our growing Library. It is a bit expensive for the average reader but sits well on our shelves.

The story of the Mighty MG Magnettes of 1933 covers the creation of the most admired British sports racing car of the 1930s, the K3, and how this car was campaigned with great success and a legend was born.

For a fleeting time, the cars from Abingdon were admired across Europe and



found customers in far off lands including Australia and Japan.

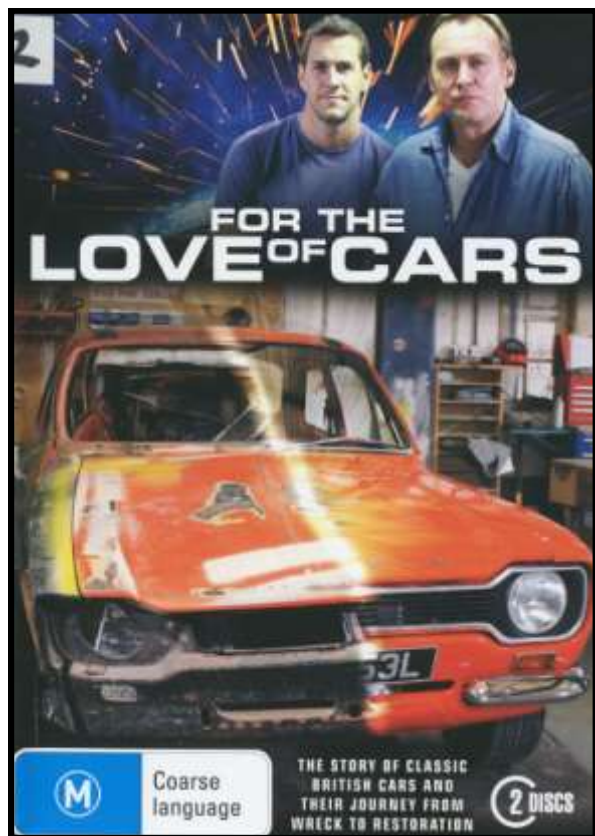
Some of the greatest drivers of the era including Tazio Nuvolari, Sir Henry

(Tim) Birkin and Captain George Eyston raced them and won.

This book re-examines the legend of the K3 to tell the real story of 1933. It traces the cars to the present day. Using many previously unpublished photographs from archives and collections around the world, this major work is an important contribution to the study of the history of an iconic sporting car.

V52 - For the Love of Cars, The Story of Classic British Cars and Their Journey from Wreck to Restoration, Shine Productions

This is one of those Love/Hate TV series, I get the same reaction to Philip Glenister in this as I do to Jeremy



Clarkson in 'Top Gear'.

The subject of each of the 6 episodes is the restoration of a particular car and Episode 7 relates the auction of the restored vehicles. The cars restored are Ford Escort Mexico, Land Rover Series

I, Triumph Stag, Mini Cooper, DeLorean, and the reason why I bought this for the Library, the MG TC.

The potential of some of these motor-ing restoration and road testing videos is very great, but for me they are spoilt by the need to make them 'entertaining' for the masses and this detracts from their value as a useful tool for restorers. The same comment applies to the 'An MG is Born' video by Mark Evans (**Library Cat. V28**).

Nevertheless, worth watching but beware the historical inaccuracies and I would certainly be happy with any of the restored cars in my garage - excepting the DeLorean!

Magazines

You will notice that the Library shelves are gradually filling up as I have put out another 350 Magazines. Recent additions to our shelves are 'MotorSport,' 'Thoroughbred & Classic Cars,' and 'The Light Car 1938-1939.' Thanks to Dave Gray for the 'Light Cars'.

Librarian's Selection

I have updated my selection of about 30 key books to read first for an introduction to the MG Marque and the MG Car Club. This is available on the Library Web Page. Left click on the **Librarian's Selection** link on the webpage, or here if you are reading this on the web, to go to:-

[http://www.mgccgeelong.com.au/library data/Librarians Selection.pdf](http://www.mgccgeelong.com.au/library/data/Librarians%20Selection.pdf)

From the Library

David Hoskins - Librarian Jan/Feb 2015

Third Tuesday Afternoon Opening

Opening the Library for a couple of hours on a Tuesday afternoon proved to be successful in November. Although not exactly rushed off our feet, myself and Stewie in the regalia shop both had a fair number of customers. It was good to have the time to talk to people and, hopefully, answer some of their queries.

Donations from Ian Bishop

Ian Bishop deposited a large box of potential Library material which I have now sorted. Ian's magazines have filled some gaps in our magazine collection, for which many thanks.

Amongst the books, calendars, and brochures were some gems which I am glad to welcome to our shelves.

A12 - MGA Twin Cam Workshop Manual, A BMC Service Publication

I don't think we have any member with a twin-cam but, just in case we do one day, this is the official workshop manual for just the twin-cam variant and it also covers the 1600 de Luxe rear disc brakes and wheels.

M15 - Austin-Healey Sprite (Series AN5) Workshop Manual (inc. Special Tuning Booklet), The Austin Motor Company Ltd.

The official workshop manual for the Bugeye Sprite which also includes the 20 page Special Tuning Manual put out by Longbridge but clearly written by the



BMC Comps Dept at Abingdon as the format is similar to the MGB Special Tuning Manual.

C2 - MGC Abingdon's Grand Tourer, Graham Robson, Magna Press

I had never seen this book before and it is rare to find something covering only the 3litre six-cylinder version of the MGB.

The book is divided into two main parts. Part One covers the history, development, production, and competi-



tion. Part two focuses on buying and restoring, maintenance, production modifications, and trim colours.

C3 - Bromsgrove MG Centre M.G.C. Catalogue,

Not sure whether this organisation still exists to service the 'B' and 'C' but the exploded diagrams and part numbers make it worth a look.



X81 - Classic Sports Car Buying Guide, Octane Magazine

This was produced by the publisher of 'Octane' magazine for the person who fancies buying a classic sports car, but does not know which one to aim for.

It covers a wide range of marques including the main Brits, MG, Triumph, Austin-Healey, Sunbeam, and Jaguar, plus some of the more specialist models such as Lotus, Jensen, Morgan, and TVR.

'The Continentals' are also included, Ferrari, Fiat, Lancia, and Porsche, and even some Japanese make the cut, Mazda, Suzuki, and Toyota.

B9 - Original MGB/C/BGT V8, Anders Ditlef Clausager

A mint copy of a book which we already have, the old copy may become a raffle prize.

X80 - Illustrated M.G. Buyer's Guide, MGA, MGB, MGC, Midg-ets, T Series, racers and others, 1924 to current, Richard Knudson, Motorbooks International

Dick Knudson was a founder member of the New England M.G. T Register and published many books on MGs (see our Cat. Nos. T04, T21, X057).

This book is a mixture of a guide for someone wanting to buy an MG, but not knowing which model to go for, and a potted model by model history of the Marque.

It includes many nice photos and comments on values and investment opportunities.

B11/26 - Guide to Purchase & DIY Restoration MBG, Lindsay Porter

B26 is a later edition of B11. B11 is now in 'well-loved' condition but we shall retain it as it was presented to



Geelong by the MGCC Abingdon in 1994.

The Restoration Guide is copiously illustrated with black and white photos, but it is crying out for a re-issue in full colour which would show these 'how to do it' illustrations so much more clearly - a project for Mr. Haynes?

Old Stuff Rediscovered

I have been trawling through the boxes of old stuff we had stored in one of the containers, and have turned up one or two items which are worthy of a place on our Library shelves.

X78 - The MG Storyfrom first to last at Syon Park 21 March -



31 May 1981, BL Heritage Limited, 1981

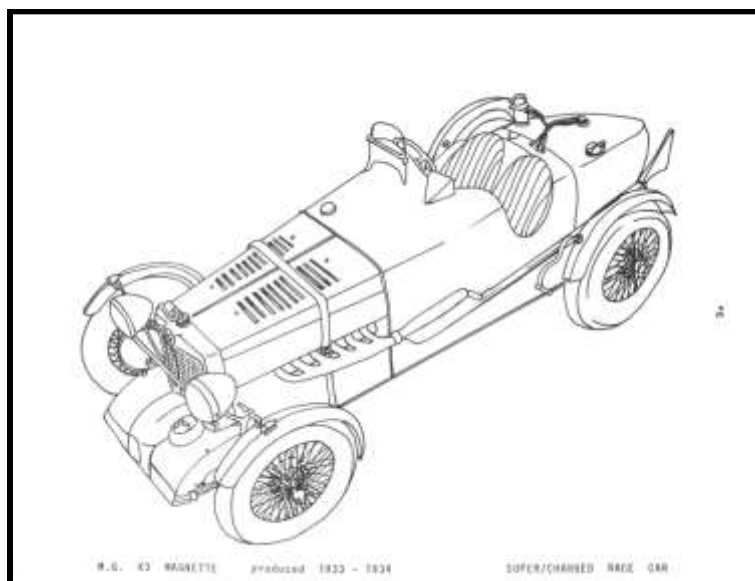
Before the BL Heritage Collection moved to its present building at Gaydon, in Warwickshire, it was housed at Syon Park. This little booklet was produced for an exhibition at Syon, using some of the Collection's MGs plus some loaned for the occasion, to showcase the major MG models.

Although this is basically a catalogue of the 18 MGs in the exhibition, sufficient detail and background is given for it to

form a worthy potted history.

5 - The Classic MG Coloring Book, Judith Bertoglio-Giffen (download from website only)

The perfect book for those who would like to indoctrinate their grandchildren into the lore of the MG Marque. This is reproduced with thanks to Judith Berto-



glio-Griffin who printed a limited edition in Los Gatos, Cal. in 1976

Simple, but accurately drawn, line drawings of most MG models are given on each page, for kids (big and small) to colour-in.

The Library copy is kept as reference only but I shall post a copy on our web-

site for you to download, and print out for those who wish to get serious with their paint brushes. Go to:-

[http://www.mgccgeelong.com.au/library data/MG Colouring Book lores.pdf](http://www.mgccgeelong.com.au/library/data/MG%20Colouring%20Book%20lores.pdf)

Donation by Ron Sleeman

Ron brought in some car magazines which have filled quite a few holes in our collection of 'Thoroughbred & Classic Cars' and 'Classic & Sports Car'. Building this collection becomes increasingly difficult as, of the pile of magazines Ron brought in, only 16 were not duplicates of copies which we already have. Another 28 were in much better condition than our copies so, effectively, Ron has filled 44 spaces so many thanks are due to him.

We now have 192 copies of 'Classic & Sports Car' and 254 of 'Thoroughbred & Classic Cars' so, only around 850 editions to find and we shall have complete sets, so clear out your attics and keep those donations coming! Check the website Catalogue to see which editions we need.

Donation by Ben Blair

The magazines keep on coming! Ben brought in a box of 'Practical Classics', 24 editions, non of which we had so many thanks Ben.

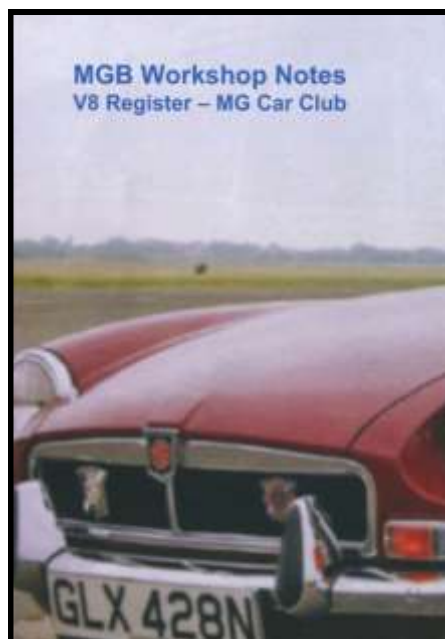
Donation by Ken Johnson

Ken, who is a past Member of Geelong and owned a TC, has donated a nice framed set of photos of classic MGs - I have just the spot for it in the Library.

Frequent Borrower's Prize

In October I announced that a copy of '**Great Marques M.G.**' would be presented to the person who used the

Library most frequently up until the December Meeting. Congratulations to the winner Peter Yorke who has been researching further modifications to 'Jorvik', the TC.



V53 - MGB Workshop Notes, V8 Register, MG Car Club

The MGCC V8 Register in the UK has assembled a collection of articles written by members about various tasks carried out on their MGBs. These have been published in past issues of 'Safety Fast' Magazine.

We have just bought the whole collection of 300 'Notes' on topics as widely varied as, "29. Improving the MGB's handling" to "295. Replacing the spring on the tailgate stay assembly."

As the Notes are collated by the V8 Register, many are only applicable to GT V8s or RV8s but a lot of the issues are common to all MGBs.

The MGB (4 cylinder) Register also publishes Notes on its website but these are not very comprehensive, as yet.

This collection is on a data DVD.

From the Library

David Hoskins - Librarian March 2015

V54 - Best of British, MG, Second Edition, Duke



This is an updated second edition of a DVD which we already have (Catalogue V27) and brings the MG story nearly up to date, to the launch of the MG6.

The story is told fairly simply, takes 47 minutes to give a general background to the development of the MG Marque, and is a good introduction to newcomers to our scene.

From the early history of sporting versions of Morris cars the narrator leads us, model by model, up to the glory days of the MGB, then the decline during the 'Leyland' era of largely badge engineered sporting sedans, and on to the ultimate collapse of MG Rover and the salvation of the Marque by the Chinese.

Donation by Les Bishop

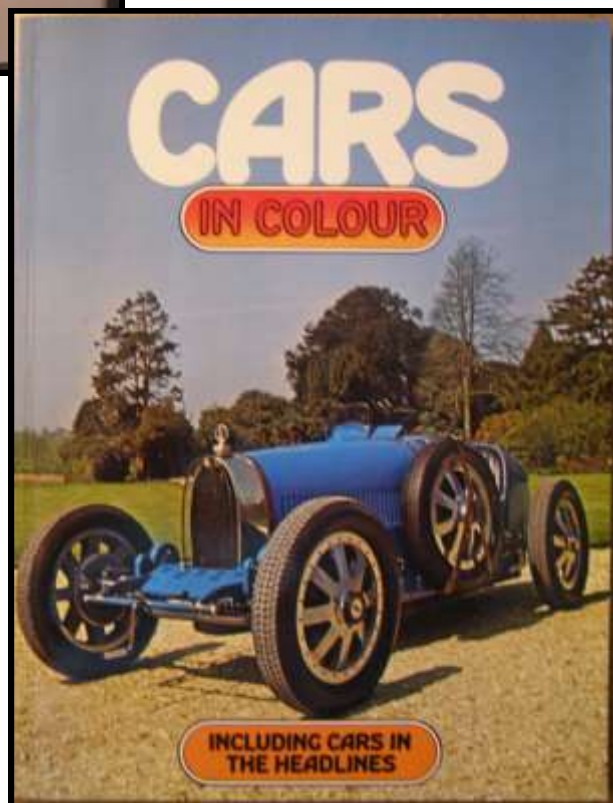
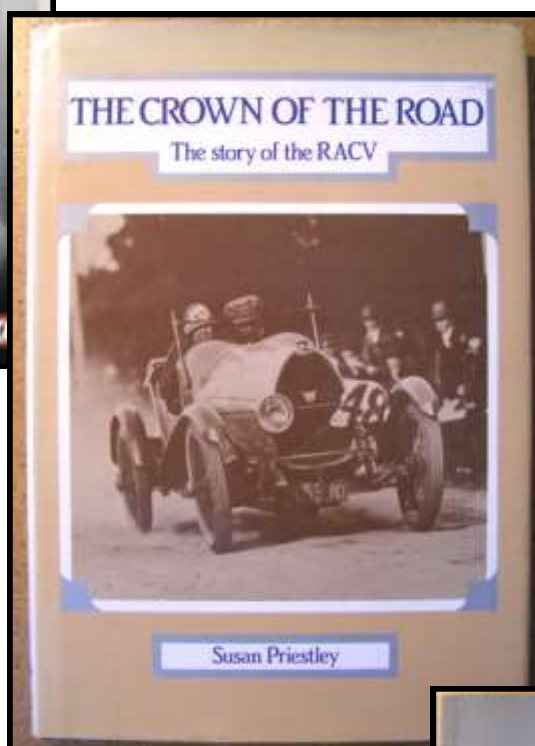
G94 - Crown of the Road, The Story of the RACV, Susan Priestley, Macmillan

Although this is a history of the RACV, putting this organisation into context makes the author reflect on the changes in motoring in Victoria from the earliest days up to 1983.

Susan Priestley is not noted for her motoring books but is the author of several local Victorian histories.

G95 - Cars in Colour, Christopher Pick, Cathay

This is one of those Asian produced glossy potted histories of the Car with a lack of in-depth text but some very



nice photos. There is even an MG K3 on page 35. Always worth a look.

Donations by

Allen Kalenberg, Ben Blair, Rowan Constable, and Jan Brasher

Thanks to all of the above for collections of maps and magazines, our collection continues to grow thanks to the generosity of our Members.

Safety Fast - Magazine of the MGCC

The January 2015 copy of the magazine of our parent Club in the UK is the 'Geelong MGCC' edition.

On page 12 we have the photo of Mike Killingsworth's MG TC lined up on the catapult of HMAS Canberra in 1973,

about to be launched? The notes include the line that, "No MGs were harmed in the taking of this photo."

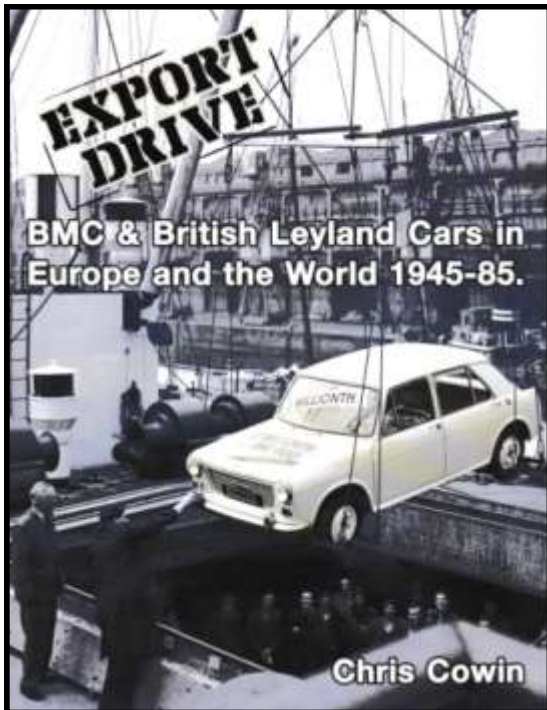
On page 70 is the 'Overseas Review'. In this regular page Paul Plummer, the Overseas Director of the MG Car Club, reviews Club magazines from around the world and this month comments on an extract from G-Torque showing a photo of my shed from our very successful Bellarine Shed Run in August last year.

From the Library

David Hoskins - Librarian April 2015

G96 - Export Drive, BMC & British Leyland Cars in Europe and the World 1945-85, Chris Cowin

By Chris Cowin, author of "G71 - British Leyland: Chronicle of a car crash," this is not a book for light-hearted reading!



Chris describes the history of British Leyland, in its various incarnations from 1945 to 1985, with emphasis on the products which were exported or manufactured in markets from the old Commonwealth countries to the USA and Europe.

This is a book for serious enquirers into the demise of BMC, a subject which I find fascinating if very tragic. It is a commentary on mis-management at the highest level, laced by a large serving of Government intervention, and resonates with the situation of Ford, Holden, and Toyota in Australia to-day.

Australia and South Africa share a chapter and the efforts of Austin and Morris in the two countries are compared.

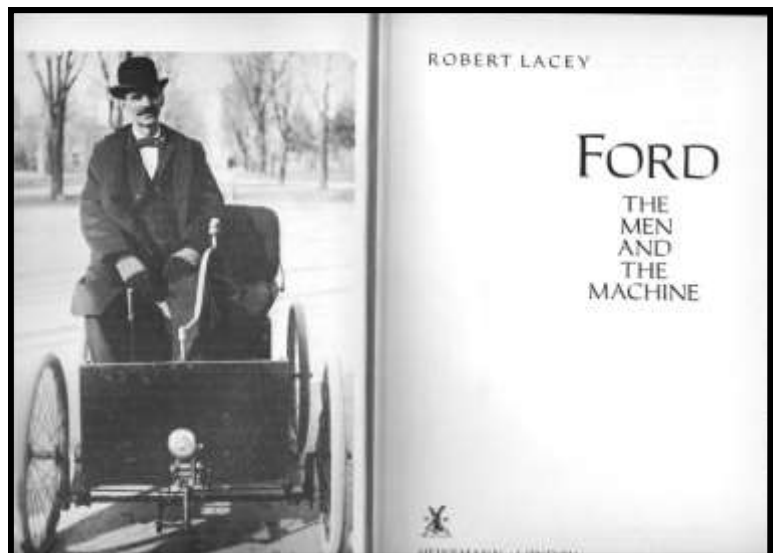
Donation by Des Grinter

G97 - Ford, the Men and the Machine, Robert Lacey, Heinemann, 1986

Not really applicable to the story of MG, this deserves a place in our library as so many of us in Geelong have spent our working lives as part of the Ford story.

Henry Ford is often portrayed as some sort of messiah, providing affordable transport for the working man, philanthropic gifts to the community on a massive scale, and well paid jobs for many tens of thousands around the world.

He certainly achieved all this but the reality of Ford the man is very different. He was autocratic in his behaviour towards his managers, staunchly anti-semitic due to his hatred of Wall Street bankers, and led a shady personal life, detailed in this story.



In his latter years he refused to acknowledge that the time of the Model-T was over, he drove his son Edsel to an early demise, and the Ford company was only saved during WW II by the USA Government releasing Henry II from his naval role and installing him into the top job.

The book was published in 1986 so concludes in the Iacocca era. Many of Henry's descendants now work for the Company and together they still control its shareholding.

Edsel II was our Assistant Managing Director to Sir Brian Inglis in Australia and his son Henry III is now 34 and works in Marketing (they alternate the names Henry and Edsel every other generation, Henry III is old Henry's great-great-grandson.)

MG World Magazine

We have also been given some copies of the short-lived "MG World" magazine and we now have 36 of the 41 editions published. Sorry I cannot thank our donor as I was not at the AGM and do not know their name.



Donations by Kevin Simonsen

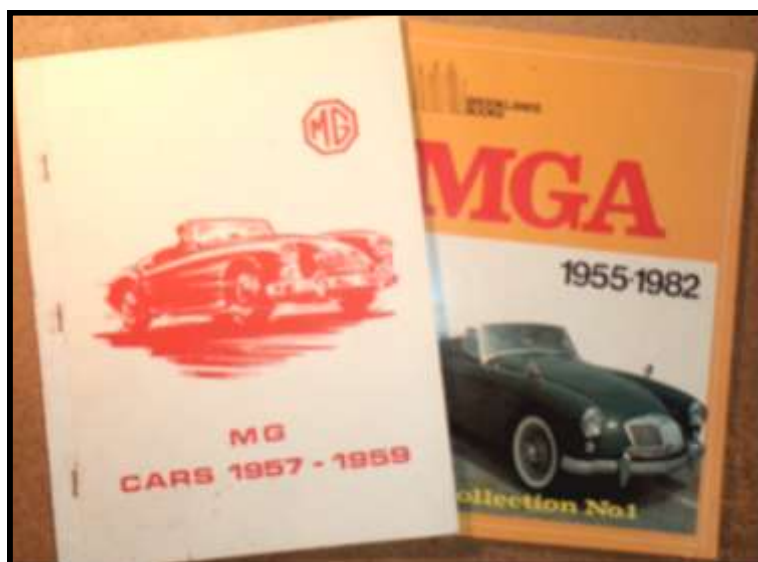
Kevin has raided his bookshelves and donated a significant collection of MG related books and magazines to our Library, including a set of the Brooklands Books on MGs. Many of these are duplicates of volumes already on our shelves and will be kept in reserve but two new titles deserve a mention.

T18 - Illustrated Catalog, MG TC-TD-TF Parts, Abingdon Spares

Although printed in 1999, so not a current retailer's parts list, the parts descriptions and exploded diagrams provide a useful adjunct to the Moss catalogues we already have.

BB11/12 - MG Cars 1957-1959, Brooklands Books

In 1954 John Dowdeswell republished an out-of-print book on Morgans. This exercise led to a massive business which has printed over 1,000 titles. We have about 16 Brooklands Books, which are collections of contemporary road tests of the various MG models.



From the Library

David Hoskins - Librarian May 2015

BB1 to BB 17 - Brooklands Books on MGs

Further to last month's notes on the donations by Kevin Simonsen, I have grouped all the Brooklands Books on MGs together in our Catalogue and on the shelves.

These books are reprints of period magazine articles so the quality of the many photographs is not up to current publishing standards but the content is fascinating and reflects the views of road testers contemporary with the cars tested.

It is interesting to compare motoring facts from the early days of MG with similar figures from to-day. We take it for granted that our modern engines will run for 2-300,000 km without major attention and will not require any oil between services. In BB2 'The Light Car' reports that a 1929 M-Type Midget did not need a re-bore at 46,000 miles, used petrol at between 45-50 m.p.g., and **only** used oil at a rate of **1,100-1,800 miles per gallon!** No wonder that owners of pre-wars have trouble avoiding oil leaks.



Many of the articles are from '*The Autocar*' magazine. Autocar was first published in November 1895 when there were only six or seven cars in the UK! It is still published weekly and absorbed rival 'The Motor' in 1988. Autocar claims to have 'invented' the Road Test, when it analysed the Austin 7 Gordon England Sunshine Saloon in 1928. Autocar and Motor were two UK magazines carrying out proper, objective performance and economy tests using current measurement instrumentation and techniques.

Donation by Mike & Jennie Killingsworth

G98 - Foggy Memories, A Journey Through the Life of David Fogg, David Fogg, 2011

David Fogg was our Guest Speaker at the April Meeting and regaled us with tales of his life as an amateur racer. I was just considering whether to buy his book or not when Mike hopped in with

the offer to donate it to our Library. I find these personal stories of people in motoring extremely fascinating, so thanks Killas for this nice memento of our guest.



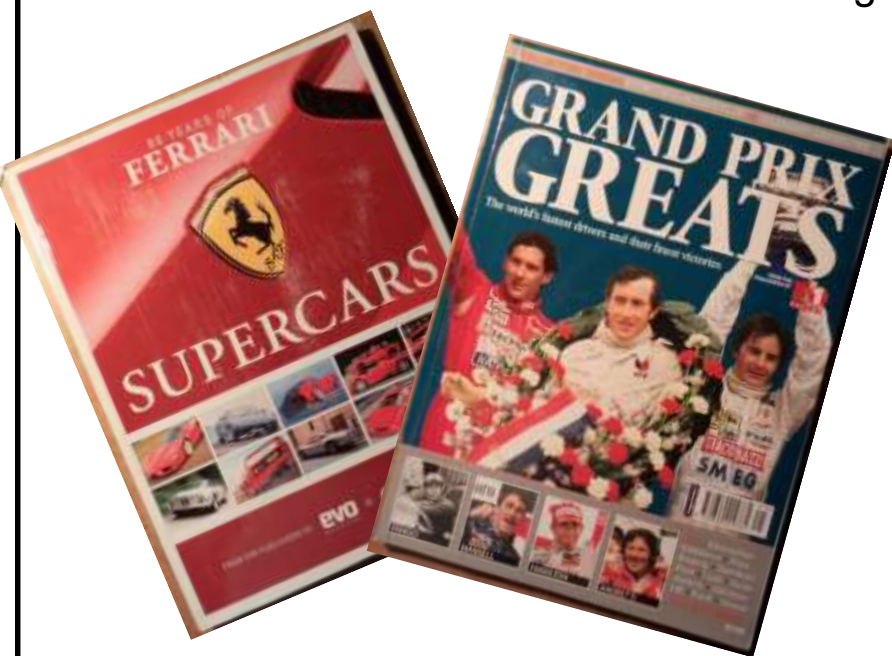
Donations by Kevin Si-

monsen

G100 - Grand Prix Greats, The World's fastest drivers and their finest victories, F1 Racing, Haymarket

These two 'bookazines' are off our mainstream MG interests but I know that many of our members are fans of Ferrari and follow F1 racing.

From Ascari to Hamilton via Fangio, Clark, and Senna, this book gives snapshots of the greatest 25 Formula 1 drivers via reports of one of their greatest races.



Typical is Ayrton Senna's win at Portugal in 1985 when, driving a Lotus, he was in a different race from the rest of the field in terrible wet conditions - Alain Prost spun and crashed his McLaren going down the pit straight!

G101 - 60 Years of Ferrari Supercars, Evo Magazine & Octane Magazine

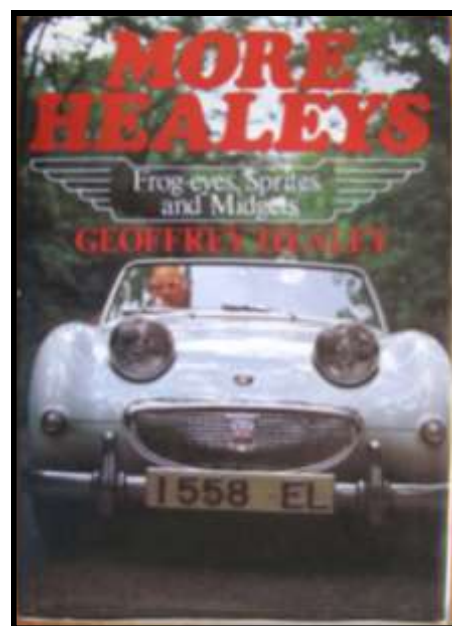
The Ferrari Supercars are covered chronologically with gorgeous photographs (could a book of Ferrari photos ever be less than gorgeous?) from the 1955 750 Monza right up to the 2006

599 GTB. Nick Mason (drummer from Pink Floyd and total car tragic) contributes pages on his 275, 250 GTO, Daytona, F40, 246 Dino, and Enzo - it must be tough being outrageously wealthy!

Both worthwhile reads, thanks Kevin.

M14 - More Healeys. Frog Eyes, Sprites and Midgets, Geoffrey Healey

This book was ordered on the internet over a year ago and has, at last, landed on our shelves after massive postal delays in South Africa. The supplier, a large antiquarian dealer in Johannesburg, apologised for the delay but informed us that the central sorting office had been more or less



on strike for a year! He now uses a courier service.

In period the Healey family was not very forthcoming with information about the history of the Marque and, consequently, much inaccurate information was circulated about Healeys.

The family had accumulated a vast amount of information and, eventually, Geoffrey Healey, son of the founder Donald, decided to put the story

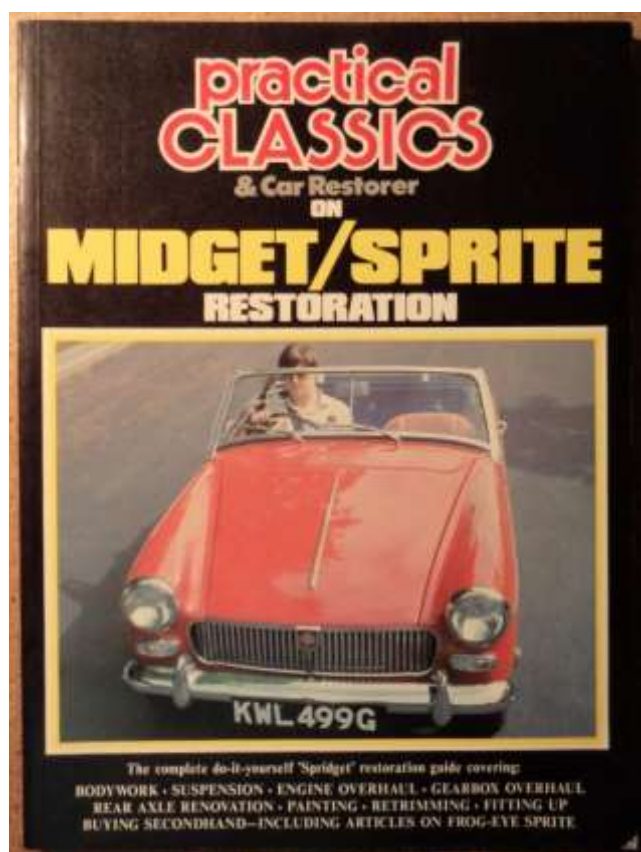
straight by writing two books, 'The Story of the Big Healeys' and 'More Healeys'.

This book chronicles the early history of Healey, the development of the Frog-eye Mk I Sprite, and its extension to include the MG brand with the Mk II Sprite / Mk I Midget. (note that our mother club, The MG Car Club, accepts Bugeyes as 'MG Marque' cars in the Midget Register as, once the concept was defined by the Healeys, they were actually designed, developed, and built by the folks at Abingdon).

Donation by Wayne Scott

M16 - Practical Classics and Car Restorer on Midget/Sprite Restoration, Brookland Books

This is a reprint of a series first published in Practical Classics, and covers the rebuilds of both a rusty relic Bugeye and Midget to near-concours standard. There is also a lot of general information on the Spridget family.



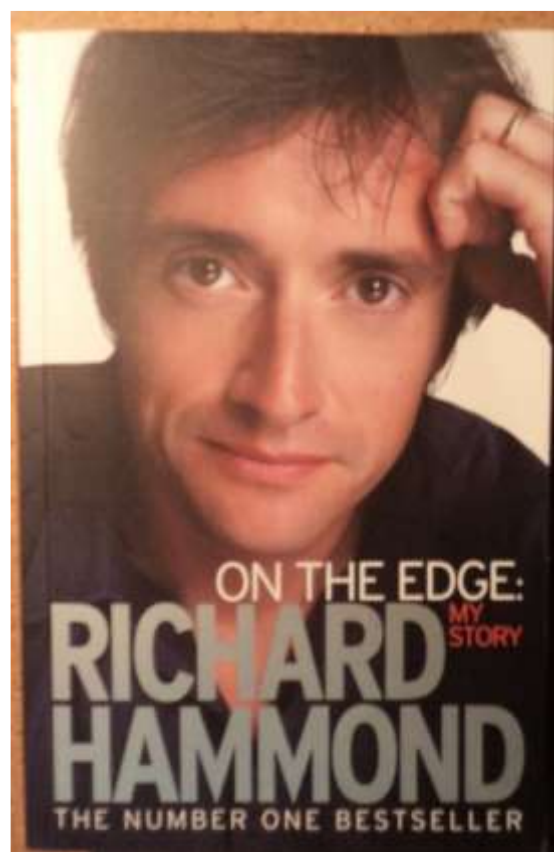
Donation by Jan Brasher

G99 - On the Edge, My Story Richard Hammond, Richard Hammond, Phoenix, 2007

The story of 'The Hamster' from Top Gear.

The book, published in 2007 not long after Richard's monster crash in the ill-prepared jet powered dragster, talks about his life before and during the amazingly successful Top Gear series.

How will his career go now that Jeremy Clarkson has been elbowed out by the BBC and the triumvirate of May, Hammond, and Clarkson has been disbanded?



From the Library

David Hoskins - Librarian June 2015

Donations by Jan Brasher and Wayne Scott

The donations to our magazine collection continue to flow in. Jan and Wayne both brought in copies of old magazines and I thank them for filling in missing editions of Thoroughbred and Classic Cars, Classic and Sportscar, and Practical Classics.

A complete inventory of the major magazines in our collection can be found on the Library webpage. I urge all of you who are clearing out old magazines to see whether copies you are disposing of are required by the Club. I

am particularly keen to find copies of the 5 missing editions of 'MG World' magazine'. Jan Brasher also gave us some more books.

X84 - The MG Car Club Victo-

ria Year Book 1988, MGCC Vic

The first Year Book of the MGCC Vic. summarises the activities of each Register and includes articles by our own Jan Brasher on NatMeet 88 and the 'Ladies Torque'.

G103 - Veteran and Vintage Cars, Peter Roberts, Hamlyn, 1963

An older coffee table book with some unique photographs of all the classics. A rather random selection but interesting, particularly in the veteran era.

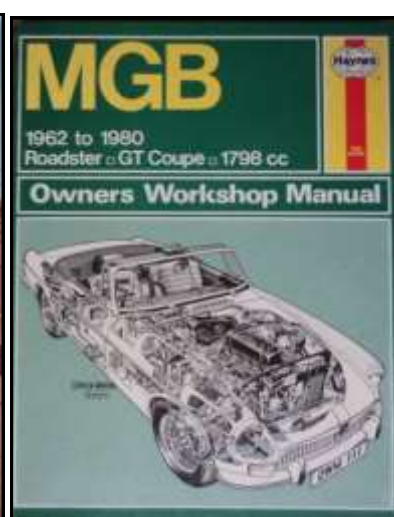
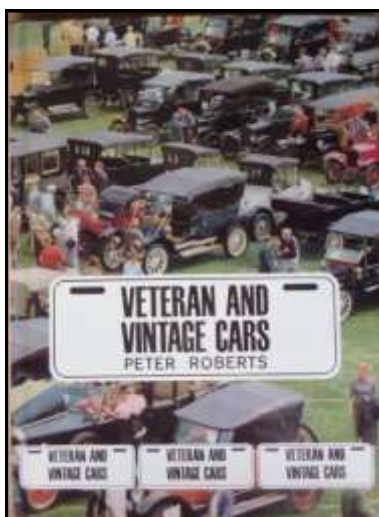
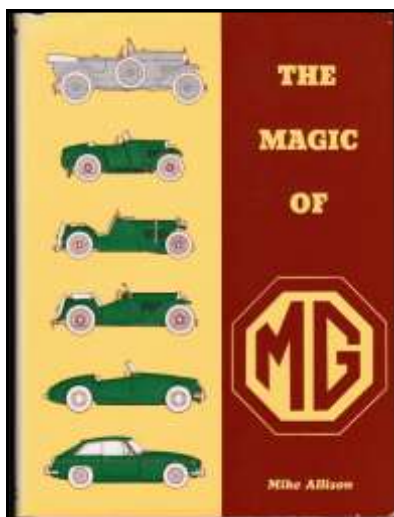
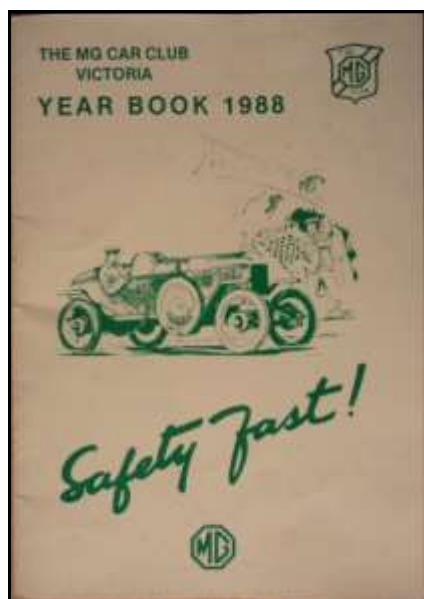
X11 - The Magic of MG, Mike Allison

A history of MG which focuses on the spirit of the Marque by means of brief text and lots of nice period photographs.

X83 - MG Sports, 4-cylinder thoroughbreds from Abingdon, An Autocar Special

The 4 cylinder MGs from 1929 to 1971 described by means of contemporary reports from Autocar magazine.

X82 - MG Sports - The Six Cyl-



Pre-war Cars (pre-war plus MGC), An Autocar Special

This was presented by Terry Egan some years ago, but is a companion volume to X83, covering the pre-war six cylinder MGs plus the MGC.

Donation by Jackie Banks

Jackie has donated some books and DVDs from the library of our late friend and her husband Eric. As most of the books are duplicates of volumes we already have, we are going to hold them in reserve as books, particularly those used during car restorations, do have a finite life.

B27 - MGB Owners Workshop Manual, 1962 - 1980, Haynes

One of the 100s of Haynes Manuals.

V56 - The Ultimate Story of the Spitfire, Prism Leisure, 2004

V57 - The Story of the Hurri- cane, Pegasus, 2001

Eric was obviously interested in things aeronautical, as are many of our members, and these DVDs cover WW II Battle of Britain subjects.

Pictorial histories of the two most famous WW II fighters. The Hurricane achieved 60% of the victories over the Luftwaffe but the Spitfire won most of the glory. Of the 14,583 Hurricanes built, just 12 survive in air-worthy condition to-day although 53 of the 20,351 Spitfires still fly.

V58 - Billion Dollars at the Beach, Duke, 2010

Film of the outrageously elegant 2010 Pebble Beach Concours d'Elegance in California. The highlight that year was a row of 12 of the 16 original XK SS road-going versions of the D-Type Jaguar, including one owned and thrashed by Steve McQueen.

I had always wondered at the 'Duke' DVD brand as Geoff Duke OBE was an English motorcycling legend, six times World Champion. His son Peter started the video marketing company on the Isle of Man and now has a range of 3,000 sporting titles.

V60 - Mountain Legend, Targa Florio 1965, Quadrant Video

The 1965 Targa Florio, run over the mountains of north west Sicily, is covered in this classic from the Castrol Film Library. Much of the event is shown through the windscreen of the works Healey 3000 driven by Timo Mäkinen and prepared by the folk in the MG Abingdon Competitions Department.



From the Library

David Hoskins - Librarian July 2015

G102 - MG and Related Ephemera Vol 1



The binder contains a collection of sales brochures, odd pamphlets, and three of the 'Profile Publications' on the MG 18/80, M type Midget, and Magnette K3.

The Profiles are not really ephemera but are three of the now rare 12 page booklets published in the sixties. The series ran to 96 volumes, each one written by an expert author on the subject cars.

V61 - Profile Publications - Cars 1 - 96, 2014 GeekaMedia

Following on from receiving the above, I was looking to see if any more titles would be candidates for the Library and found a CD advertised with all 96 Profiles, in full, in reasonable resolution, as .pdf files.

These are readable on a PC with Adobe Reader installed, included on the CD if you do not have it.

The subjects covered range from No. 1, The 1908 & 1914 G.P. Mercedes, to No. 96, The V-16 BRM. Along the way we meet Type 35 Grand Prix Bugatti, Lotus Elite, A.C. Cobra, Plus Four Morgan - in fact, all the contents of my dream garage!

Another from Eric Banks



V59 - First Light, The Dramatic Story of the Youngest Spitfire Pilot in the Battle of Britain, Madman, 2011

A BBC dramatisation of the wartime exploits of Geoffrey Wellum, a young RAF Spitfire pilot thrown into the Battle of Britain at the age of 18.

The story is brought to life through narration by Wellum, aged 90 when the film was made, and relates how the boy became a man in double quick time - and survived to tell the tale.



V55 - Almost Unknown, The Story of Squadron Leader Tony Gaze, OAM, DFC**

Tony Gaze was Australia's WW II Air Ace, Australian Gliding World Championship Team Rep., and Grand Prix driver, his story is straight out of 'Boys Own.' He had local connections, being educated at Geelong Grammar School and spending the last years of his life in his house in Barwon Heads. He also owned an MG J2 during the War.

He served with Douglas Bader, flying Spitfires from RAF Westhampnett which later became the site of the Goodwood Race Circuit following his suggestion to the Duke of Richmond, owner of Goodwood, that it would make a good replacement for Brooklands.

This DVD is from an interview with Peter Thompson on the ABC's 'Talking Heads' show. There is also a book, 'Almost Unknown' about his life story which we may buy if enough of us

show interest, it is a cracker.

Donation by Kevin Simonsen

G104 - Stirling Moss, Britain's Greatest Racing Driver, Octane MagBook

Written to celebrate Sir Stirling's 80th birthday, this presents an interesting contrast to the Formula 1 drivers of today. Stirling raced 107 different cars and would basically drive anything on 4 wheels. Grand Prix drivers of the era would often race sedans in the morning before an F1 race and also race in F2 and Le Mans.

Stirling won 194 races out of the 497 starts, won 16 Formula 1 races, and was only just pipped by 1 point to the F1 World Championship by Mike Hawthorn in 1958. He now admits that he retired too quickly after his dreadful crash at Goodwood but has gone on to make a huge career out of, just being Stirling Moss.

From the Library

David Hoskins - Librarian August 2015

G106 - The Vintage Motor Car, Clutton & Stanford, Batsford, 1954

This history of the Vintage Years (1919 - 1930, as defined by the Vintage Sports Car Club in the early 30s) has become something of a standard on the era. Clutton and Stanford describe the major motoring milestones and, for our members, include some early history of Morris Garages and the M.G. Marque up to the M-Type Midget and the 18/80.

ually filling in some holes in the collection. I am really keen to build up complete collections of the major classic car magazines so many thanks to Laurie and Bill.

G105 - Consumer Guide, Legendary Lamborghinis, from the 350GT to the Countach

I happen to be a fan of early Lamborghinis and Bill Andrews, who used to own a Lamborghini Espada, has donated this Auto Magazine.

The book covers early Lamborghini models chronologically including the awesome Miura, the Marzal 6 cylinder prototype, and even the slightly bizarre LM-002 and LM-004 four wheel drives, sort of a Hummer for the average billionaire Arab to belt across the desert.

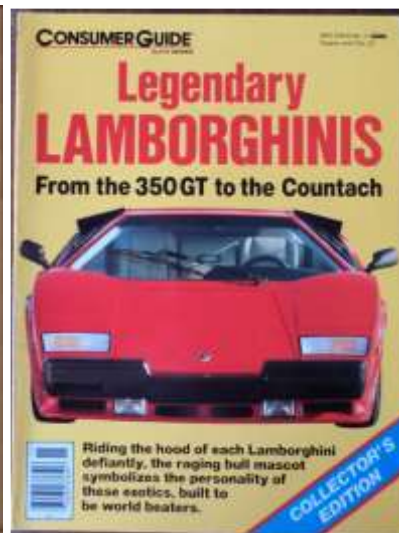
Donation from Helen Gillett

MG TC Tapestry

Helen and John own a delectable assortment of MGs, including the ex-Bira K3, and have joined in some of our events, though they are members of MGCC Victoria. I have a soft spot for their lovely black TA Tickford Coupé - see 'BMC Experience' April-June 2014.



Helen has donated a tapestry depicting an MG TC which is now hanging up in the Library.



Donation from John Roker

**F6 -
M G F**

Workshop Manual MY 1997 - 2001, 2 Vols, MG Rover Group, 2000

This is the official MG Rover Workshop Manual covering the early hydragas suspension cars. John bought this when he had not one, but two MGFs, and has donated the two volume set as

Magazine Donations from Laurie Scott and Bill Andrews

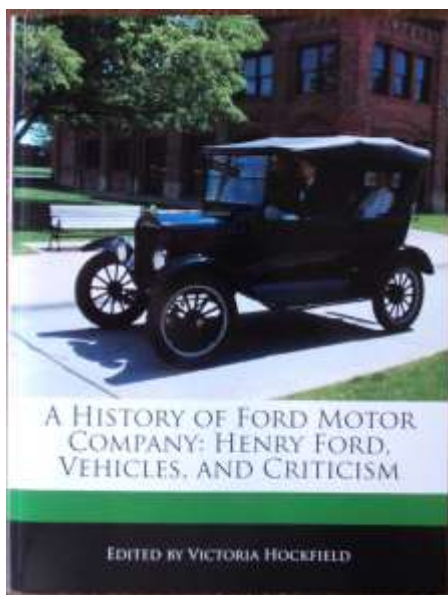
Donations of magazines continue to trickle in, this month sees 14 copies added to our inventory so we are grad-

he has sold both cars and returned to the true love of MGBs.

Donation by Les Bishop & Sue Fell

G107 - A History of Ford Motor Company, Victoria Hockfield, Wikipedia Book

This book is a collection of relevant items from Wikipedia and includes chapters on Ford Motor Company, Henry Ford, List of Ford factories (still includes Geelong), and some important personnel such as William Clay Ford (current Chairman) and our own (?) Jacques Nasser.



I have come across these Wiki books for sale while looking for other items. Wikipedia includes a tool to enable anyone to compile a book of their own selections.

As an example, go to Wikipedia and look up 'MG cars'. Under the 'Tools' tab down the left side of the screen is a link 'Create a book.' Clicking this opens up the 'Book creator' dialogue. This allows adding items from Wikipedia into an electronic book which can be ordered as a printed book from PediaPress, or downloaded as a pdf file which can be

viewed in Adobe Viewer or even printed out at home.

Donation by Jan Brasher

G108 - Car Owner's Body Maintenance & Repair Book, Donald Wait, Ure Smith, 1974

This is a 64 page 'Bookazine' abbreviated version of Donald Wait's standard 370 page reference tome, 'Panel Beating and Body Repairing.' Donald was the Head of the NSW School of Vehicle Trades.

Donation by Rod Hutchinson

G109 - Shifting Gear, Design Innovation and the Australian

Car, Harriet Edquist & David Hurlston, National Gallery of Victoria

Shifting Gear is the catalogue of an automotive design exhibition held at the NGV in early 2015. It is a typically well produced summary of the exhibits selected from the best designs from the Australian automotive industry and includes many excellent photographs (but why did the idiots spread them across two pages.....typical 'designers'!).



From some of the earliest cars manufactured in Australia, the book details many competition icons, such as Lou Molina's Monza, the Maybachs, Repco Brabham F1, production cars including Holden Monaro and XU-1, Chrysler Valiant, and Ford GTHO Falcon.

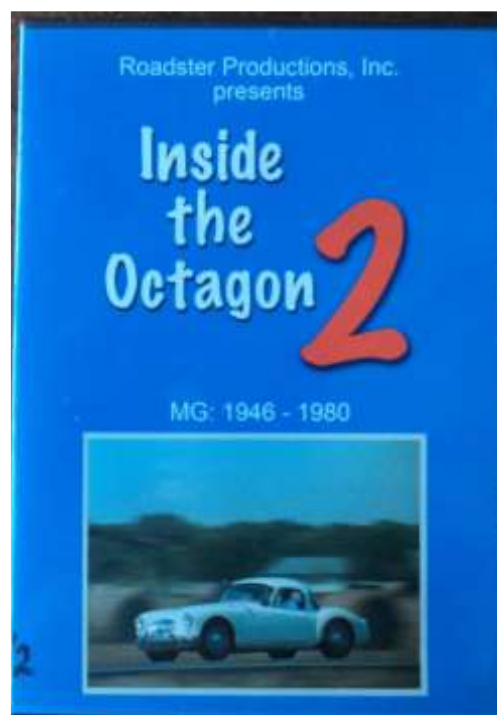
Holden was a major supporter of the exhibition and brought along the space-age 1970 Torana GTR-X, the outlandish 1969 Hurricane, and the wild 2005 Efijy hot-rod concept cars as well as many design drawings.

V23/2 - Inside the Octagon 2 The Story of the MG 1946 - 1980, DVD

'Inside the Octagon 2' continues the story of MG from the first volume (Cat. No. V23) from the end of WW II up to the closure of the Abingdon factory in 1980.

Period images and video clips illustrating the story are enlivened by recent narration by John Thornley, Phil Hill, Jean Kimber-Cook, and Don Heyter.

John Thornley's son Peter gives some



remembrances of his father.

Donation from Terry Egan

Terry has been rationalising his bookshelves again and has given us a couple of quirky items.

G110 - The Vintage Car Diary, Hidde Halbertsma, Rebo

This is intended to be used as a diary, with space for writing in appointments, but also includes some nice photos and brief information blocks.

G111 - Serre The Car, Claude Serre, Methuen

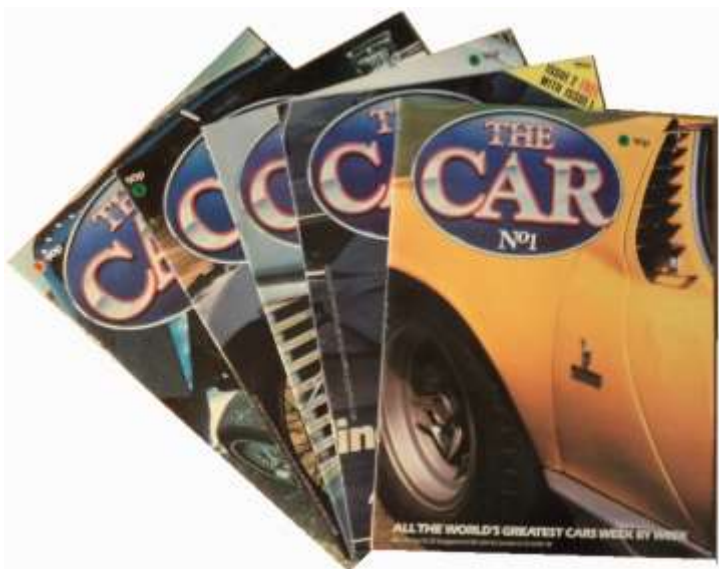
Claude Serre was a French cartoonist with a weird view on motoring life. Bizarrely, he died in a traffic accident in 1998. Not quite in the same class as the UK's Russell Brockbank, but funny all the same if you too have a weird sense of humour.

From the Library

David Hoskins - Librarian September 2015

Donation by Don Everett via Herb Adler

The Car, Weekly Part Publication Editions 1 - 37,&40



These volumes are from a set of 96 part-publications put out weekly in 1984 by Orbis Publishing Ltd.

We already have a hardcover **G36, The World's Great Cars**, in our Library. This book was a 'best of' **The Car** series so these magazine style editions enlarge on some of the topics in **G36**. Unfortunately we only have just less than half the complete set so, we miss out on all the MG entriesanyone have the other volumes they wish to dispose of?

I bought the set in period and they are really well worth a look. Each edition has an article on some aspect of motoring, an in-depth evaluation of a particular car model (the first copy featured the Miura so how could they go wrong?), and a progressive A-Z of every car made.

Donation by John Gaylard

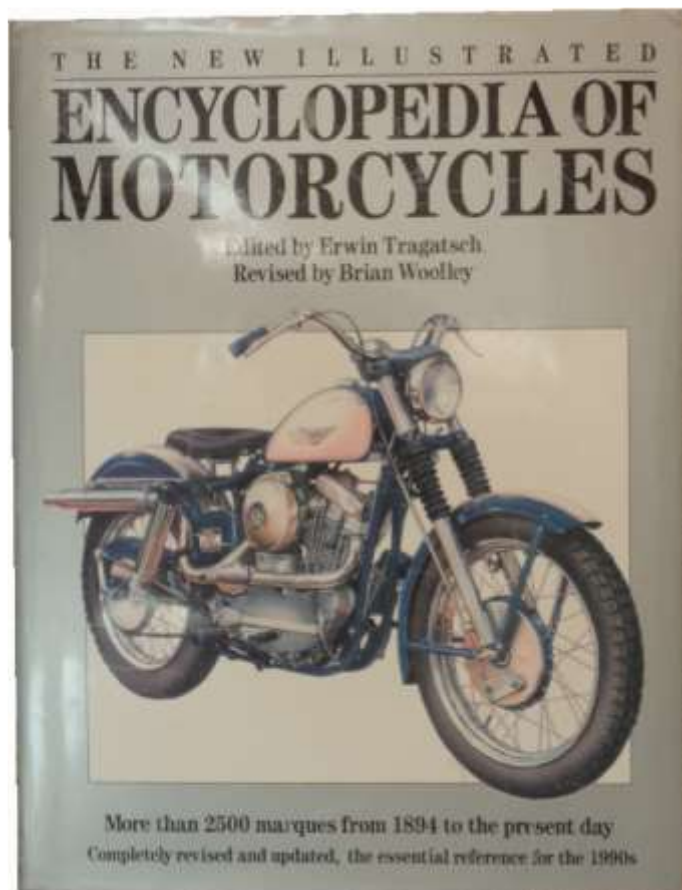
B14 - MGB Including MGC & MGB GT V8, David Knowles

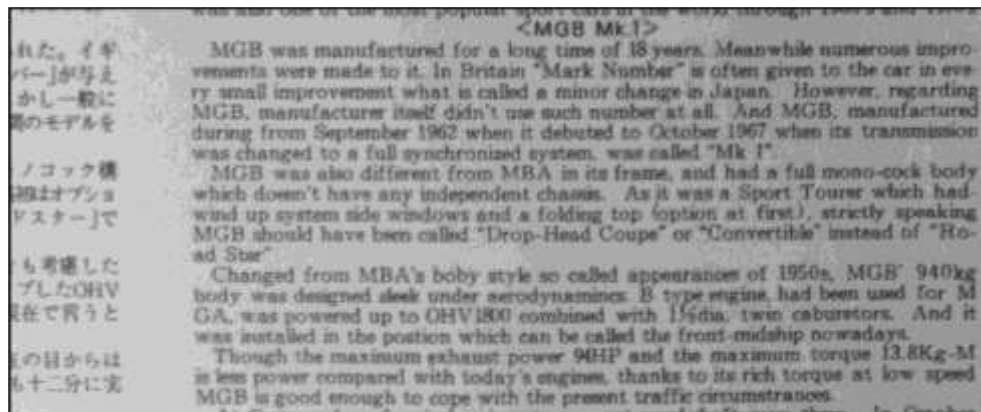
This is a duplicate copy and will be kept in reserve. It is an ex-lib (public library) book which was falling apart but the patient responded well to some superficial surgery involving Selleys Shoefix. It is as well to keep a spare in stock, looking at the failure of this one.

Donation by Ben Blair

G112 - The New Illustrated Encyclopedia of Motorcycles, Tragatsch & Wooley, New Burlington, 1992

Many of our Members have ridden motorcycles at some stage in their lives, and those who have lived to tell the tale are still interested in these strange, unstable, contraptions.





from MBA's boby style so called appearances of 1950s, MGB' 940kg body was designed sleek under aerodynamicsToday when the fascination of MGB is revalued, MGB must increase much more its brightness as it is a root of Sports Cars in this age.”,

Actually I narrowly missed becoming a motorcyclist when my parents bought me a car to keep me off 2 wheels, but I could easily have become fascinated by them, particularly the hi-tech modern bikes. Ben Blair has donated this illustrated history of the top 2,500 Marques from 1894 to the present.

Ben also gave us the instruction sheet from a plastic kit of an MGB, written in excellent 'Japanglish.' Here is a short extract:-

“MGB was also different from MBA in its frame, and had a full mono-cock body which doesn't have any independent chassisChanged

so there, now you understand the appeal of the MGB!

A13 - John Thornley said, “Call it MGA”, Hubbard & Martin, MGCC MGA Register, 2015

To mark the 60th anniversary of the MGA, the MGA Register of the MGCC in the UK has commissioned a second edition of “Call it MGA” first published in 2005.

Piers Hubbard and Roger Martin have updated their original work with many newly discovered facts together with the evolving stories from the past 10 years.

It is an impressive collection of MGA miscellania, not the sort of book you read from cover to cover, but any MGA owner should dip into it.

Donation by Roger Plumridge

Roger has given us copies of ‘Classic and Sports Car’, “Thoroughbred and Classic Cars’, and some ‘Practical Classics.” Most of these are editions we require and Roger has increased our collection by 38 copies, to a total of 2274 magazines



John Thornley said

"Call it MGA"

Piers Hubbard

Roger Martin

From the Library

David Hoskins - Librarian October 2015

Magazine Indexes

I have been (very) gradually indexing items of on-going interest from the magazines in our collection. The article Index had become huge so I have split it up into several pdf files, with links to these from our Library webpage. Now look for these files:

- MG Enthusiast
- Enjoying MG
- Safety Fast
- MG World
- Other Indexed Magazines

Donation by Richard Crisp

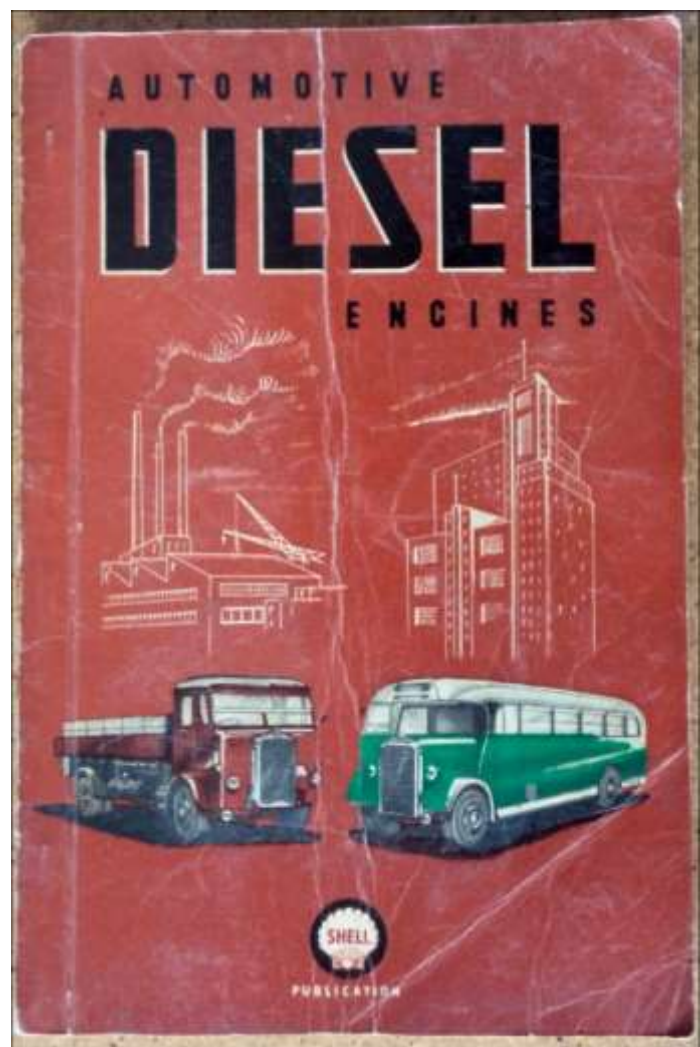
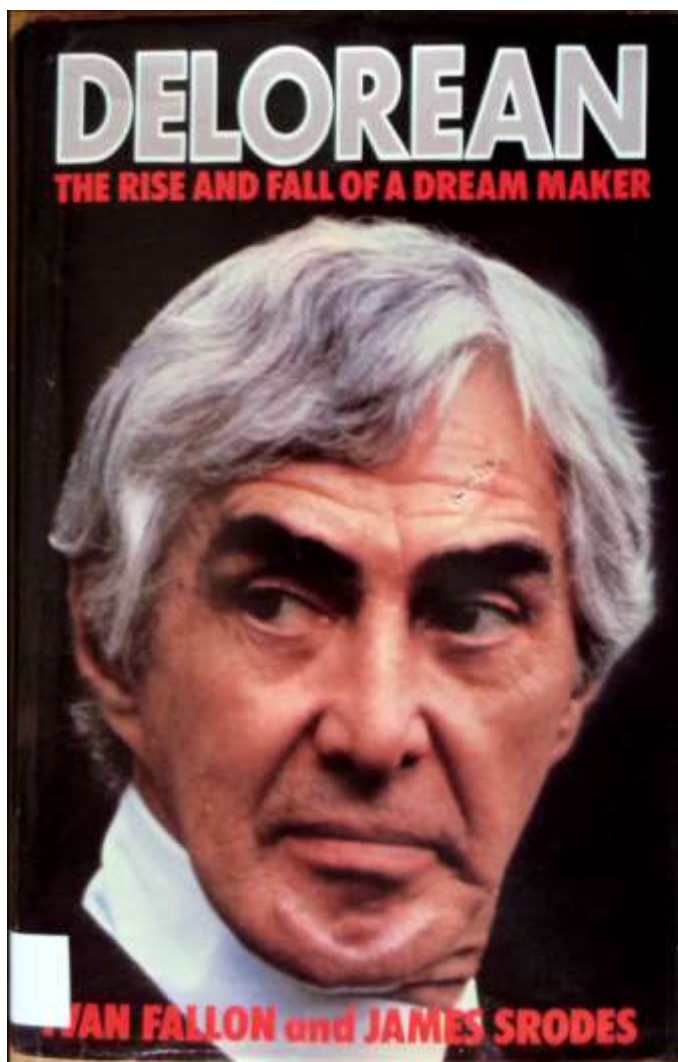
G113 - DeLorean, The rise and fall of a dream maker, Fallon & Srodes, Hamish Hamilton

Nothing to do with MGs but the story of John Zachary DeLorean is nevertheless fascinating. DeLorean had a successful career at General Motors, becoming Vice President of car production and aiming for the top job.

Always a maverick in dress sense, and personality, DeLorean ultimately did not fit the conservative GM management image and left the company.

Always a smooth operator, in 1973 he secured £100 million from the Northern Irish Government to design and build the DMC-12 sports car and generate jobs in a depressed area, Dunmurry.

The DMC-12 staggered into production in 1981 but never achieved the potential planned and the firm went bust in

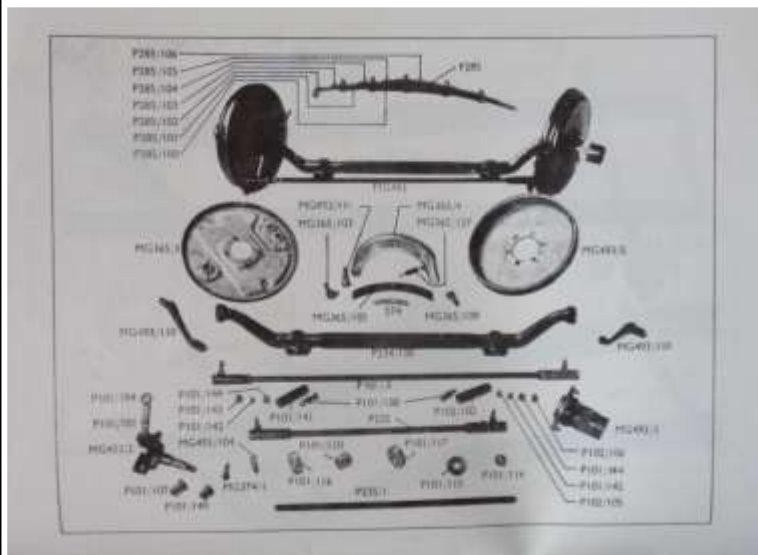




1982 after producing around 7,000 cars.

In search of funds to prop up the ailing business, DeLorean fell for a U.S. Government sting operation, planning to buy 100kg of heroin. He was acquitted by the Court as he had been 'entrapped' into the wrongdoing and died in 2005 some years after declaring personal bankruptcy.

Donation by John Gaylard **G114 - Automotive Diesel Engines, Shell Publication**



Another off-topic book and quite dated but for those of you who wonder about diesel engines, the fuel, and various design features, this is a good read produced by the Shell Company, probably in the 50s.

Donations by Terry Egan

Terry has been cleaning out his bookshelves once again.

X85 - Shire Album 152 The MG, F. Wilson McComb, Shire Publications

Shire Publications is a UK publisher which produced a huge range of 32



page A5 booklets on all sorts of subjects. This is one of around 30 titles on motoring history and, although quite brief, employs the noted MG authority Wilson McComb as its author so we can be sure that all the information is sound.

P10 - MG The Illustrated Catalogue of Spares 1929-1939, Sports & Vintage Motors Ltd.

P11 - The Service Parts List for the MG Midget (PA and PB Type), The MG Car Company

These two parts catalogues are valuable as reference, but are probably not suitable for bed-time reading!

Terry also donated the following, which are duplicates of books we already have, but will be kept in reserve.

X29/2 - MG Log, A Celebration of the worlds favourite, X9/2 - Spotlight on MG Downunder, and

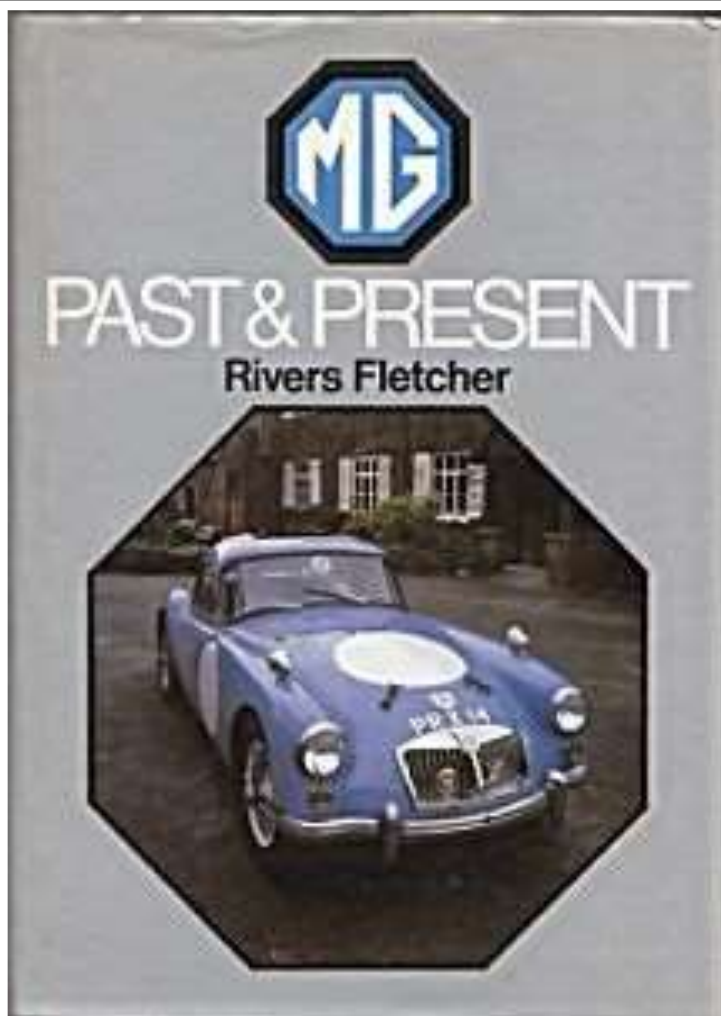
X13/2 - MG Past & Present, Rivers Fletcher

Rivers was the father of one of my close friends and who I found fascinating to talk to as he had grown up in an era and in the company of so many famous names such as Earl Howe, Malcolm Campbell, Raymond Mays, Alfred Owen, Johnny Lurani, George Eyston, Graham Hill, Whitney Straight, John Thornley, and Cecil Kimber.

Never at a loss for words, he wrote several books about his experiences and this one concerns MGs.

Rivers worked in various PR and sales and service businesses, was the PA to Sir Alfred Owen and spent his time filming and publicising the BRM racing team which Owen owned.

In his private life he sprinted and hill-climbed ERA, Jaguar special, Alvis, Bu-



gatti, and amongst many others an MG NE. An interesting read as he recalls the pre and post war eras so well and brings alive many of the 'names' we now only read about in motoring histories.

Donations by Roger Plumridge and Bill Andrews

Thanks to Roger for another eight copies of Classic & Sports Car, Practical Classics, and MG Enthusiast magazines which we did not have. More spaces filled!

Thanks also to Bill Andrews for several years' worth of Wheel Spin, the magazine of the MGCC Victoria.

From the Library

David Hoskins - Librarian November 2015

Just a reminder that, due to space limitations in G-Torque, the monthly book reviews are often edited but the complete version, with colour images, is available on the Library webpage. I typically produce 3 pages of Library news and have 2 pages in G-Torque so check the Library button on our website at www.mgccgeelong.com.au for full details and colour images.

Donations from Robert Hylands, Andrew Mason, Ben Blair, and Kevin Simonsen

X87 - The Motor, Road Tests 1958 Edition, Temple Press

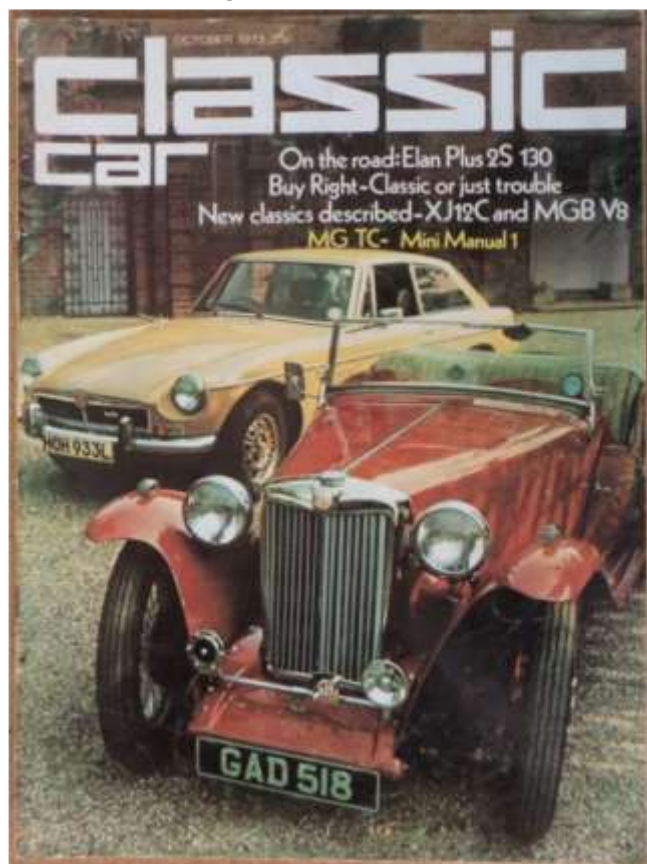
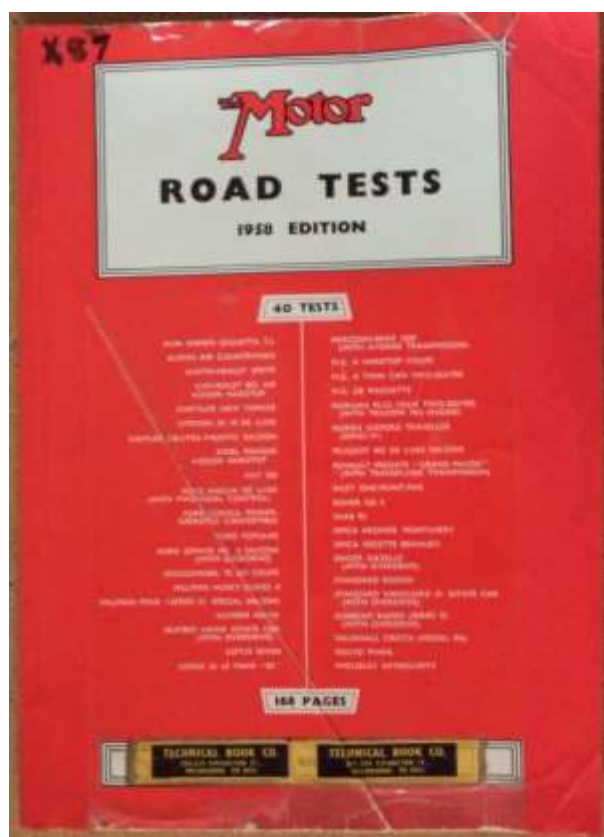
'The Motor' was one of the two mainstream UK weekly motoring magazines and was taken over by arch rival 'Autocar' in 1988. 'Autocar' is still published weekly and, having been launched in 1895 when there was only

a handful of cars in the UK, is the World's oldest motoring journal.

Ben Blair gave us this collection of 40 Road Tests conducted in 1958 and includes the Austin-Healey Sprite, MGA Coupé, MGA Twin Cam Roadster, and ZB Midget.

Also of interest are Lotus XI Le Mans, which achieved over 120mph powered by its 1,098cc Climax engine, 1,172cc side-valve Ford powered Lotus 7, and Morgan Plus Four.

Andrew Mason passed on a pile of magazines which will fill some holes in our collection of 'Australian Sports Car' and 'Thoroughbred & Classic Cars,' no-



tably including 'Classic Car' (as it was then) issue No 1. The marque chosen for the front cover of this inaugural publication was MG, with a TC and an MGB GTV8 both the subject of articles.



all-models book.

Kevin Simonsen continued his downsizing with a mixed bunch of mags. He also sent me a link to a good document 'Engines for M.G's by Neil Cairns but the online copy did not have illustrations. My Internet search for this led me to the excellent MGCC Y-Type Register Shop in the UK. The Y-Guys have been very active in writing up experiences of their cars and we have ordered several of their publications which I shall review next month.

Australian Classic Car Monthly

One of our founder members, who wishes to remain anonymous, has given us a complete set, mostly in binders, of 'Australian Classic Car Monthly' magazine. I have made shelf space for the 250 copies, covering all 20 years of publication.

X88 to X95 - Moss Motors US Parts and Accessories Catalogues

Rob and Rhinda Hylands have just returned from a trip to California and, as any Triumph restorer would, made the pilgrimage to Goleta, the home of Moss Motors. Moss produce some great parts catalogues for all things British and sporting plus Classic Mini. Rob sacrificed 4kg of his luggage allowance to bring back for us all the individual model catalogues plus one mammoth 740 page

Thanks to all for these gifts and everyone, keep the magazines coming. I have always commented that there is a huge amount of good stuff buried in old magazines, we just need to collect it all and index it. We now have 3,456 magazines,



of

which have indexed around

200, only 3,256 to go!

V62 - The BMC/BL Competitions Department, triumphdvd

I don't know about you but I get very nostalgic about competition cars of 'our' period. This story is about the BMC/BL Works cars, mostly prepared at the Abingdon Comps Department. It is based around interviews by well

Bill collected over 50 ex-Works race and rally cars including MGA, MGB, Mini, Healey (3000 and Sprite), Austin A105, and 1800 'Land Crab' to celebrate the 60th anniversary of the opening of the Abingdon Comps Department.

A super DVD for anyone interested in an era when BMC ruled the World of competition. It is part of the stock of titles produced by John Clancy in the UK, see the full inventory at:-

www.bfcc.biz/triumphdvd/

THE BMC/BL COMPETITIONS DEPARTMENT



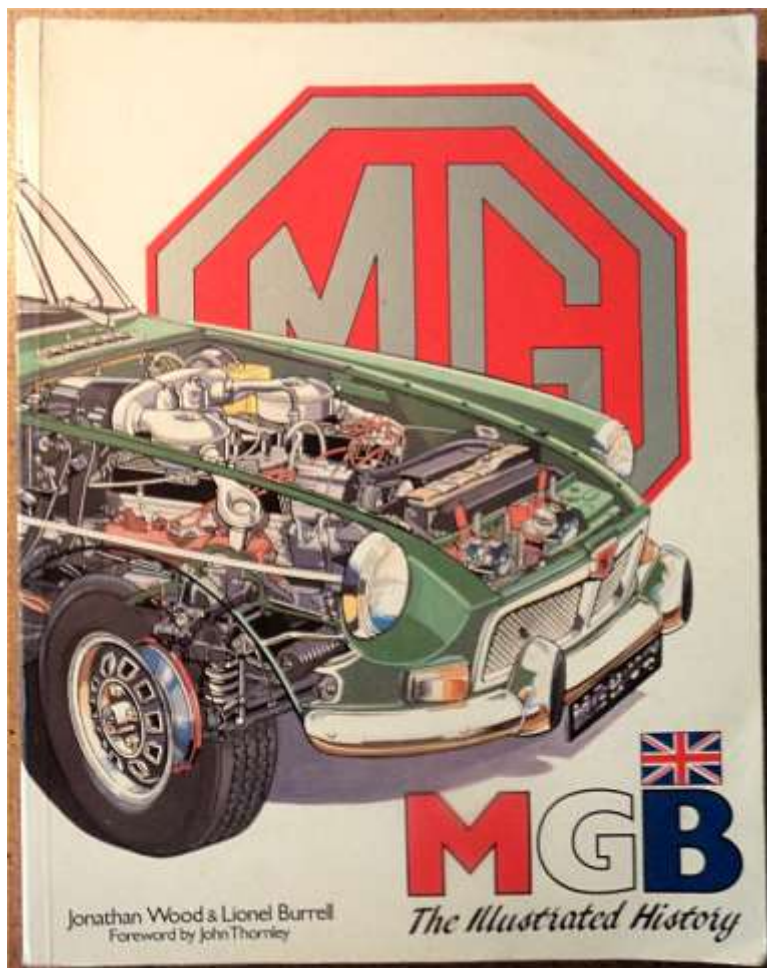
known motoring author Graham Robson at the gathering of ex-Works cars at the 'MGLive!' meeting at Silverstone in 2015.

Much of the narration is by Bill Price, once BL Competitions Manager, who has an encyclopaedic knowledge of all the Works cars. Also interviewed are Peter Browning, BMC Comps Manager, and drivers Paddy Hopkirk and Jack Sears.

From the Library

David Hoskins - Librarian December 2015

Donation from Graeme Ruby **B28 - MGB The Illustrated History, First Edition, Wood & Burrell, Haynes, 1988**



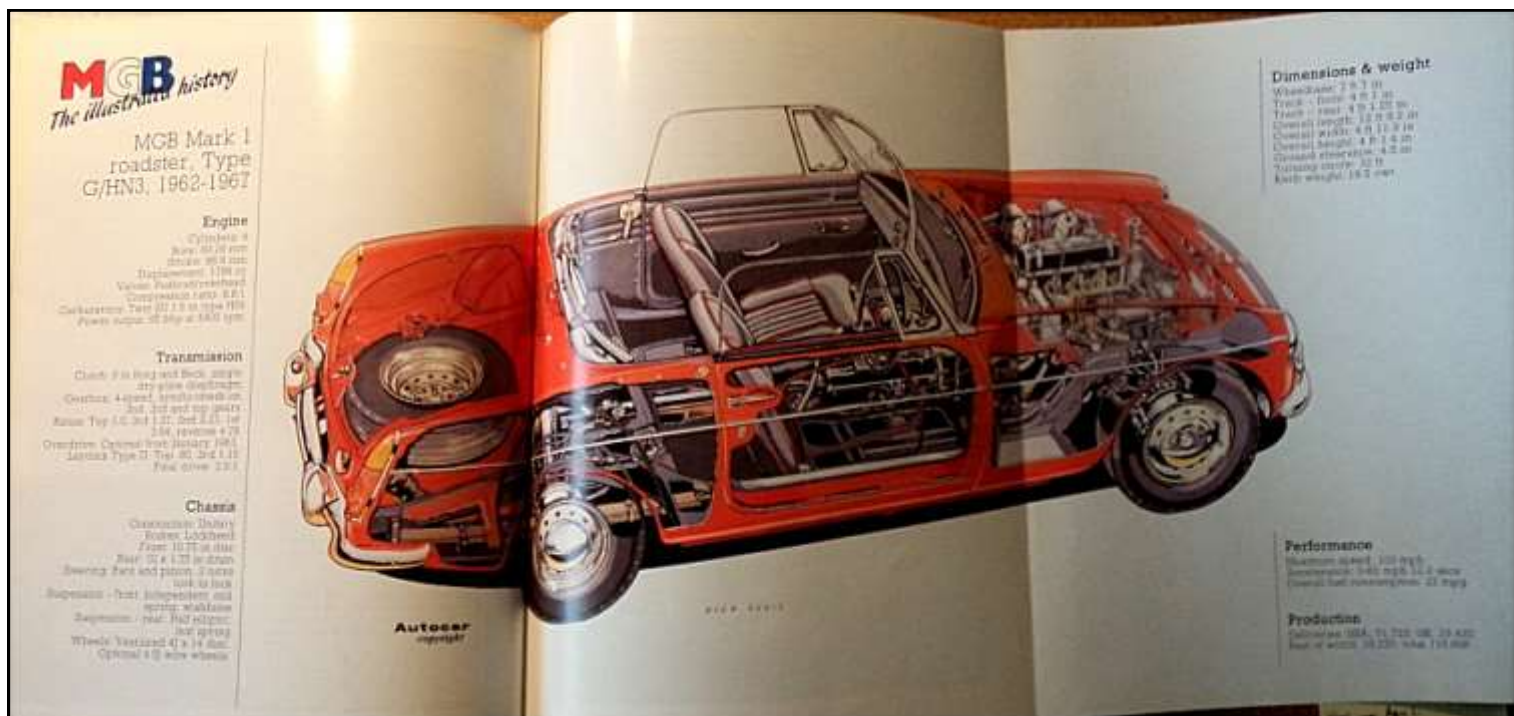
President Graeme bought this at an MGCC Victoria sale and has presented it to us. We already have **(B22)** the much revised third edition of this title, published by Haynes in 2012 to honour the 50th anniversary of the MGB.

In some respects this first edition from 1988 includes more than the later volume as the fold-out cutaway illustrations of the main MGB types were reduced to normal page size in 2012. The third edition did, however, bring the MG story up to date with a chapter on the RV8 and mention of the MGF.

MGCC Y-Register Publications

It was good to take delivery of these six titles as one area of our library which needs more information is that covering the Y-Type.

The Y-Register of the MG Car Club has been very proactive in publishing these books relating to their cars.



and a Quarter Litre Y Series

Not a workshop manual but a collection of notes on what goes wrong, and how to fix them.

T19 - Living with the XPAG

Another 'not a workshop manual' just focussed on the XPAG engine fitted to T-Types and Y-Types.

T20 - The Gearbox Fitted to the XPAG

Some notes on mechanical issues with the Morris Ten/4 Series 'M' Gearbox fitted to the TB, TC, TD, TF, YA, YT, and YB.

"Living With the XPAG" and "The Gearbox Fitted to the XPAG" are also relevant to any T-Type owner.

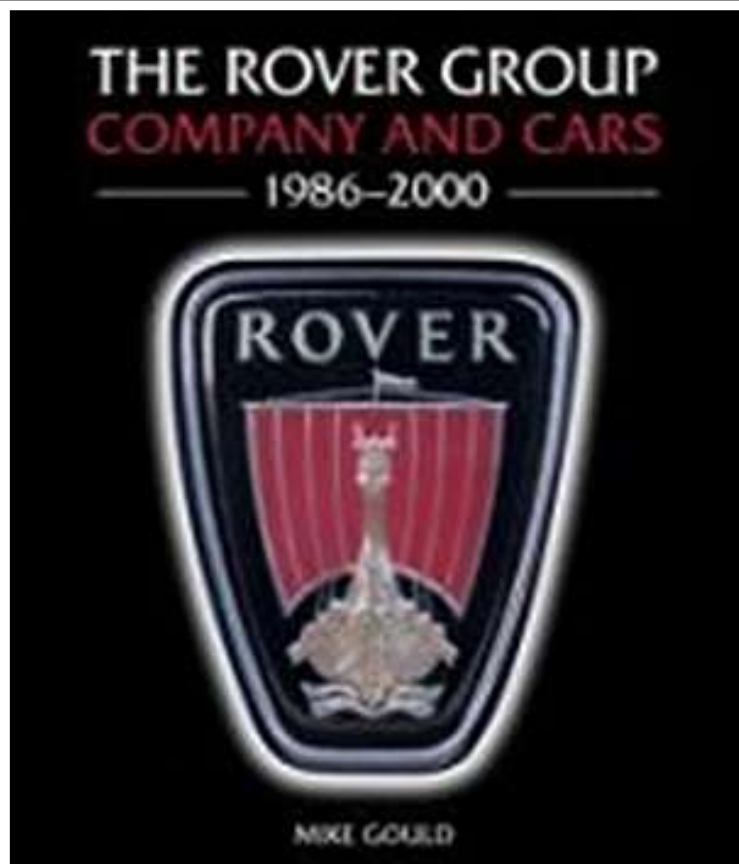
Donations from Doug Sherman and Russ Jackson

Doug generously gave us 7 years worth of MG Enthusiast magazine, in binders, particularly welcome as they covered a big hole in our collection. He also brought in a box of MGEs from Russ Jackson.

We now have 288 copies of MGE, only another 50 to complete the set, check the catalogue on our website and search your shelves for the missing editions.....

X96 - The Rover Group : Company and Cars 1986-2000, Mike Gould, Crowood

A recent arrival is "The Rover Group - Company and Cars." It is a comprehensive history of the company and a guide to its products. Centring on the period of the official existence of the Rover Group, the book also examines the events leading up to its formation in 1986 and the controversial aftermath,



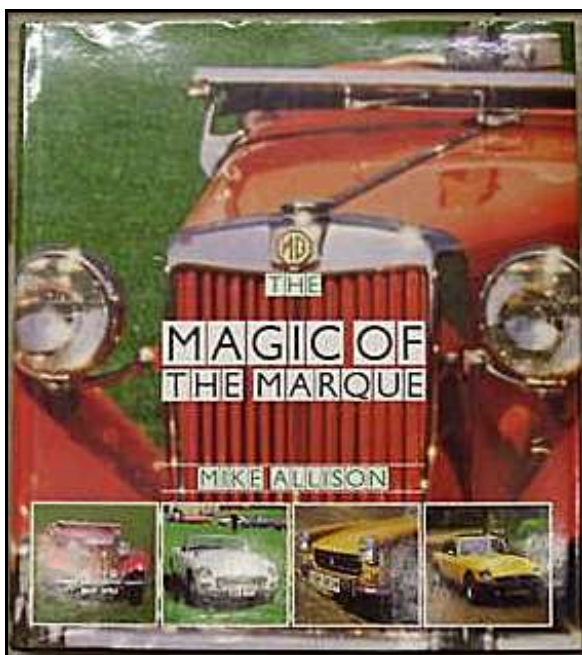
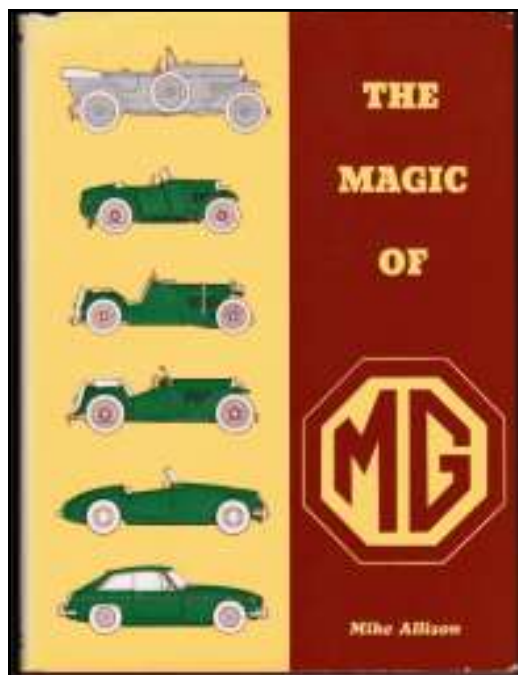
following its dismemberment in 2000.

With over 250 historical and original illustrations, the book covers:

- The beginnings of Rover and its place in British Leyland
- Land Rover's expansion in the 1980s and how it led to the foundation of the Rover Group
- Rover under British Aerospace and the sell-off to BMW
- Rover's struggle under German management and BMW's disposal of the Group
- The aftermath of Rover's collapse - MG Rover, Land Rover and MINI.
- The Rover Group cars - covering the Leyland legacy cars, Honda based cars, the Rover 75, and the MG badged derivatives.

From the Library

David Hoskins - Librarian Jan/Feb 2016



ticularly of pre-war MGs, are very much 'in period.' There are no more new purchases to report on in this edition so I shall survey some of the aids available to people working on their own cars.

Don't Forget the Parts Catalogues

X97 - MG The Magic of the Marque, Mike Allison, David Watson, 1989

X11 - The Magic of MG, which we have in our collection, was first published in 1972 and in revised form in 1976. **X97** is the 1989 revision, now up to 327 pages from the original 212 and with a new title to reflect the major revisions.

Both editions capture the spirit of MG by means of many photographs and minimal text. Many of the photos, par-

While rebuilding an MGB engine recently I had occasion to refer to the various Spare Parts Catalogues.

We have several of these in the Library from Moss US and Moss UK, Concourse Spares, and Brown & Gammons. Most of the main suppliers also have good on-line catalogues and one, in particular, has a particularly good facility.

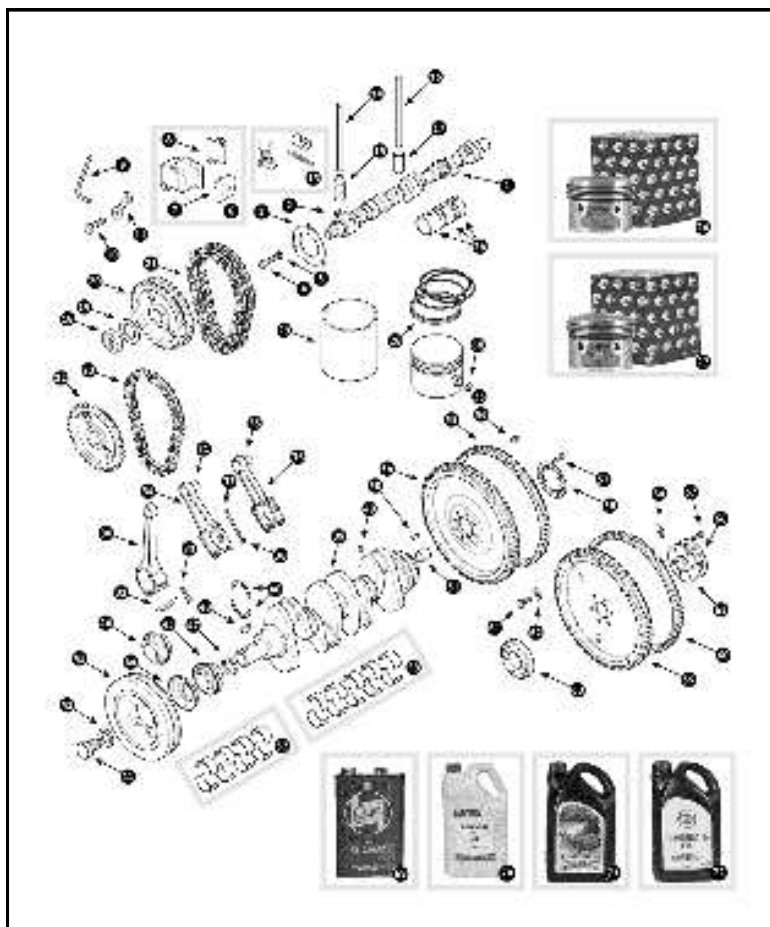
Moss USA Photo Gallery

The Moss US website has a photo gallery of every part listed - 25,000 parts so far including MGs, TRs, and Healeys! Referring to this helps to es-



establish whether the part you are ordering is the correct one.

http://www.mossmotors.com/sitegraphics/pages/parts_photo_directory.html



SC Parts

Most of the on-line catalogues display exploded diagrams of the major components which are very useful to refer to, especially if you forget which part goes where!

The very best of these is SC Parts from the UK and Germany. Most of the suppliers post scans of the old MG parts manuals but SC have had all the artwork redone and the illustrations are clear and crisp, and can be downloaded to your computer (just 'right click' and 'Save Picture As').

http://www.scparts.co.uk/sc_en/british-cars/mg/mgb-1962-1980.html

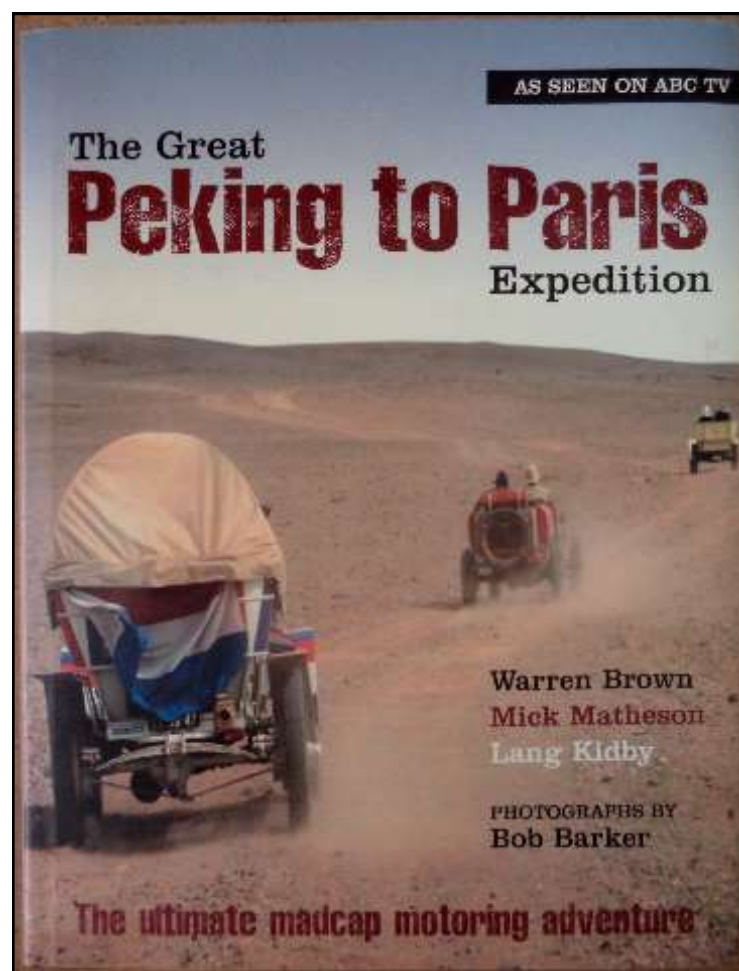
The 800 page SC MGB Parts Catalogue, which is about the size of the Melbourne phone book, is available in hard copy from SC at a cost, or can be freely downloaded as a large (68.38Mb) .pdf file.

Another random comment arising from the SC Parts list is that absolutely everything is available for an MGB. SC list a five main bearing crankshaft forged from EN40B steel, nitride hardened, fully cross drilled, knife edge webs, at a cool £3,489.62 (\$Aud 7,586 at the current exchange rate).

Yes indeed, everything is available - at a price!

Donation by John Bennett

G115 - The Great Peking to Paris Expedition, Brown, Matheson, and Kidby, Harper Collins



John has given us this book, along with some magazines to fill in some holes in our collection.

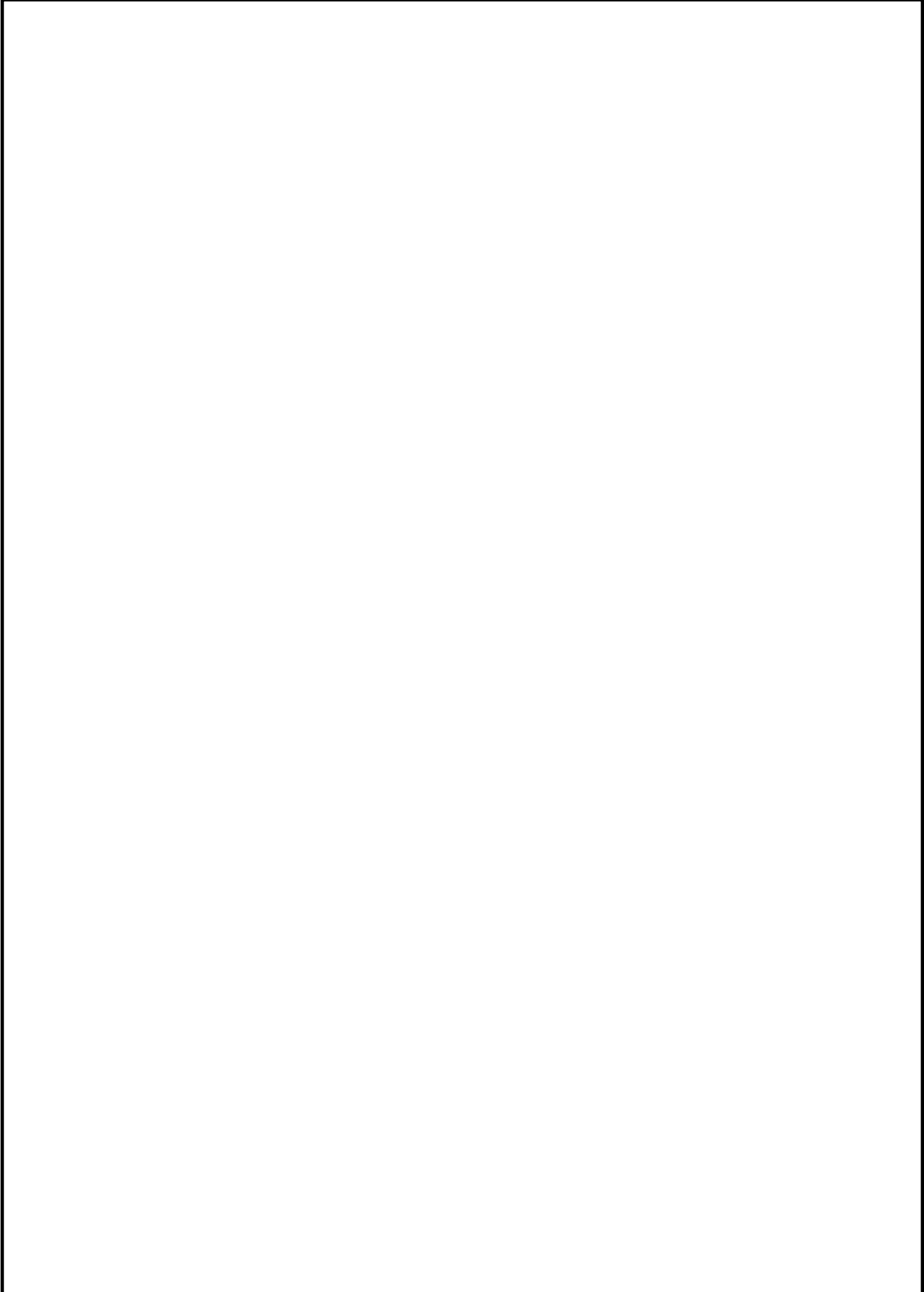
Apart from being a detailed and amusing report on the first re-run of the Peking to Paris since 1907, this is one magnificent production and absolutely worth a read.

The first 'Raid' was won by Prince Borghese in an Itala - by 21 days from the following three cars! For the re-run described in this book, Brown and Kidby found an Itala in outback Australia and modified it to be an 'in spirit' replica of the original winner.

More Magazine Donations

More magazine donations arrived at the December Meeting and I should like to thank Russell Craig, Des Grinter, and Allan Kallenberg for filling more holes in our inventory.

There is a complete catalogue of all our magazines on the webpage, go to [http://www.mgccgeelong.com.au/library data/Magazine Catalogue.pdf](http://www.mgccgeelong.com.au/library/data/Magazine%20Catalogue.pdf).



From the Library

David Hoskins - Librarian March 2016

Donations from Fred Roberts

And now for something completely different!

Fred offered these books which do not fit into any of our current categories so I have added a Category O (for Other). I was hesitant in adding anything to our shelves not vaguely related to MGs or even cars as space is not unlimited but decided that, as many of our members have Army connections, these may find a borrower.

This is just as well as, at our February Meeting, the first person through the library door was Sue Fell who asked me if I knew of any references to WW I tanks.....spooky.

I have had to open another category in our catalogue, 'O for Other' for books which have no connection with cars or MGs. Mike Killingsworth

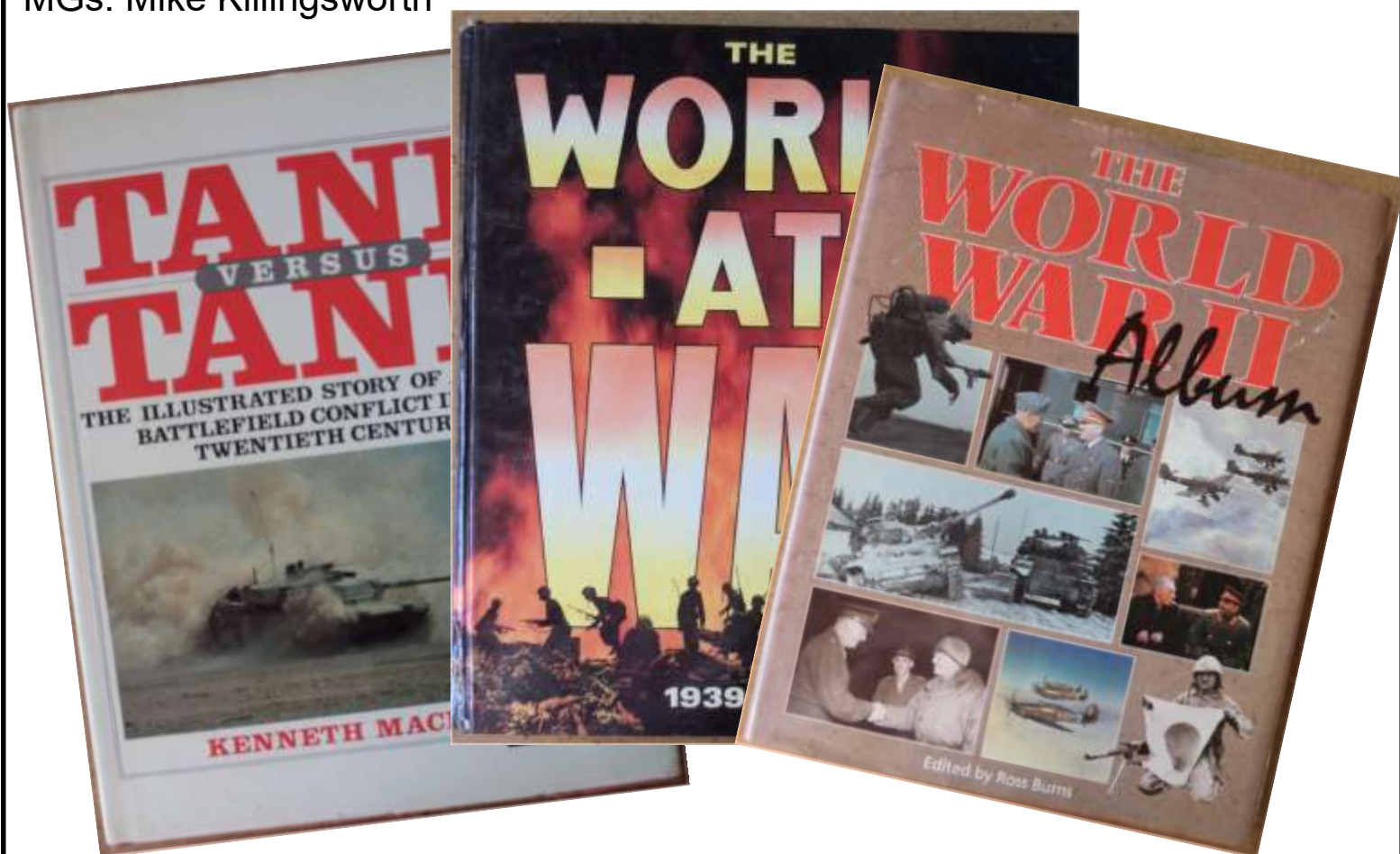
did point out that tanks were built at Abingdon during WW II so maybe I should have put them under category 'X'.

O1 - Tank versus Tank, Kenneth Macksey, Crescent

Almost a 'car' book, this describes all the major tank types and illustrates their relative performance by means of details of some of the major tank to tank battles from the earliest war machines in the years BC up to 1991.

O2 - The World at War 1939-1945, Colour Library Books Ltd.

Split into three sections, Battle in the Air, Battle on Land, and Battle at Sea, this substantial tome covers, in 528 pages, the major conflicts in these arenas from 1939 to 1945.





O3 - The World War II Album, Ross Burns, The Book Company

This book, profusely illustrated with 600 photographs, covers every major battle in the air, sea, and land fought during the War. The layout is chronological and gives details of the various leaders of the countries involved, and the forces commanders.

Magazine Donations by Ian Mason and John Wilmot

Ian has cleared out some old magazines, resulting in useful additions to our stocks of MG Enthusiast, Safety Fast, Australian Classic Car Monthly, MotorSport, and G-Torque.

One of the copies of MG Enthusiast (June 1992) celebrated the 30th

anniversary of the MGB with a cover shot and seven page article.

'Jockey' John Wilmot spent some time in North America and has passed on some copies of a couple of US maga-

zines, 'Sacred Octagon' and 'MG Magazine.' These offer a different perspective on our favourite cars and the history of the MG Car Company.

Donation from John Brotheridge

A somewhat different item this month, John is not an MGCC Member but is well known to many of us as a serial producer of fibreglass mouldings of items such as his D-Type Jaguar replica, Lotus 11 bodies, and 'Sebring' style front and rear valances for fitting to MGBs without bumpers.

Unfortunately John is not well and has given us the moulds for the MGB parts so, if anyone fancies having a crack at fibreglass moulding and wants their MGB to look like Graeme Ruby's blue car, I am the guardian of these moulds.

From the Library - with a dash of Technology

David Hoskins - Librarian April 2016

Use Your Library

I dropped in to see Nick Wood the other day and viewed progress on his MGA restoration. Nick asked me if I knew whether the rolling chassis had all its engine ancillaries fitted before the body was lowered on to it at Abingdon as he is not far off carrying out this operation.

I should like to see more people using that terrific reference source, **Your Library**, and this question provided a very good example of how you can use our valuable bank of knowledge.

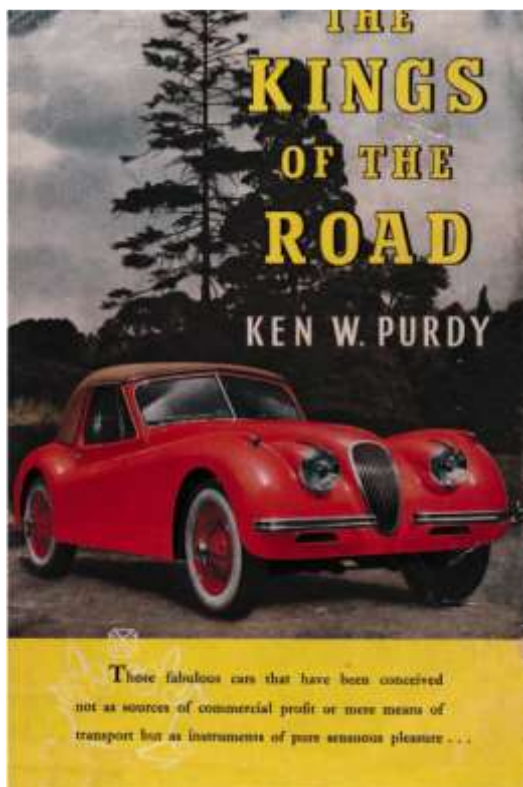
Diving into our collection I found some shots of the MGA production line in one of our books, **X10 - Making MG's, John Price Williams, Veloce.**

Two weeks after production of the MGA Twin-Cam finished John Thornley was prevailed upon to allow the manufacture of just one more of these cars, and to have the process photographed for posterity. Some of these pictures are reproduced in this book and helped to answer Nick's query.

Donation by Andrew Mason

X99 - The Kings of the Road, Ken Purdy, Hutchinson, 1955

Ken Purdy was born in 1913 and was probably the best automotive journalist that America produced in that era. 'The Kings of the Road' has become a clas-



sic commentary on the state of the US auto industry in the 50s, comparing it unfavourably to the European products by means of mini biographies of famous marques, including a chapter on MG (reproduced in MGCC Victoria's 'Wheelspin' March 2013).

The book had sold 350,000 copies up to 1963 and contains some wonderfully pithy comment on the 1950s US

slushmobiles. Even if you do not want to read the whole book, I recommend reading the 2½ page introduction, bearing in mind that it was written long ago, when I was at Primary School.

X98 - The Life of Lord Nuffield, A Study in Enterprise & Benevolence, P.Andrews and E. Brunner, Blackwell

Cecil Kimber and John Thornley are recognised as the founder and major influences on the development of MG but without William Morris, later Lord Nuffield, becoming a bicycle repairer as a young man there would have been no Morris Motor Company and hence no MG.

By to-day's standards Morris would have been regarded as a billionaire but always kept his feet on the ground. He lived a fairly comfortable, but essentially frugal, life but gave away £27,000,000 during his lifetime to vari-

ous charitable causes which he felt were worthy of his support.

Most of these donations went to medical facilities, supported medical research, and gave scholarships to engineering and science students. The Nuffield Foundation which Morris set up in his Will has in excess of £320 million of endowed funds which provide income to continue these donations to-day.

This book gives a detailed history of Morris and the Car Company he set up from the time of his birth in 1877 to the amalgamation with Austin to form BMC in 1952. It is not a light read but gives an insight into this very private man, to whom we should give thanks for producing our favourite Marque.

Magazine Donations from Richard Crisp

Richard Crisp brought in a mixed bag of magazines, a significant number of which filled some holes in our collection of 'Safety Fast', the magazine of the MG Car Club, our mother Club.

Some Recent Magazine Highlights from March 'MG Enthusiast' and February 'Safety Fast'

These magazines both include reviews of the working life of MG's former Chief Body Engineer Jim O'Neill who died in 2015, aged 93. Jim worked for Pressed Steel and MG from 1936 to 1985 and was one of the last surviving members of MG Management in the classic era.

The last Chief Engineer Don Hayter is still with us but has just celebrated his 90th birthday and a year ago sold his unique V8 engined MGB Roadster.

Don's car had been a prototype for the 'O' Series engine programme but, having been fitted with a Rover V8 powertrain before Don bought it, is the only classic era MGB V8 Roadster produced at Abingdon.

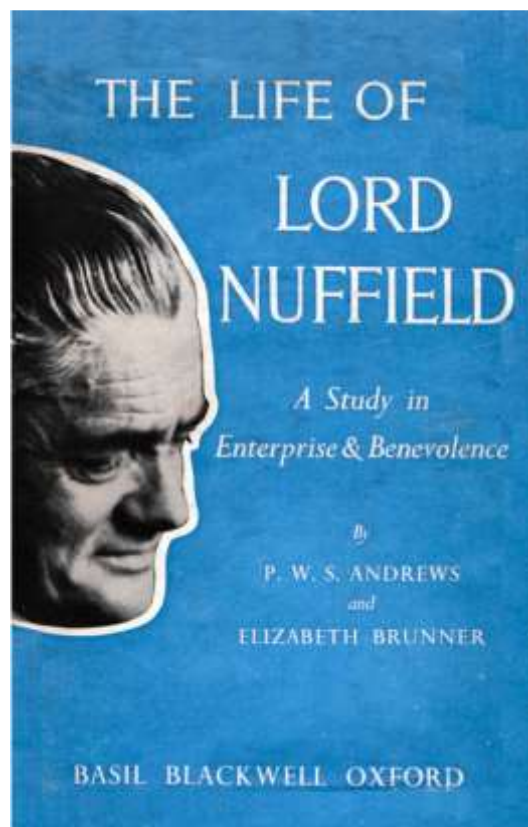
K-Series Head Gasket Failure (HGF)

March MG Enthusiast includes an interview with Steve Wood, who was on the Development Team for the K-Series engine.

His comments on the issues with this engine are enlightening, even if not very helpful to owners of engines with failed head gaskets and warped heads

See all the other recent articles of note from the '**Latest Magazine Indexes**' link on our webpage.

London to Sydney Marathon MGB February Safety Fast reports on progress with the MG Register of the MGCC's light restoration of the Jean Denton/Tom Boyce MGB which finished 42nd in the event and was recently found derelict in a scrapyard.



From the Library - with a dash of Technology

David Hoskins - Librarian April 2016 *(as published)*

Magazine Donations from Richard Crisp

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Use Your Library

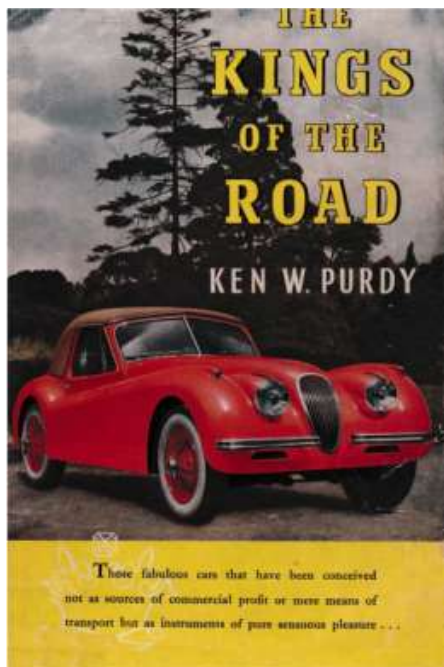
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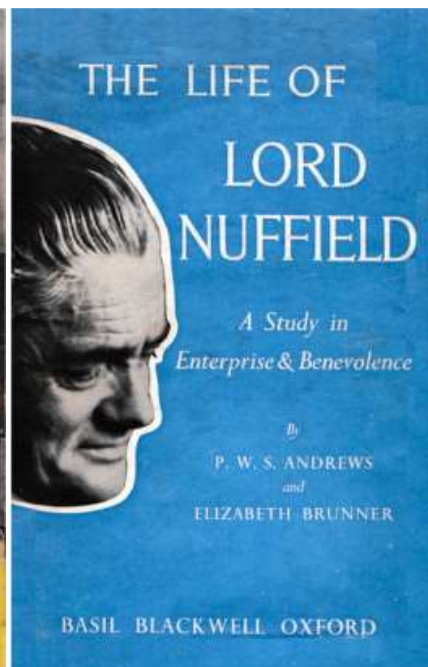
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thanks for producing our favourite Marque, and for his massive donations to various charitable causes which he felt were worthy of his support.



From the Library

David Hoskins - Librarian May 2016

V63 - Vintage Cars A-Z, DVD

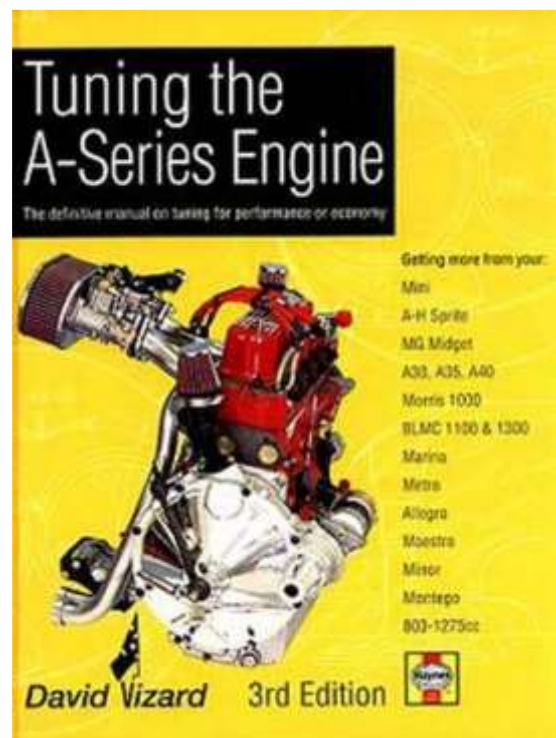
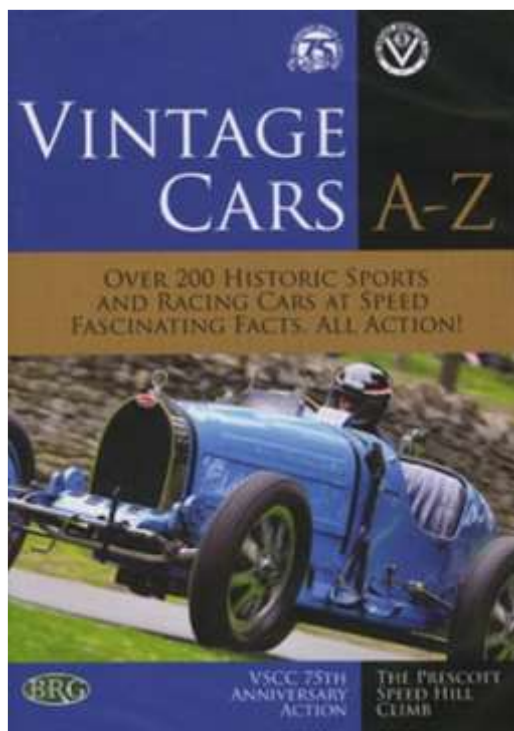
Not actually with us yet as it in the post, this is a rolling review of over 200 historic cars in action. It was filmed during the annual VSCC event at the Prescott Hillclimb in England, a favourite motorsports haunt of mine before I came to Australia.

Marques covered include Alfa Romeo, AC, Bugatti, ERA, Napier, Delage, Bentley, Mercedes Benz, Aston Martin, Riley, Lagonda, Railton, Frazer Nash, Hispano Suiza, Morgan, and, of course, MG. This is a visual history of vintage sports cars racing past your eyes at this lovely venue.

M16 - Tuning the A-Series Engine (3rd Edition)

David Vizard, who lectured in Melbourne last year, wrote this bible of the A-Series engine. First published in 1985, and recently updated to it's third edition, this book covers all aspects of engine tuning, including filters, carburetion, manifolds, heads, exhausts, camshafts and more.

Covering all A Series engines from the original 803 cc version through to the 1275 A Plus as fitted to the Metro, this edition has been brought right up to date with the latest developments in engine technology to maintain it's place as the engine tuners bible.



Donations from Rob Lyle

BV84 - MGB GT V8 Workshop Manual Supplement (AKD 8468), British Leyland, Austin Morris Group, Oxford, 1973

Rob has been downsizing and has given us a pile of magazines which have added to our collections of 'MG World', 'MG Enthusiast', and 'Wheelspin'.

Rob has also donated his copy of the V8 supplement to the official MGB Workshop Manual. This is now a rare publication and is a valuable addition to our set of Manuals, many thanks to Rob and Rosalie.

There are no more new books this month so I shall continue with some news on the magazine front.

'Enjoying MG', the magazine of the MG Owners Club

Through an administrative error we had

not received **'Enjoying MG'** for the best part of 2015. This has now been resolved and we have back issues of all of last year's MGOC magazines.

Details of all the major subjects covered in these copies can be found on our Club webpage - follow the **'Enjoying MG'** link on the Library page. Some highlights include:-

Jan Electronic Ignition and MG Tachometers (pre-1973 RVI vs later RVC tachometers, early tachos will often not work with electronic ignition switching).

Suplex Suspension for the MGF - replace the Hydragas system.

Feb Technical Tip - MGB Overheating - clogged radiator.

The Great Pit Project - garage pit building.

March Important Update for MGF and MG TF owners whose cars are using Toyo Proxes TIR tyres - safety notice (the MGF/TF are very sensitive to tyre choice and not all Toyo Proxes are mutually compatible on these cars).

April MG Rover Group - In Memoriam, 10 years gone (why the MG Rover Group failed and ended up sold to the Chinese).

MG6 or MG3? - comparative impressions.

Shining Through - how to brighten cloudy headlights.

May Tech Tips - What's in an oil seal? K Series Engines.

Wooden Wonders, Wayne Nicholls' amazing 1/4 scale wooden model of Doug Sherman's TC.

July 60th Anniversary of the

Launch of the MGA.

More Hot Air - MGB Heater upgrade.

Aug BMW Z3 versus MGF.

Sept Lucas 5AS security system on MGFs & early TFs (1995 to June 2003) - Part I (Part II in October).

Das Boot - how to get into a locked MGF boot with the keys inside.

Technical Tip - how to clear sticking carburettor needles and seats without dismantling.

Oct 50th Anniversary of the MGB GT MGB GT Experiences.

Nov SU Carburettors - Part 1 of series of 3 on tuning SUs (Parts 2 & 3 in December and January 2016).

Dec The First T-Types, The TA Midget A Winter's Tale - Converting a rubber bumper MGB to chrome.

2016

Jan MG Tyres - date codes and issues with 10 year old tyres (I harp on about this topic but knowledge of the age of your tyres is vital for safe motoring).

Cause for Concern (Did MG Motor lose the plot?) - (recent MG sales performance in the UK is disappointing, have the Chinese got the message?).

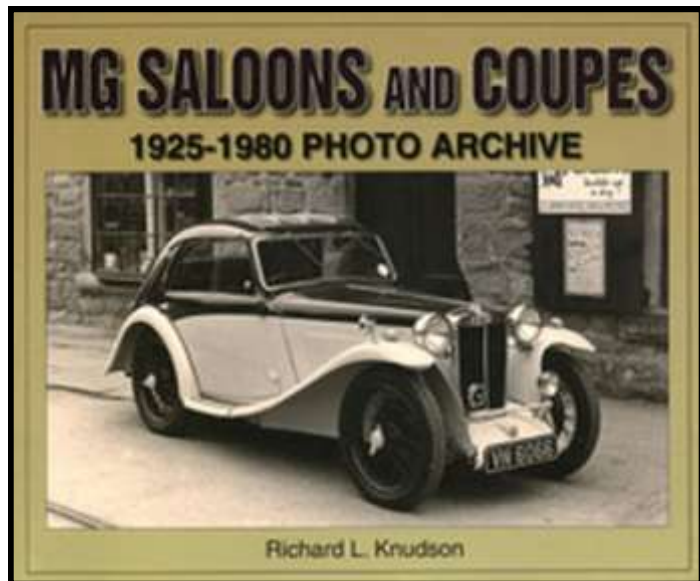
From the Library

David Hoskins - Librarian June 2016

Please note that, as from the 21st June, the third Tuesday of the month opening times of the Library and Regalia Shop will be half an hour earlier than previous, from 2:30pm to 4:30pm.

X100 - MG Saloons and Coupes 1925 - 1980 Photo Archive

This excellent photo archive traces the history of MGs with fixed roofs from the earliest "hotted up Morrisises" to the MGB GT of 1980. Always stylish and occasionally practical, the MG coupes and saloons are often ignored by historians who chronicle the more sporting open two-seaters.

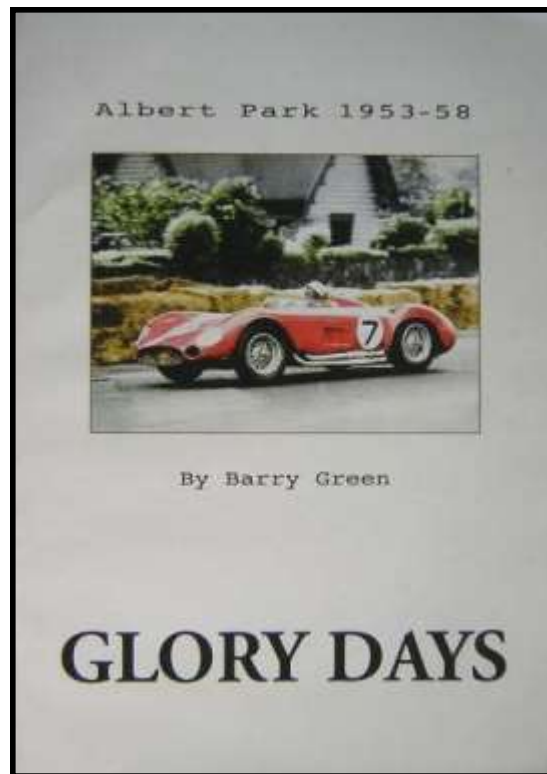


It is a fact that MG, as a brand, has produced vastly more Saloons than it ever did open sports cars if we include the huge numbers of Leyland cars marketed under the MG logo, such as the MG 1100/1300, Mk IV Magnette, Metro, Maestro, ZR, ZS, ZT, MG3, MG6, etc..

G35 - Glory Days, Albert Park 1953-58, Barry Green, 2002

I am the first to admit that I, like many of our members, do sometimes get

things a little muddled! I have no recollection of why this book, which has been on our shelves for some time, is in my 'new books' box so shall review it



as if it is, actually, a new book!

This is the story of the three Australian Grand Prix held at Albert Park in the fifties on a circuit which shares much of its track with the location of the current Grand Prix, albeit run anticlockwise unlike to-day's clockwise course.

The 1956 Race, held to coincide with the Melbourne Olympics, attracted a great entry from overseas including Stirling Moss and Jean Behra in works 250F Maseratis, and European drivers Ken Wharton, Peter Whitehead, and Reg Parnell. The race became the most important motor racing event held in Australia's history to that point.

Unfortunately, the quality of the photographs is very poor which is a shame as the images are great.

Donation from Rob Lyle

BV84 - MGB GT V8 Workshop Manual Supplement (AKD 8468), British Leyland, Austin Morris Group, Oxford, 1973

Rob has sold his lovely blue MGB GTV8 and has given us this copy of the V8 supplement to the factory workshop manual. This is a very valuable addition to our workshop manual collection, thanks Rob.

The Major MG Magazines

As someone who personally subscribes to the three major MG monthlies I am surprised at the small number of our Members who borrow the three major publications, **'Safety Fast'**, **'Enjoying MG'**, and **'MG Enthusiast'**. Maybe I am just a bit nerdy when it comes to MG history (no comments please Anna).

To spread the word about the excellent content in these magazines I am posting a brief index to articles contained in the current issues. This can be found in the Library pages on our website - follow the 'Latest Magazine Indexes' link. The full indexes are found from the various Magazine Titles, plus 'Other Indexed Magazines'.

Some highlights include, from 'Safety Fast' (Feb 2016 on), a series on the history of the MG Car Club which is now up to episode 4.

From 'Enjoying MG' (Nov 2015 - Jan 2016), a 3 part series on Tuning SU Carburettors.

From 'MG Enthusiast' (March - April 2016), a 2 part article on the curious, mostly British, phenomenon of MG Kit Cars. 'Enthusiast' (April 2016 on) also publishes a series of Tech Focus on various aspects of upgrading MGs in areas such as Brakes, Suspension, Wheels.

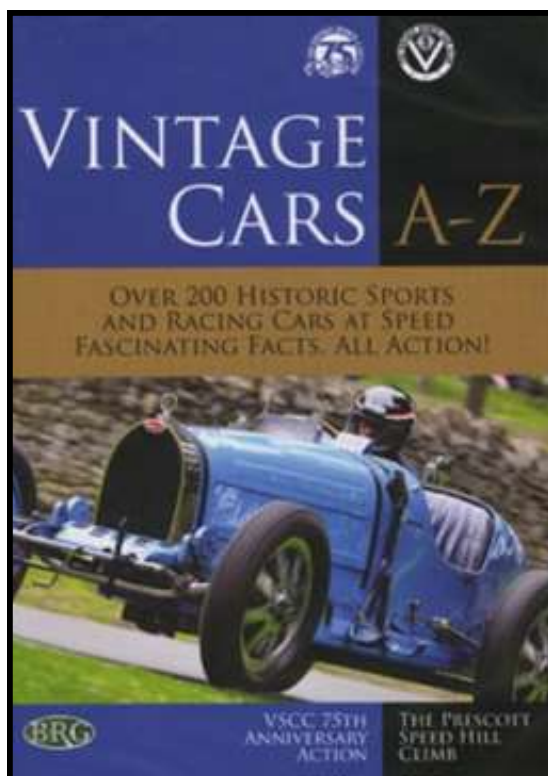
As ever I am still very keen on filling holes in our magazine collection if you have old mags to dispose of. Go to the 'MG Magazine Catalogue' link on our website to see which copies we need.

V63 - Vintage Cars A-Z, DVD

An update on this item from last month's review as it has now arrived.

If I am brutally honest, this 2¾ hour DVD is not the sort of riveting film you would watch with your girlfriend or wife - unless they were truly dedicated vintage car nuts! It is a high speed professional presentation of 200 or so vintage cars competing at the August 2009 Vintage Sports Car Club (VSCC) meeting at the Prescott Hill Climb.

I bought it for our Library as it does include shots of M-Type, J2, K3s, 18/90 Tigress, PA-Riley, and a Q-Type Replica. Also shown are examples of just about every pre-war and Post-Vintage Thoroughbred sports and racing cars with an informative (and almost always correct) commentary on each one.



From the Library

David Hoskins - Librarian July 2016

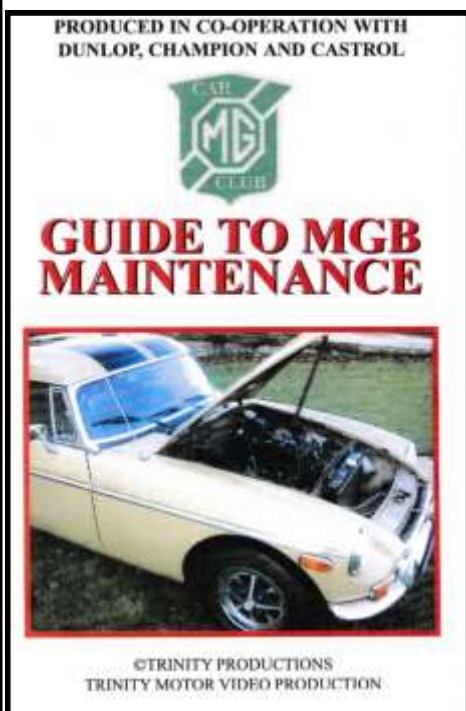
This month we have a couple of items which are aimed squarely at the home mechanic with only basic skills. The information contained in these two books should lead first time mechanics to gain confidence in carrying out the

although good equipment does make working on cars a lot easier.

G116 - Lucas Fault Diagnosis Service Manual, Lucas

Most home mechanics can work through typical mechanical failures on their cars but many are at a loss when it comes to solving electrical problems.

We have several books in our Library explaining the workings of the MG electrical systems in great detail but this little booklet, produced by Lucas, gives some very basic information on diagnosing and fixing the causes of common electrical malfunctions.



basic tasks required to maintain their MG.

V64 - The Guide to MGB Maintenance

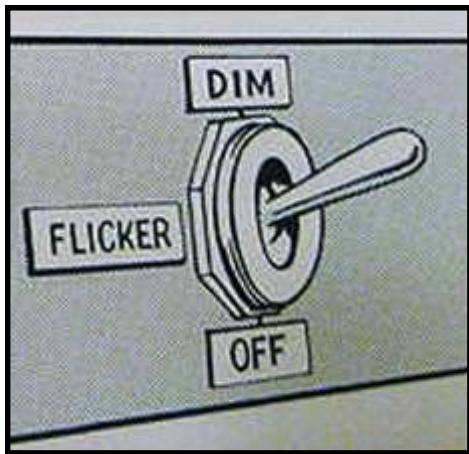
This DVD covers all of the regular maintenance and operational services that you can do yourself with regular hand tools.

The basic checks on air, oil, and water levels are described but the editor also includes tasks such as ignition timing, balancing carburettors, brake and fuel pipe inspection, bleeding brakes, and even how to fold your hood (soft top) - both types.

You do not need a lot of specialist equipment to keep your MGs serviced,

This guide presents a logical sequence of tests that may be carried out on starters, generators, regulators, ignition and lighting systems. Although written for technicians, this book can be easily understood by the non-professional.

I was amazed to find that it does not include instructions for procuring, and installing, bottles of 'Lucas Replacement Wire Harness Smoke'. It is evident from common experience that, when the smoke leaks out of the wiring, then the car stops so refilling the wiring with smoke is an obvious course of action! Can't think why they did not include this fix when it so easy to buy bottles of genuine Lucas replacement smoke on the internet, Part No. 54953043.



Even more amazing is that there is absolutely no mention of the operation of the 'Lucas 3-way switch' which can be the cause of many of the intermittent electrical faults found in MGs. Once located, and they can often be difficult to find, this switch is usually capable of bringing your car's electrics back to solid life.



Seriously though, this little booklet is a valuable aid to fault rectification.

V65 - MG Just for the Record

The DVD in our shelves is actually a copy of the sound from a retro Vinyl LP marketed as a collectors item.

Made in 1980, the recordings of various historic MGs made at Beaulieu, Brands Hatch, and Silverstone are somewhat underwhelming by modern documentary standards but were obvi-

ously 'state of the art' at the time of production.

The DVD also features interviews with John Thornley, director of the MG Car Company 1956-69, and Peter Frearson, Plant Director MG Cars Abingdon 1977-79 and it is interesting to hear their comments made during the era of MGB production. John Thornley's acerbic comments on the whole BMC-BLMC-Leyland saga are illuminating!

Donation by Allan Kalenberg

Thanks to Allan for a bag of magazines. Some more holes in our collection have been plugged and the inventory is gradually growing, keep the donations rolling in.

Fire Risk to Library

Rowan Constable raised an interesting issue recently. He asked, despite being insured against loss by theft or fire, how would we actually replace the contents of our Library? A good point.

Most of the books could be sourced new or second-hand so only one or two rare items would be lost. The Magazine collection is vulnerable as, although possible to purchase via various internet sources, this would entail a HUGE costly effort so we would have to concentrate on the three core MG magazines.

The most important item, is our complete collection of G-Torques back to February 1973. This represents the history of the MGCC Geelong and is mostly irreplaceable. We are working on a strategy to address this concern.

From the Library

David Hoskins - Librarian August 2016

Security of Club Magazines

Following on from Rowan's concerns reported on in last month's Library notes I have carried out an inventory of our backup stocks of G-Torque to ensure that we do not lose our history in the event of some disaster happening to the master copies in the Clubrooms.

Of the 498 editions of G-Torque published since the formation of the MG Car Club Geelong in 1973, we are only missing 26 copies, and have backups kept off-site of all but 128 copies.

A complete list of our stock is on the website but if anyone is disposing of early G-Torques I should be grateful to receive any in the periods Jan '73-Sept '78, Feb '81-Dec '82, and April '98-Sept '01.

Donations from Duncan Macrae

Our No. 1 Life Member Duncan and his wife Anne are preparing to move house and have donated some MGCC Geelong archive material and relevant MG related books.

Duncan was a founder member of MGCC Geelong and has a couple of photos of the very first Geelong Run down to Kennett River. He reflected that in those days our membership was largely involved in surfing, hence the choice of venue.

Among the Workshop Manuals are several factory publications and an

MGC Owner's Manual.

A1/2 - MGA A History & Restoration Guide, Robert P Vitrikas

I accepted Duncan's apologies for this Library book being overdue - by about 2 years! Its absence does give an excuse to add a review.

This is a reasonably comprehensive book on the design, development, manufacture, and restoration of the A.

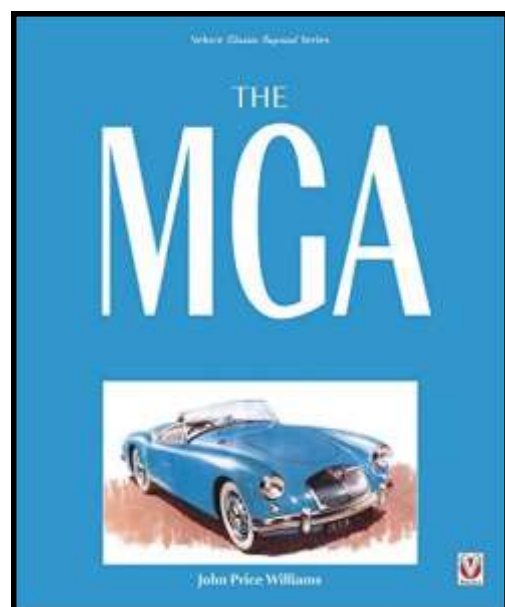
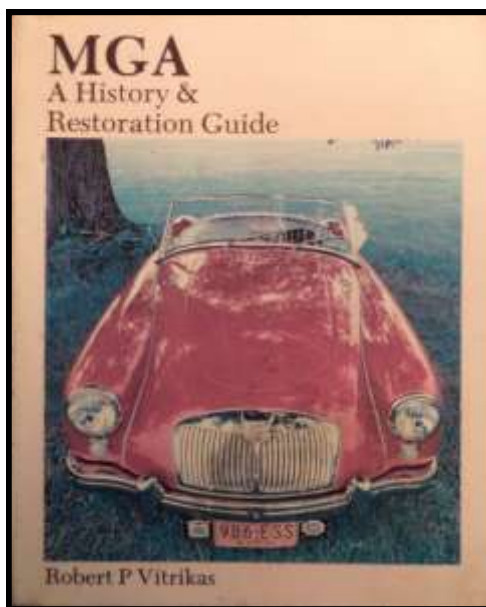
It's a pity publisher Aztec did not put a bit more quality into the binding as this copy had fallen apart, now all better thanks to Shoefix and a little TLC.

The next three Factory Workshop Manuals from Duncan are a 'must have' as definitive references for our Library.

A14 - The MGA 1600, MGA 1600 (Mk II) Workshop Manual AKD600C, The M.G. Company Ltd., Cowley

B1/3 - MGB Workshop Manual T.P.831A, Leyland Australia

B29 - MGB Workshop Manual



AKD 3259 F, BMC, 1968

C4 - MGC Handbook AKD 4887, BMC, 1967

This driver's handbook was also in poor condition but has been restored to at least be a useful reference.

G117 - Auto Body Repair and Refinishing, John Hogg, McGraw-Hill, 1969

Although published in 1969, most of this auto body technician's text book is still relevant.

In addition to chapters on the basic body fettling skills of welding, cutting, shaping, filling, and painting the book includes sections on chassis and suspension alignment and car electrics.

Electric arc welding is not mentioned in any great detail and, being an American book, there is no mention of British Standard Fine or Whitworth screw threads but it is a pretty handy little book!

G118 - SP Workshop Manual Series No65 Morris Austin 1100, Scientific Publications, Sydney, 1971

Applicable to the MG 1100, including our Club Car, it also covers the basic A-series engine used in Sprites and Midgets.

G119 - Rover 3500-3500S Repair Operation Manual AKM 3621, Rover-British Leyland, 1972

This comprehensive Rover 3500 Manual includes information relevant to some of our MGB V8s which used this engine and gearbox.

A6 - The MGA, John Price-



Williams

You MGA owners are doing well this month! This is not actually a new book as our original copy has been missing for some years, but it does give me an excuse to review it.

Recently reprinted, this is the definitive study of the design, development, and production of the MGA.

The 'A' hit the sweet spot in North America and, if we discount the troublesome twin-cam, was MG's first major sales success, selling 101,081 in 7 years.

The MGA is now much loved as a classic, and the twin-cam has gone on to become the most valuable variant once the solution to its engine problems was found by latter day owners.

Donation from Sandy Bennett

Many thanks to Sandy Bennett for donating John's books to the Library, a full report will follow next month.

From the Library

David Hoskins - Librarian September 2016

Donation from Sandy Bennett in Memory of John

Following the sad death of past President John Bennett, Sandy has donated John's car books to the Library.

I hope that, if you open one of these and see the 'Donated by Sandy Bennett in Memory of past President John' you will spare a thought for our late mate. We are also looking forward to seeing Sandy again at Club activities.

B30 MGB Restoration Manual, Lindsay Porter (update of B26), Haynes, 1998

B31 Step by Step MGB Service Guide Including MGC, V8, and RV8, Lindsay Porter, Porter Publishing, 1994

B32 Factory Edited Manual, MGB, MGB GT from 1962, intereurope British Leyland Manual, 163

B33 MGB 1962 thru 1980, Roadster and GT Coupe, John Fowler, Haynes, 1989

G120 Illustrated Guide to Classic British Cars, Graham Robson and Michael Ware, Abbeydale, 2007

G121 The Sportscar Album, Chris Horton and J.G.Newbery, lifetime, 1994



G122 The Encyclopedia of Classic Cars, Ed. Kevin Brazendale, Blitz, 1999

G123 History of the Geelong Electric Tramways 1912-1956, David J. O'Neil, O'Neil, 1994

We also have a DVD on this subject - isn't it a shame that our trams did not survive into the present day as they would have been a great tourist attraction.

The following duplicate copies, also from JB, will go to our off-site backup store as I am slowly assembling a duplicate collection.

B3/2 How to Power Tune MGB (4 cyl), Peter Burgess

T2/3 Original MG T Series

X4/2 MG - Britains Favorite Sports cars

X1/3 Great Marques MG

Most of the other news this month is

about magazines.

Donation from Paul Rush

MG Enthusiast Magazine

Still on the topic of Library backups, we have 303 copies of 'MG Enthusiast' out of a total published of 351 - quite a task! Paul Rush has given us a pile of MGEs which have added to our off-site backup copy.

Ironically, I discovered when contacting MGE's Editor Simon Goldsworthy that they do not have a complete set either as the early master copies were destroyed before the magazine was taken over by a new publishing house, so I offered him our help with articles from their lost past!

Donation from

Ted Ramsay's wife Jan

Enjoying MG Magazines

Thanks to Jan for passing on Ted's last copies of Enjoying MG, more holes filled in our collection.

Donation from Andrew Mason

Complete set of G-Torque

Following my appeal for copies of G-Torque to complete our off-site backup copy of this important part of our history, Andrew made my job much easier by donating his complete set of the magazine. Many thanks to our No 7 Life Member Andrew.

Many of our newer member will not know that Andrew's Estate Agents' office featured in the TV series 'Seachange' as the office of Bob Jelly, notorious social climber and estate agent. I can tell you that any resemblance between Andrew and Bob Jelly is strictly coincidental.

V66 - The Overhaul, Tuning, &

Maintenance of SU Carburettors, Moss Motors Ltd

I think the blurb on the jacket says it all, "The main purpose of this DVD is to dispel the myth that SU carburettors are complicated and difficult to work on!" Following my efforts to overcome a fuelling problem in our GT, I am not so sure that I agree with this sentiment!

Produced under the Moss Motors banner, this 2½ hour presentation discusses the strip-down, rebuild, and tuning of the four major types of SU, the H-type, HD, HS, and HIF.

The introductory pamphlet to the DVD gives some valuable basic points about the importance of perfectly fitting throttle shafts and limiting fuel pressure if a modern fuel pump is used. There is a reference to a great detailed article from the Moss Technical Services on the effects of ethanol in petrol at:-

<http://www.mossmotors.com/SiteGraphics/Pages/Ethanol.html>.



From the Library

David Hoskins - Librarian October 2016

Donation from Peter Fairnie

G-Torques and Wheelspins

I am now confident that we have 2 complete sets of G-Torque and a quantity of Wheelspin, the magazine of the MGCC Victoria, thanks to Peter Fairnie and Andrew Mason (last month).

Donation from Herb Adler

Herb passed on a couple of books found by Don Everett, a co-member of the Ocean Grove Men's Shed.

G124 - All colour book of Racing Cars, Brad King, Octopus Books, 1973

This, ex-library book, has had a very hard life and shows it but contains some good photos of racing cars of 'our era' (speaking on behalf of the Club's majority demographic). It also contains pics of historic racing cars at modern classic events, good for a quick flick.

D5 - Morris 1100 Driver's Handbook, BMC (Australia), TP706A, 1964

A very tidy copy of this driver's manual on the Morris 1100, which was the basis of our Youth Club Car.

Donation from Graham Peacock

A15 - MGA Coupes & Roadsters, 1500, 1600, 1600 MkII, 1955-1962, P.Olyslager Motor Manuals 43, 1963

This is one of the series of around 50 Motor Manuals written by Piet Olyslager and marketed by the Sunday Times Publications in the sixties.

	UK Basic	UK Total	USA
1957:	£663	£996	\$2345
1958:	£663	£996	\$2498
1959:	£663	£940	\$2238
1960 (1600):	£663	£940	\$2485

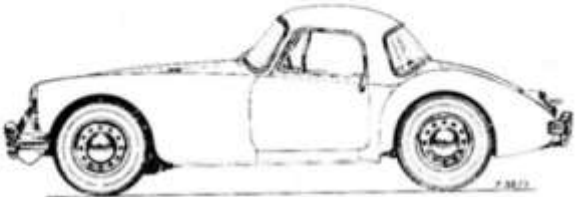


Fig. 8. MGA 1600 Coupé

	UK Basic	UK Total	USA
1957 (1500):	£724	£1087	—
1958 (1500):	£724	£1087	\$2750
1959:	£724	£1027	\$2450
1960:	£724	£1027	\$2734

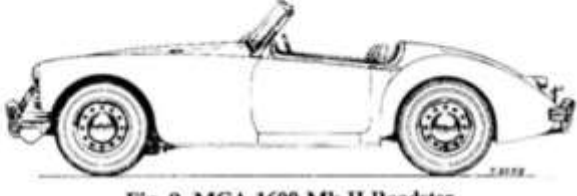


Fig. 9. MGA 1600 Mk II Roadster

	UK Basic	UK Total	USA
1961:	£663	£968	\$2499
1962:	£663	£913	\$2499

Optional extras, UK (April 1962, total prices):

Heater:	£16.16.10
Adjustable steering column:	£2.15.0
Wire wheels:	£37.2.6
3.9 or 4.55:1 Rear axle:	£9.5.7
Close ratio gearbox:	£7.11.3
Hardtop, fitted:	£82.10.0

Not quite a workshop manual but with quite a bit more information than the manufacturer's drivers' manual, these books are a nice little reference work. It is interesting to note the price of a new MGA in 1964 and of a few of the many options available.

M17 - MG Midget Driver's Handbook AKM 3229, BL Cars Ltd., 1978

Z9 - The MG Magnette (Mark III and IV) Driver's Handbook, The M.G. Car Company Limited

Graham passed on these very clean Drivers' Manuals, that for the Mk III and IV Magnette being for the largely unloved Farina finned version of the Aus-

tin Cambridge/Morris Oxford from the 'badge engineering' era of BMC.

It is interesting to reflect on what maintenance operations the average owner was expected to perform in the 50s and 60s.

Modern car drivers' manuals tell you how to pair your Bluetooth phone, use the entertainment system, and maybe check a few fluid levels and change a light bulb. The Magnette owner was instructed on cleaning out the fuel pump filter, adjusting spark plug gaps, and setting the tappet clearances.

X101 - MGOC Accessories 2016

Last, and by no means least, our member Nigel Lang has just become the local sales rep for the MG Owners Club. Copies of their Accessories Catalogue are available in the Library but

*******WARNING*******

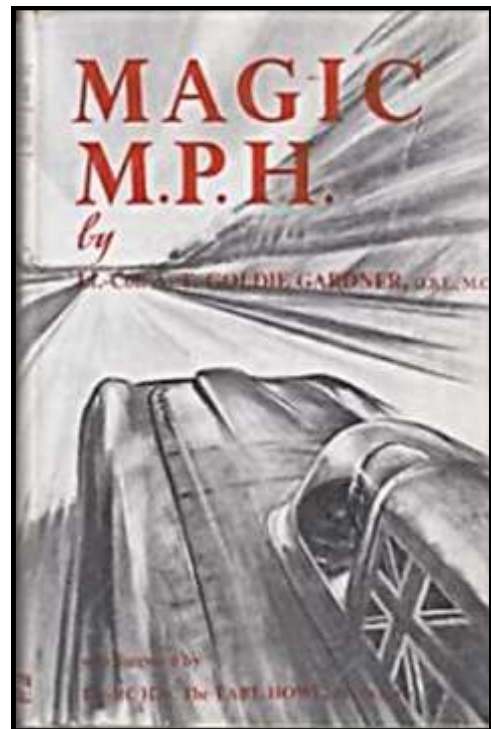
this catalogue can be a severe wealth hazard - I know from personal experience as it is full of delicious goodies for modern MGs, mostly for MGAs, MGBs, and MGF/TFs.



Donation from Kevin Simonsen

P12 - Magic M.P.H., Lt. Col. A.T. Goldie Gardner, MRP, 1951

Kevin also scored a nice buy at a local Op Shop in the form of a book by Goldie Gardner about his experiences from



the thirties through to the early fifties. He enlisted the help of Cecil Kimber in preparing and supporting MG Midgets in various forms to successfully attack the multitude of World Speed Records.

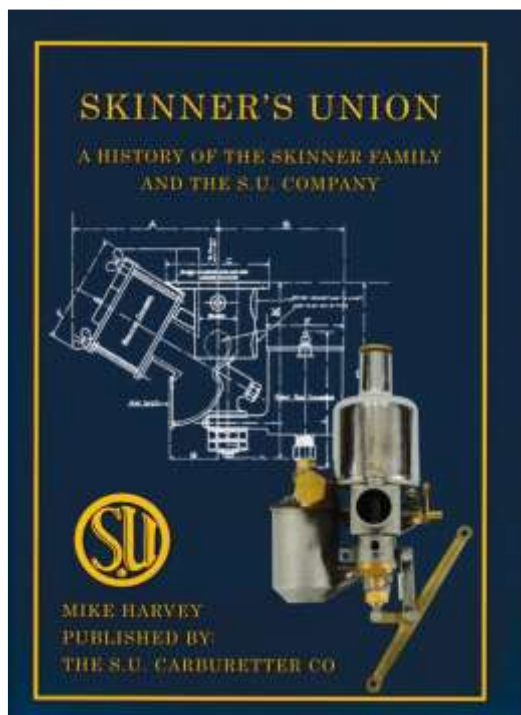
The poor little Midget was re-engined many times, sometimes the engine was run on only two or three cylinders so that record attempts could be made at various capacity classes.

The book contains some great pre-war photos and one can only wonder at driving a 30s MG at 200 mph on stretches of autobahn, Gardner must have been a very brave man!

From the Library

David Hoskins - Librarian November 2016

X102 - Skinner's Union, A History of the Skinner Family and the S.U. Company, Mike Harvey, The S.U. Carburetter Co.,



Having recently been doing battle with the products The Skinner's Union Carburetter Company, I can really relate to this book.

George Herbert Skinner designed the basic SU carburetter in 1908 and it was continuously developed and produced until 1994 when the last Rover Metro came off the line.

SU became part of the Nuffield (Morris) empire in 1926, then was part of the various entities into which Morris was absorbed, BMC, BMH, BLMC, and Rover Group.

When the SU plant was closed in 1999 it was owned by Dana and named Dana-SU Automotive. Ultimately Burlen Fuel Systems bought the manufacturing rights and tooling and continue to make SU components to-day. Burlen

have actually reintroduced many of the previously unavailable vintage carburetters.

AT its peak, in 1963/64 S.U. produced 1.1 million carburetters and 1.3 million fuel pumps a year.

SU provided the carburetters for the majority of the Rolls-Royce Merlin engines which powered many of our WW II aircraft. The 'negative-G' mods are covered to try and make the Spitfire go into a dive as fast as an ME109 with its fuel injected engine.

Mike Harvey has written the definitive history of our favourite carburetters and the family who designed and made them. The 300 page book is a magnificent production and Mike has left no stone unturned in writing it. He includes details of the competition cars of some of the Skinner family, reprints of some of the original patents, and of course the progressive development of the carburetter itself - a great read for those with the time to absorb it.

MG Magazines in Our Library

There are no more new books this month, so I shall digress into the subject of MG Magazines and some interesting historic content in the latest issues.

I would remind everyone that we subscribe to four major Magazines with MG content. These are MG Enthusiast, Safety Fast, Enjoying MG, and the locally produced The B.M.C.Experience.

By coincidence, both the July-September issue of BMC Experience and the October MG Enthusiast con-



Shaun Rainford and John Britten with SS 1800

tain articles on the Arkley SS.

When I was 21 I bought a Triumph TR2 from John Britten, a backyard sportscar dealer in Arkley. A couple of years later John moved to a garage in Arkley, only a mile from the school I attended in Barnet, just North of London.

He became a purveyor of new and used MG, Morgan, and TVR cars and successfully raced a very hot, championship winning, special bodied Midget, rego SS 1800. A recreation of this has recently appeared at the Goodwood Revival meeting.

In 1969 John started producing a fibreglass kit containing new front and rear ends to be fitted to a tired Midget or Sprite. The moulds were produced by Lenham Motor Company who made hundreds of hardtops for all the English sports cars.

The Arkley's Morganesque looks were not loved by all but over 900 kits and some fully built cars were produced. Remember that this was in the 60s-70s era of English built 'special' kit cars based on various mass produced cars.

Although Australia did have some manufacturers of such 'specials' such as Bolwell, Elfin, and Purvis, the movement was much smaller numerically

than in the UK where home-built cars did not attract Purchase Tax. All early Lotus, TVR, Caterham, Ginetta, Tornado, Westfield, and many other cars were sold under this tax loophole. Life was so much simpler then when you had your Elan kit delivered on Saturday and the aim was to drive the completed car to the Pub on Sunday evening!

So, please look at the Indices of Magazines we have on the Library Webpage and delve into this huge resource. I am still building indices of old magazines but it is a huge task.

MGCC Geelong Club History

Another aspect of 'librarianship' is that a small group of us is collating some of our archive material with the aim of writing a definitive Club History.

If any of you have information relevant to this project, please give it to Ted Heriot or myself. I'm sure there is a lot of info buried in various boxes around our older Members' houses.



From the Library

David Hoskins - Librarian December 2016



The Arab Coffee Bar at Lorne was a mecca for the MGs and Triumphs favoured by the sons of Melbourne's elite. (LORNE HISTORICAL SOCIETY)

as Chadstone, and the change in the landscape as motorways and by-passes evolved.

One highlight on page 51 is the photo of our own John Gaylard's TC outside The Arab Coffee Bar in Lorne. I'm sure that John would be tickled to being referred to as one of the, "sons of Melbourne's elite."

I have not seen the following two items which are on order and may

More Magazines

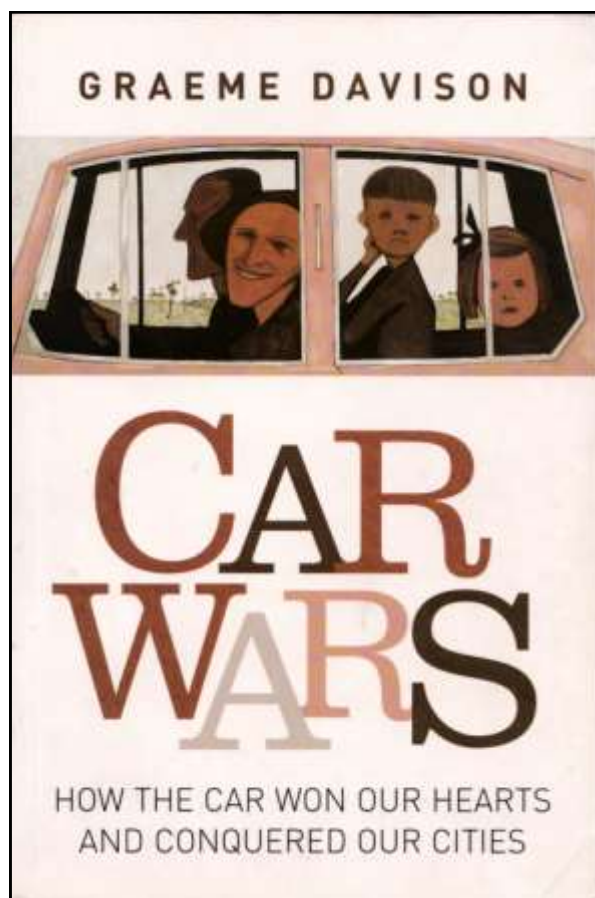
Herb Adler brought in a box of magazines from his Men's Shed friend Don Everett. Amongst these were quite a few which we did not have and have filled some more holes in our collection.

Donation from Ted Heriot

G125 - Car Wars, How the Car Won Our Hearts and Conquered Our Cities, Graeme Davison, Allen & Unwin, 2004

Car Wars, written by a leading urban historian, recounts the effect the motor car has had on Australian, and particularly Melbourne, society.

Davison reflects on the new mobility that people had, the catalyst to the sexual revolution as young couples had somewhere to go in private, the shift in shopping habits to the new malls such



not arrive in time for December's Library opening hours, so the reviews are from the advertisers.

M18 - Sprite and Midget Past and Present, Terry Horler

Terry Horler is an acknowledged expert on Sprites and Midgets with a comprehensive knowledge of the history of these compact and entertaining sports cars.

'Sprite and Midget' is a 96 page soft cover volume which provides a clear overview of the evolution of the Spridget range from the ground breaking Austin Healey Bugeye Sprite to the last of the line 1500 MG Midget. The book is illustrated with a collection of high quality detailed colour photographs which reflect the changes in design of the various models.

This book provides an ideal guide for anyone contemplating the purchase of an MG Midget or an Austin Healey Sprite and one chapter is devoted to providing advice about what to look for and the pleasures and pitfalls of buying a classic Spridget. In particular Terry recommends careful research, making a thorough examination of prospective

purchases and the importance of appreciating the costs and complexities of restoration.

The Spridget range provided affordable sports car motoring and created a new market among young aspiring drivers. Perhaps nowadays, as they have become classics, the cars are more likely to appeal to a more mature owner but they remain a very practical option for those who want to enjoy maximum classic driving fun for a modest outlay.

A16 - The MGA Owner's Heritage Pack, MGCC MGA Register

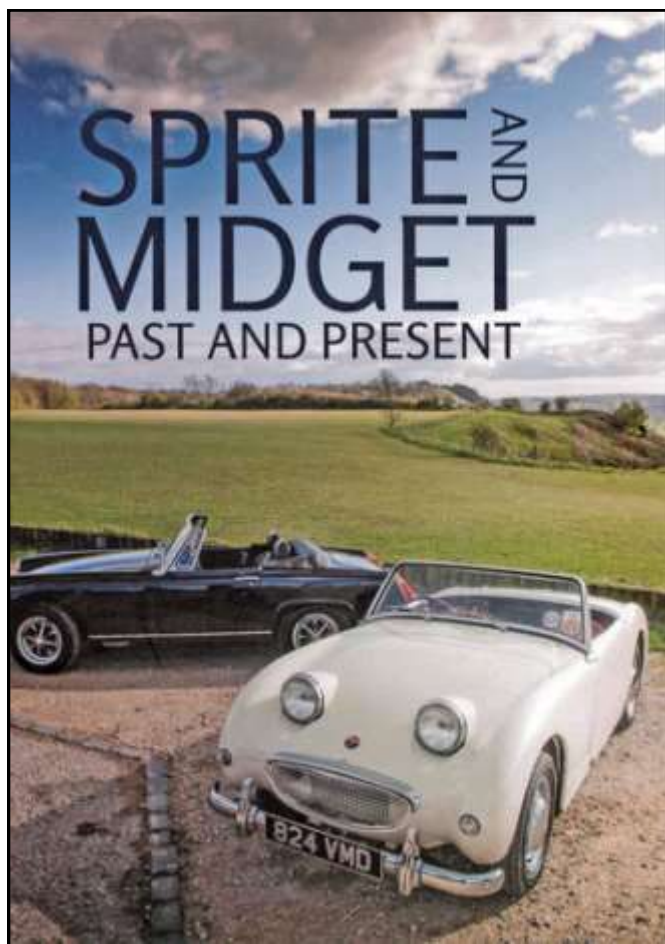
When new, every MGA came with a package of information and data about the car which was issued to the buyer at the point of sale.

The MGA Register of the MG Car Club has just reproduced this set of six documents and we have ordered one copy.

The folder includes:-

- Earls Court price list 1958
- MG Warranty Certificate
- Owner's Operation Manual
- MGA Service Voucher Book
- Schedule of Repair Charges
- MGA 1500 and 1600 Special Tuning Manual

If I owned an MGA I should order a copy - see page 86 of 'Safety Fast' October 2016 for ordering details.



From the Library

David Hoskins - Librarian February 2017

Donations from Marian Hill

T7/2 - MG Midget TD-TF Workshop Manual, The MG Car Company Ltd, 99184-3/56

BB18 - MG TF 1953 - 1955, Brooklands Books

Marian Hill has donated late Member Graham's TF Workshop Manual and Brooklands Road Test Reprint, plus a couple of needed copies of MG Enthusiast magazine.



Graham is pictured showing his lovely black TF to prospective purchaser, my late friend Graeme Johnstone.

MG Owners Club - Enjoying MG Magazine

Our Club is a Member of the commercially operated MG Owners Club. The MGOC sells a range of Regalia, Spares, and Accessories. We have their catalogues and Nigel Lang is our local agent for these products.

The MGOC website contains many interesting items. If you are a Member and can login, there is a large archive

of technical articles - 103 items on MGB alone. I am a Member in my own name and can access these if required.

T21 - The 'T' Series MG Handbook, The New England MG 'T' Register



There are two T-Type 'bibles', Mike Sherrell's 'TCs Forever', and this one. This new acquisition is the updated 2009 version of the 1986 edition (T4) which we have had for many years.

The New England MG 'T' Register publishes their magazine, 'The Sacred Octagon' bi-monthly. It contains many technical articles and these have been collected into this book.



Brique Reed

I sometimes reflect on the users of the Club Library. I can summarise the Library users as a relatively small number of Members who use the Library regularly, those in need of specific information from Workshop Manuals etc., and newcomers to the MG marque seeking background information.

One of my 'regulars' was Brian 'Brique' Reed and his passing will be a sad loss to our Club. Brique was always interested in the few pre-war books we have as historic racing was one of his passions.

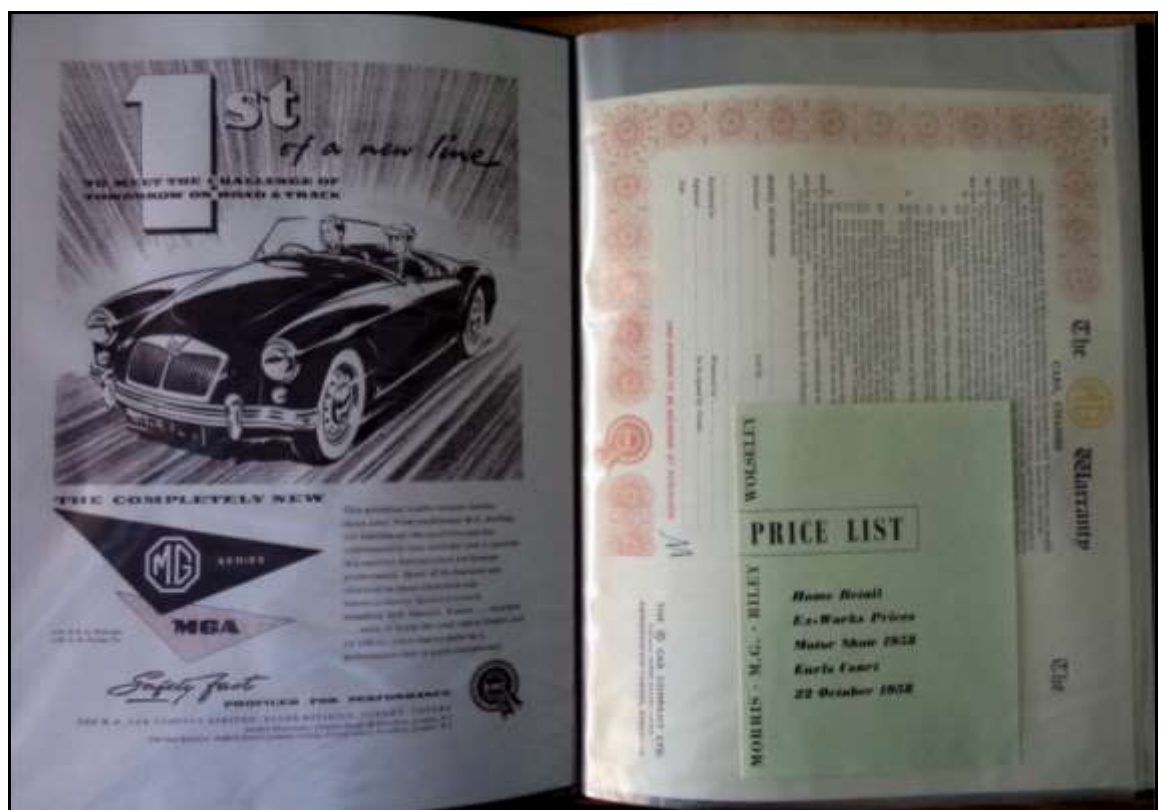
He was also that rarity these days, a real 'gent.' I shall miss his quiet presence.



A16

The MGA Owner's Heritage Pack

This folder of facsimiles of the information pack given to new MGA owners, reported on in December's Library notes, has now arrived and should be borrowed by all keen MGA owners.



From the Library

David Hoskins - Librarian March 2017

Donation from Doug Sherman and Peter Yorke

MG Octagon Car Club Bulletin

As TC owners and restorers, Doug and Peter have been subscribing to this magazine for many years and have donated their collection to our Library. The 121 copies of the Bulletin brings our total magazine collection up to 3023 items, so thanks to all Members who have donated in the past few years.

The MG Octagon Car Club is based in England and caters for pre 1956 M.G.s, that is, anything earlier than the MGA - the 'Square Riggers.'

Due to their numerical supremacy the bulk of the Club's activities concern the T-Types, TA to TF, but articles also crop up about pre-war cars.

Typical owners of these cars work on them themselves so many technical articles are included. Picking one at random, there is a nice 2-pager on 'Restoring an original rev-counter reduction gearbox,' as fitted to TCs, in the September 2011 edition.

I would urge anyone with an interest in these older cars to borrow the mags and browse at their leisure.



Latest Magazines

Highlights from the Feb 2017 '**MG Enthusiast**' include a discussion on the latest products coming out of MG in China. The question is posed as to whether the focus on a range of hatchbacks and SUVs makes sense or whether the time is ripe for a new Sports Car from MG/SAIC.

The January 2017 '**Enjoying MG**' has a 9-pager on the MG YB Saloon, including some nice photos of an immaculate Sun Bronze (silver) car.

All items of on-going significance are listed in the document accessed from the 'Latest Magazine Indexes' link on



MG Octagon Car Club Bulletin	MG Octagon Car Club Bulletin	MG Octagon Car Club Bulletin	MG Octagon Car Club Bulletin	MG Octagon Car Club Bulletin	MG Octagon Car Club Bulletin	MG Octagon Car Club Bulletin	MG Octagon Car Club Bulletin	MG Octagon Car Club Bulletin	MG Octagon Car Club Bulletin
1995 - 2006	2006 - 2007	2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012	2012 - 2014	2014 - 2015	2015 - 2016

the Library page in our Website.

We do not regularly subscribe to the commercially produced '**Octane**' magazine but have 84 copies on our shelves. The December 2016 issue contains an interesting article on the state of the Classic Car movement in the UK.

In Australia we have the AOMC (Association of Motor Clubs Inc. Victoria), of which we are a member and which represents our movement to bodies such as State Governments on topics like the Club Permit System and roadworthiness requirements.

The equivalent body in the UK is the FBHVC (Federation of British Historic Vehicle Clubs) and they have been very concerned about the impact of possible EU legislation restricting the use of classic cars and bikes. Hopefully, since Brexit, their worries have now evaporated but they have conducted several surveys to demonstrate just how important the Historic (pre-1985) Car movement is and the results are amazing.

In 2016, over 500,000 people in the UK owned 1,039,950 registered Historic vehicles (cars, trucks, and bikes) and spent £5,000,000,000 (yes, **£5 billion** or \$8,280,000,000 Australian) on car related activities! The associated businesses employed 34,900 people and exports (to folks such as we colonials who buy from Moss, MGOC, etc) amounted to £662,000,000 or \$1,096,000,000 Oz.

Of particular interest to our Members is the fact that of the 512,499 registered cars,

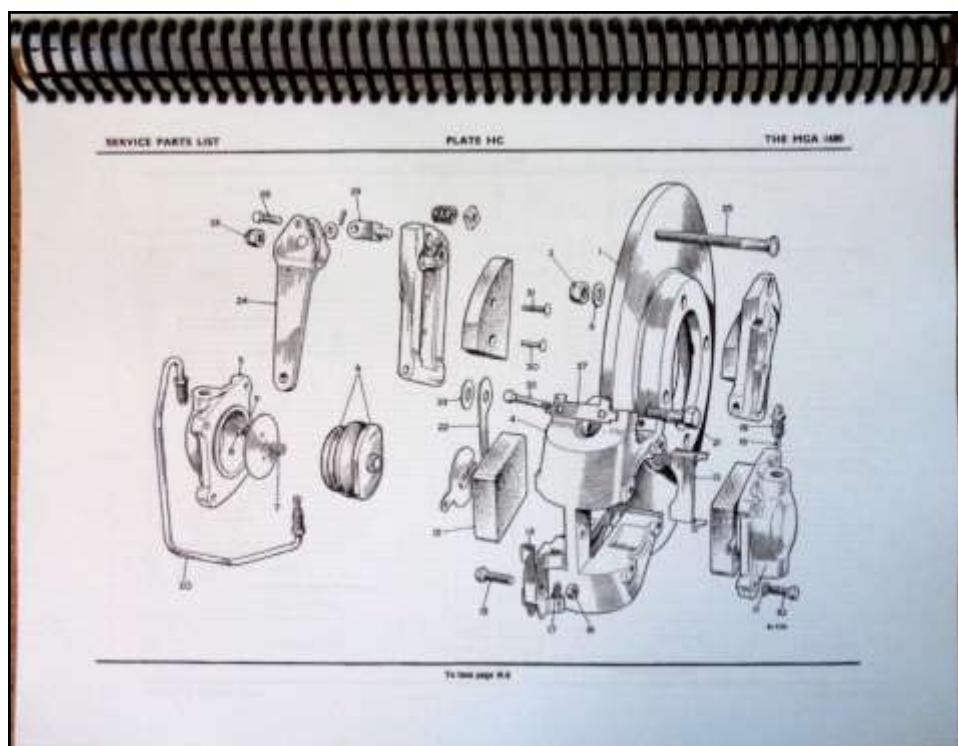
6% were MGs, followed by Ford at 5% and Triumph, Land Rover, Austin, and Morris at 4% each.

The scale of the Classic Car movement in Australia is obviously much smaller than these figures but I would think that, proportionally, we account for an even higher percentage of voters - and Governments had better treat our hobby well and not impose punitive legislation on the use of our old cars or else the grey army will rise up and revolt.

A17 - BMC MGA 1600 Service Parts Catalogue

Nick Wood organised a copy of this catalogue, which is massive and contains details of every part of an MGA.

Although this is the official works parts list, we do have supplier catalogues for most common MGs, showing similar, useful, exploded diagrams of all the components.



From the Library

David Hoskins - Librarian October 2011 / April 2017

Donations from Gordon Reynolds

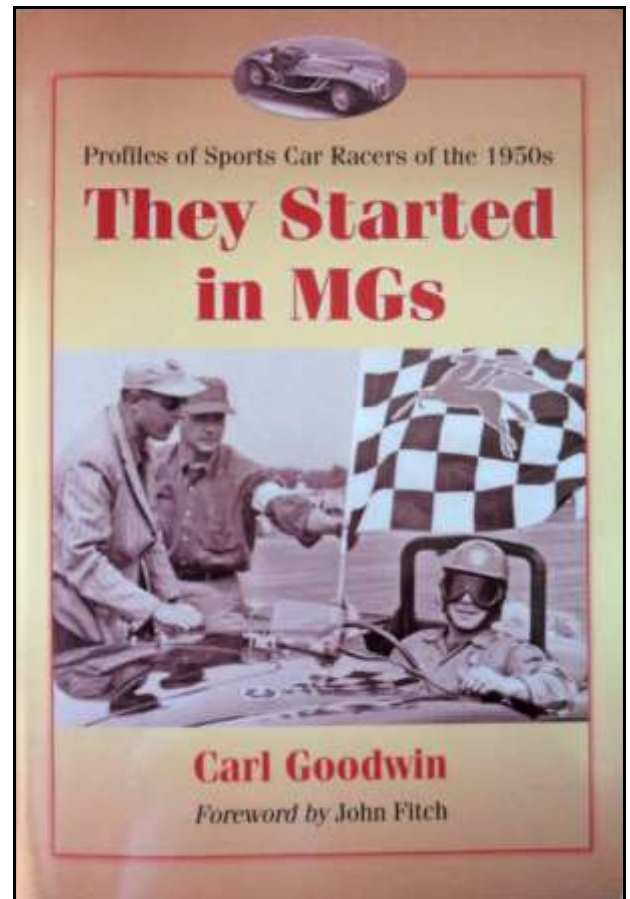
X103 - Profiles of Sports Car Racers of the 1950s - They Started in MGs, Carl Goodwin, McFarland and Co., 2011

This is an intriguing book consisting of a few pages about each of eighty or so American racing people and the odd celebrity and author, who at one time drove MGs competitively early in their careers.

Many of the names will be unknown to us but we should all recognise S.H. 'Wacky' Arnolt (Arnolt MG TD Coupé and Arnolt Bristol), Briggs Cunningham (Americas Cup sailing winner, team entrant and driver at Le Mans in his own Cunninghams and Jaguars), Richie Ginther (team mate to Graham Hill in BRM), Phil Hill (F1 World Champion), Karl Ludvigsen (multi author of great books on modern classic cars and engines), Henry Manney III (Road & Track journalist and photographer), Steve McQueen (you all know him), Ken Miles (driver and key figure behind GT350 Shelby Mustang, Cobra, Tiger, GT40), Bill Milliken (Engineer and author of papers on suspension theory), Al Moss (Moss car parts), and Carroll Shelby (chicken farmer and legend).

Not a cover-to-cover read but good to dip into.

Wheelspin, the



monthly magazine of the MGCC Victoria, is now in its 54th year of publication. Ted Heriot brought in a few old copies and I reproduce here a photo from the very first edition in 1960, showing a couple of young chaps who are still very active to-day.

On the left is Fritz Norden and, looking very cool in shades and with a casual stance, is young Edward Heriot, our own 'Ted.'

An interesting comment on one of our books in a review in 'Safety Fast' February 2017. The reviewer says of this book, **B12, Your Expert Guide to MGB & MGB GT by Roger Williams**, "I wish this book had been available when I owned a 'B' as it is such a helpful and well-written manual and in my opinion a *must-have* for all 'B' owners."

Donation via Bernard Gebbie

Old TC Photos

A friend of Bernie's gave these photos for our collection. I have scanned and edited them a little as they were badly faded. I include them here as it fairly bizarre to find a pic of an old TC with a VIC registration number of '34.' The numberplate (or the right to display it if we are pedantic) would now be worth around \$200,000.

I remember seeing an old Toyota Celica around Barwon Heads in the late 70s - VIC registration '7.' The car was probably worth about \$2,000 and the numberplate at least \$2million to-day!

Speaking of Formula 1 (wasn't I?) I came across this photo of Mark Webber in the drivers' parade before the 2013 Singapore Grand Prix



- in a TC! (is it me or do I see a T-Type theme creeping into my ramblings.....)



From the Library

David Hoskins - Librarian May 2017

Magazine Donations by John Wilmot and Neil Millman

Sacred Octagon Magazine

'Jockey' John found another couple of copies of the 'Sacred Octagon' magazine. Extracts from this magazine were published in **T21 - The 'T' Series MG Handbook, The New England MG 'T' Register** which was reviewed in the February 2017 G-Torque.

Neil Millman filled a couple of holes in our **MG Enthusiast** collection. Thanks for these and if anyone has any more copies of our mainstream magazines, your Library would welcome them!

Librarian's Ramblings

There are no new acquisitions to the Library this month, so I thought I would digress (more than usual).....

Have you ever done the exercise of asking yourself, "which 10 people who you have admired and who have had an influence on your life would I invite to dinner?" I would have to ignore the fact that half of them are no longer alive so actually getting them together would entail a certain amount of time travel, which may not actually be possi-

ble! I would love to be the fly on the wall and listen to their conversations :-

Sir Frederick Henry Royce (Rolls-Royce cars and aero engines, make 'em right)

Henry Ford (make 'em cheap)

Colin Chapman (make 'em great - with other people's money)

Ettore Bugatti (make 'em exactly how YOU want and ignore the cost)

Roger Clark (UK Rally Champion, works Escort driver)

Jim Clark (twice F1 World Champion and Lotus Cortina peddler)

Sir Stirling Moss (Racer of anything on 4 wheels, lost World F1 Championship by 1/2 point to Mike Hawthorn)

Cecil Kimber (Morris Sports specials and Founder of the MG Marque)

John Thornley (carried on Kimber's work and hugely increased production)

Jay Leno (comedian, actor, chat show host and car enthusiast, massive car collection)

Roger Clark, one of my early motoring idols who I did meet once at MIRA, **Sir**



Clark and Clark, Roger and Jim



Stirling Moss and **Jim Clark** could compare the worlds of Formula 1 with rallying, 400 horsepower on tarmac versus 250 horsepower on gravel.

I think the two Henries, **Royce** and **Ford**, could have a great discussion on their alternative product strategies, both world leaders in their field but financially aimed at opposite ends of the market. Affordable cars in millions for the masses versus small numbers of beautifully built cars for the wealthy.

Chapman and **Bugatti** both made seminal sports cars, light, powerful, and nimble. Their design approaches were somewhat similar in their different eras. They also both achieved major successes in racing their cars and both were 'lords' of their respective kingdoms - no design by committees there!

Thornley and **Kimber** would contemplate the possible future of the MG Car Company, had not Leonard Lord

stepped in when Morris and Austin amalgamated or had not John Moore-Brabazon fired Kimber for being too entrepreneurial in securing aircraft contracts for his workers during WW II.

Jay Leno is an interesting person. Having made a fortune hosting NBC's 'The Tonight Show.' He is an avid collector of anything with a motor and has just under 300 cars and bikes in 'Jay Leno's Garage,' the subject of his current TV show. Jay employs a staff of mechanics to look after this huge collection, but also likes to get his hands dirty, loves weird and wonderful devices, is fascinated by motoring history, and has had some great 'specials' created. For more on Jay go to:-
<http://www.nbc.com/jay-lenos-garage>

From the Library

David Hoskins - Librarian June 2017

Rotation

By the time this is published, we hope to have relocated the Library into the old Stay Upright room. Apart from being mirror-imaged, everything will stay the same except that we shall now be at the back of the meeting room, away from the coffee queue, and hopefully shall be a little more accessible when the main room is crowded.

Donations by Andrew Mason

Andrew dug up a few more copies of MG Enthusiast magazine which we did not have, thanks Andrew.

Once again I should encourage everyone with an interest in MGs and their history to take a box of these old magazines home to browse and also to give us any copies which they have at home and do not want any more - we are steadily building up complete sets of the key magazines.

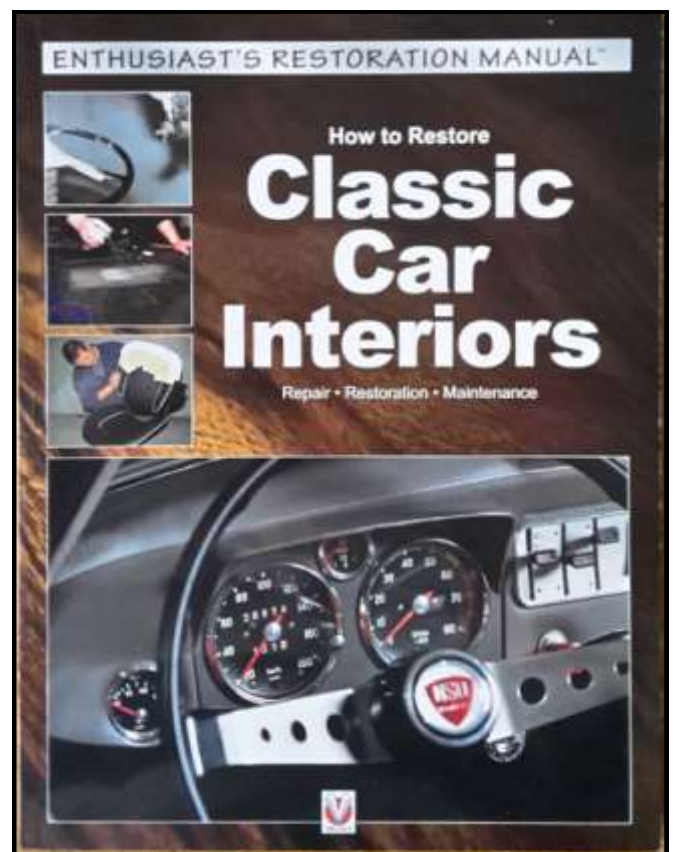
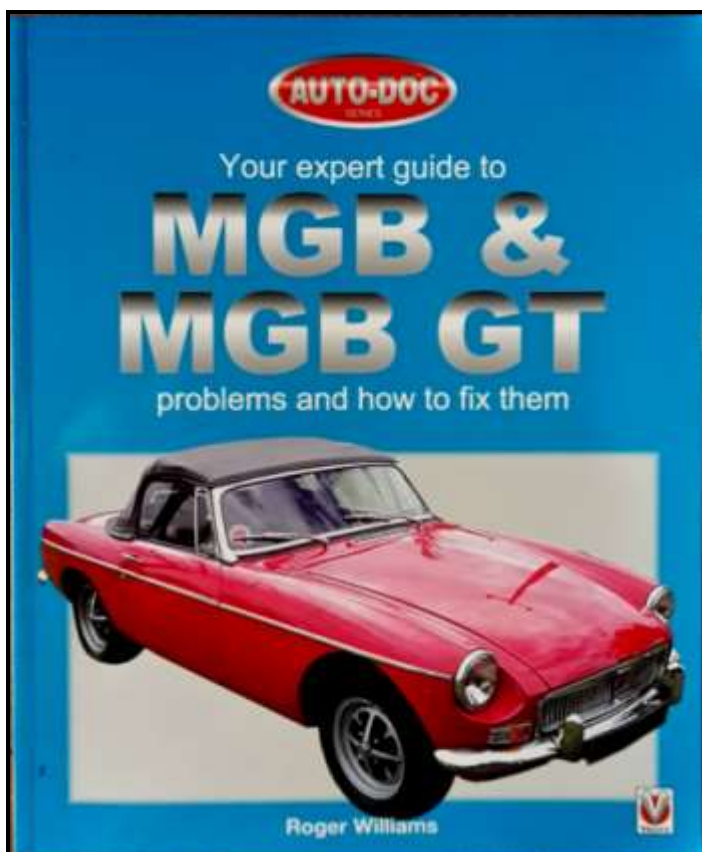
B12/2 - Your Expert Guide to MGB & MGB GT problems and how to fix them, Roger Williams

Seeing this in Autobookworld in Sydney, I grabbed it for our Library. I consider this to be **THE BEST** book on sorting out problems with your MGB & GT. We already have one copy but, as we have many members working on their own MGBs, a second copy was a must.

Unlike the various workshop manuals, which are really reference books, this approaches problems from the viewpoint of, "here is a problem with your car, now this is how to determine the cause and this is how you fix it."

I have a copy at home and regard this as an essential buy for any B owner.

G126 - How to Restore Classic



Car Interiors (Enthusiasts Restoration Manual Series, Steinfurth, Veloce, 2017

Most of us can restore the oily bits of our MGs, some of us can weld thin metal, spray paint, and can restore a rusty body shell but the *bête noire* of any restorer is the interior trim and fittings. A poorly finished interior can spoil the appearance of an otherwise great car.

This book not only covers such areas as seats, carpets, and door trims but also has chapters on steering wheels, headliners, dashboards, classic radios, seatbelts, cleaning, moulding small parts and, to bring the story up to date, 3D printing of replacement parts.

There is a good chapter on instruments and, from personal experience, rebuilding a speedometer is not as scary as it seems. If you have a steady hand and good eyesight, fixing the typical speedo fault of a corroded and seized mainshaft is not rocket science and a logical approach, aided by a few good photos as in this book, can work wonders.

Personal Note

My hints about a growing TC presence

in Library articles have now come to fruition and, by the time this is published, we should be driving a super red 1948 TC (TC7204).

We went to Ocean View in Queensland to buy the red car from Julian and Di Beville-Anderson. Coincidentally, Julian was a member of Geelong in the mid-70s and was also sent by a Sydney friend to drive Ted Heriot's black TC last year when his friend was away on a cruise. Small world isn't it?

Having just bought the red TC on 16 inch wheels, we were near Gosford in a shop specialising in diecast models, and found a print on steel of one of Mike Harbar's drawings - of a red TC on 16 inch wheels - serendipity!

I'll remind you of my friend Mike's excellent MG drawings, prints from which he can reproduce with your car's wheels, colour, and numberplate, for a very reasonable Cost. See <https://classiclinesartist.com/>

Neville Davis, who owns diecast4u in Gosford, also has an original MGB steering wheel for sale.



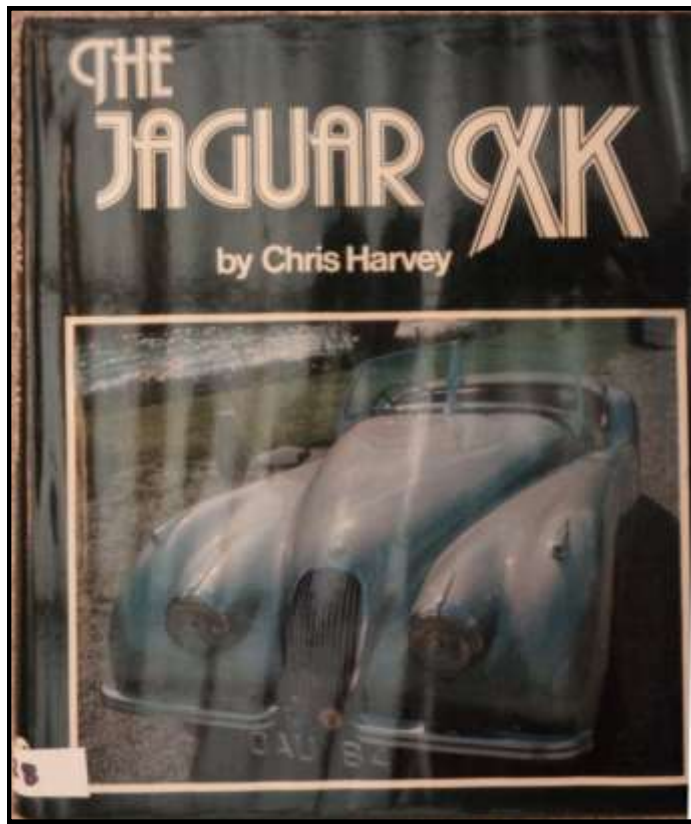
From the Library

David Hoskins - Librarian July 2017

Donations from Rob and Rhinda Hylands

Rob and Rhinda have just donated a large collection of books which I shall be introducing in the next month or two.

G128 - The Jaguar XK, Chris Harvey, Oxford Illustrated Press, 1978



The great story of the Jaguar XK twin overhead camshaft six cylinder engine, dreamt up by William Lyons, Bill Heynes, Claude Baily, and Wally Hassan while fire-watching during WW II. After the War they wanted to build a car to take their new powerplant and, as the new large saloon was taking too long to reach production, William Lyons decided to build a car to show off their engine and the result was the gorgeous XK120. Super story, good read.

G129 - Lucas Quality Equip-

ment Test Data SB.222, Joseph Lucas, 1949

Not a bedtime read, but an interesting reference for anyone getting seriously into their Lucas components.

G130 - Morris Minor 1948 - 1980, Collection No.1, R.M.Clarke, Brooklands Books

Yet another of the 200 or so Brooklands Books reprints of period road tests and articles, this one about the car everybody loves, the Morris Minor. I have not had a Minor in my life, which has been a sad omission

G131 - Peter Wherrett's A Century of the Motor Car, Peter Wherrett, Auto Industry Marketing Services, 2000

I spent half a day with Peter at the Ford Proving Ground. He was an interesting, and somewhat odd character, but was passionate about the history of the car and produced the popular TV series 'Torque' back in the 80s.

G132 - Mini-Moke Parts Catalogue PUB1029, Leyland Australia,

The official Parts Book for the Moke, always possible that our members may have one and we do have one Morkhana competitor.

G133 - Rolls Royce, Colour Library Books, 1984

A cheap little book but littered with nice photos and not much text.

G134 - Riley 1.5, Wolseley

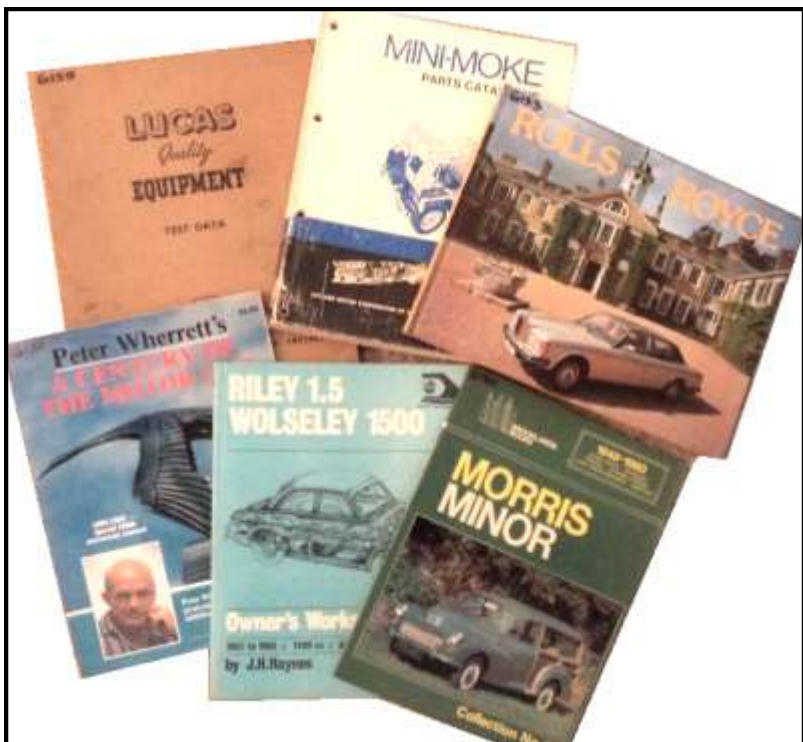
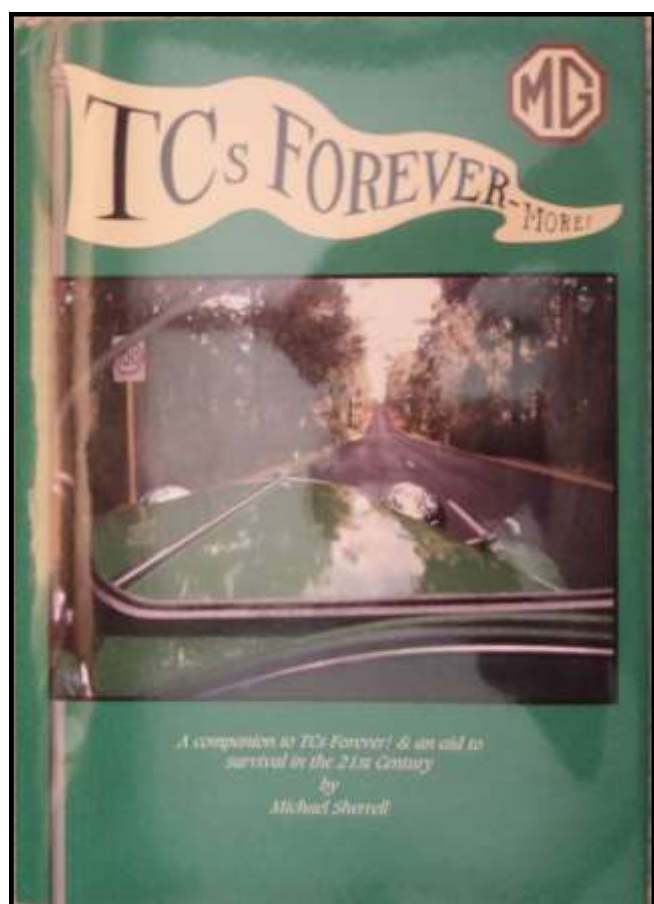
1500, Owner's Workshop Manual, 1957 to 1965, J.R.S.Hall, Haynes,

A Haynes Workshop Manual for one of our kindred Marques, the Riley and Wolseley cars were essentially rebodied Morris Minors with MGA power-trains - wouldn't it be fun to fit an 1800 'B engine and overdrive gear-box into one?

T22 - TCs Forever More!, Mike Sherrell, MS & Mike's Garages, 2017

The author of 'The Bible' on TC MGs, Mike Sherrell, has at last produced the sequel to 'TCs Forever!' If any TC owner wants to buy this, they must also buy the original book as this does not stand alone, but is written as a supplement to 'TCs Forever!'

Mike's new book follows a similar format to the original, adding information on history and restoration on each area of the cars chapter by chapter.



Mike also adds a chapter on TC restorations he has carried out, with brief profiles of each car including our own Killa's TC1918 and TC8964 which was on my short list of 3 TCs to consider for purchase.

Odd Thought

Browsing through our book **X83** on four cylinder MGs I came across an interesting paragraph written by Alan Coren (writer, journalist, one time Editor of Punch magazine, and old-boy of the primary school I attended).

We often comment on the use of the phrase '**girt by sea**' in our National Anthem and the fact that the word '**girt**' does not appear anywhere else. However, here is Alan Coren using that word again, "...everything I have said about sports cars applies emphatically to the MG. It is an evocative and haunting name, **girt** with romance and nostalgia....." So there, it wasn't just invented for our Anthem!

From the Library

David Hoskins - Librarian August 2017

Delinquent Borrowers

Just a gentle reminder that book loans should be for 1 month. If anyone cannot return their loan within this period this is not generally a problem but I should appreciate a phone call or email. For

those in the midst of a restoration project, I may approve an extended loan if the book involved (usually a workshop manual) is one of our duplicate copies.

So, after that lecture, will the borrowers of the **twenty two** books which have been out in excess of **four months**, please return them or discuss an extension before I have to start chasing up individuals.

Donation from Russell Bates

24 copies of Classic and Sports Car Magazine

Russell Bate is a mate of John Roker's who owns the ex-Peter Sellers Rolls-Royce Mulliner 2-door coupé which I was privileged to drive a year or so ago. Russ has passed on 25 'Classic and Sports Car' magazines for us and these do contain some MG nuggets:-

October 2013 Abingdon's Dynamic Duo - MG J4 compared with K3 p124-131

December 2015 Abingdon's Magnificent Aristocrat - the Earl Howe Mille Miglia K3 p110-117

July 2016 The Sports Car That Could Have Saved MG - EX234 p202-209

December 2016 The Right Stuff - MG TA versus Morgan 4/4 p128-135

These magazine articles are really worth reading, generally a two-page photo spread with 4-5 pages of history and comment.

G127 - Automotive Detailing in Detail : A Guide to Enhancing, Renovating and Maintaining Your Vehicle's Appearance, 2017

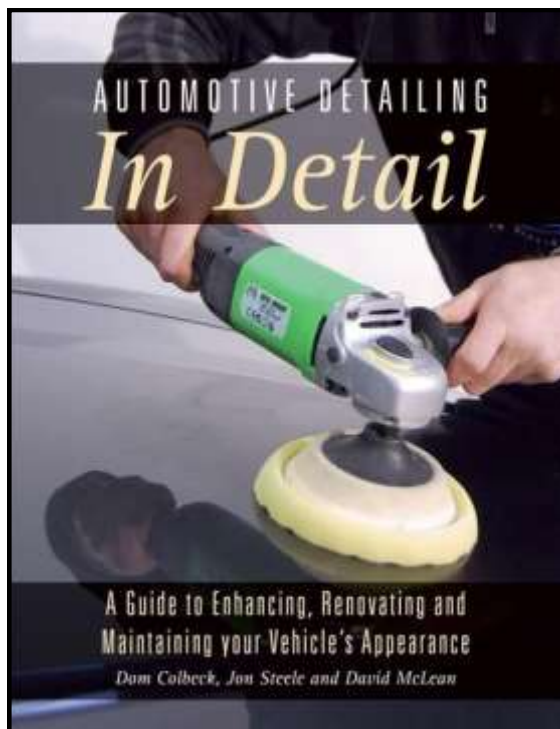
As someone who is not an avid car polisher, I was amazed that anyone could write 272 pages on this topic! The first 170 pages just cover exterior paintwork with all the various materials and techniques explained in great detail.

There is a fairly short section on underbody and engine bay cleaning, which I find particularly hard to do, and interior trim and wheels & tyres are also covered.

The half page on cleaning wire wheels I found very disappointing as it appears that there is no easy solution other than 2 hours **per wheel** with cloth covered fingers and tooth brushes!

If you like cleaning and polishing, this is the book for you!

More Donations from Rob and



Rhinda Hylands

Yet another collection from the archives of Rob and Rhinda. I debated whether to find shelf space for these non-MG titles but we do have the odd Jaguar owner amongst us and the 1800 has relevance to the MGB engine. In fact, some MGBs are fitted with 1800 transverse engines which are slightly different from the proper B engine.

G135 - XJ6, Sovereign, 1968-78 Owners Workshop Manual, Auto-books

G136 - Jaguar Service Manual for All Models 1946-1948, Jaguar Cars Ltd.,

G137 - Jaguar 3.4 and 3.8 'S' Models Service Manual, Jaguar Cars Ltd.,

G138 - Spare Parts Catalogue for Jaguar 'S' Type, Jaguar Cars Ltd., Spares Division, 1970

G139 - 1800 Mk.I & Mk. II Workshop Manual, Leyland Motor Corporation of Australia Ltd., 1976

G140 - British Repair Manual Cars Trucks Volume II, Scientific Magazines Publishing Co., NSW, 1947

G141 - British Repair Manual Cars Trucks Volume III, Scientific Magazines Publishing Co., NSW, 1947

The titles of these manuals are self-explanatory as they are all reference manuals and, having fairly plain covers, do not warrant individual photographs.

More from Rob & Rhinda next month!

Donations from David Brett and Peter Yorke

X104 - The M.G. Companion, Kenneth Ulliyett, Stanley Paul, 1960

Published in 1960 with a foreword by Capt. Eyston, this is a little book which attempts to give snippets of MG history, talks about Kimber and Thornley, Competition successes, and even how to

'soup up' your MG! As a general introduction to the Marque up to the MGA, this is a good summary with some nice photographs - slightly dated but recommended.

The next two are duplicates which will add to our backstocks.

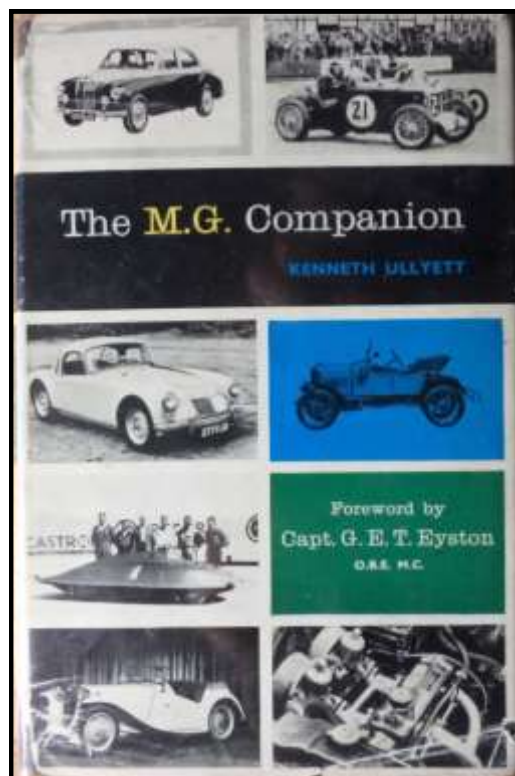
X1/4 - Great Marques MG, Chris Harvey

X23/2 - The MGA, MGB, MGC - A Collector's guide, Gra-

ham Robson, MRP, 1977
New to MGs?

I should like to remind any new members, particularly those who are new to the MG Marque, that I have compiled a "Librarian's Selection of key books to read for an introduction to the MG Marque and the MG Car Club."

This is available from our website, or in hard copy from the Library.



From the Library

David Hoskins - Librarian September 2017

G-Torque Editor

Our long-suffering Editor Lance Yenik has temporarily deserted the ship for some well earned R&R in the UK so you, dear readers, are going to have to suffer my amateur efforts at producing the magazine for the next two months. I implore anyone writing items for G-Torque to please get them in to me as soon as possible.

BMC Experience Magazine



Many of us have enjoyed Craig Watson's quarterly magazine on all things BMC-Leyland-Australia. Unfortunately, due to a combination of circumstances, 'Watto' has had to pull the plug on his magnificent production after 22 editions plus 29 editions of his original 'The Mini Experience'.

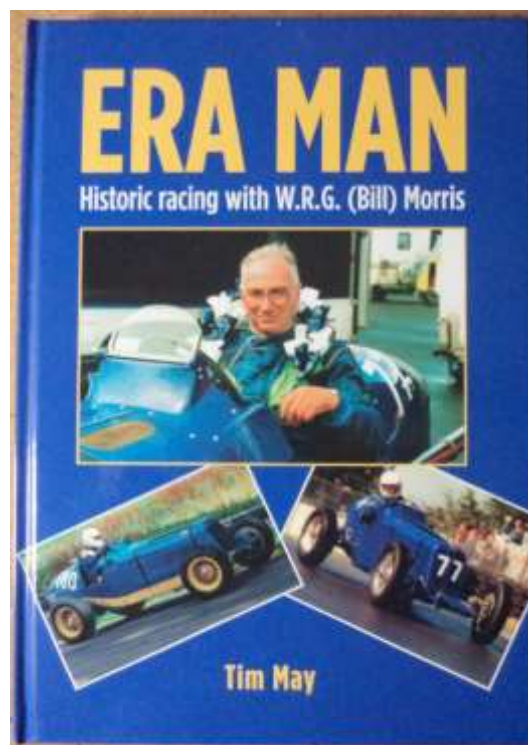
Craig will not disappear totally as he is going to concentrate on writing books

on the various histories of BMC- Leyland Marques in Australia and he is still selling motoring books and DVDs from home.

Donations from Max Richards, David Brett, and Jim McDonald

Max Richards and David Brett dug out a few copies of G-Torques and other magazines containing a collection of special articles.

G142 - ERA Man, Historic racing with W.R.G. (Bill) Morris, Tim May, Morris Publications, 2011



Those with memories of the soaking wet Geelong Speed Trials in 1995 may remember the appearance of the ex-Prince Bira blue and yellow (Siam's racing colours) ERA which, on its narrow tyres was quicker on the day than many of the moderns as they slipped

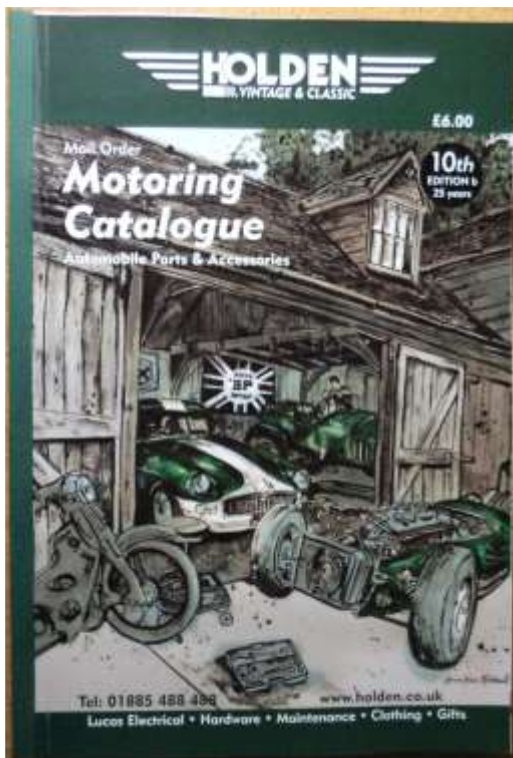
and slid down the course.

The ERA was driven by Duncan Ricketts but the car was owned by Bill Morris, a renowned competitor in ERAs over many years and a friend of our own Jim McDonald.

Jim has presented us with this lovely chronicle of Bill Morris' ERAs, the iconic Riley based English racing car of the thirties, some of which were still giving a good account of themselves into the fifties and nearly all are still raced in historic events to-day. Of the 17 ERAs built, 16 still survive (or as one wag put it, "Of the 17 ERAs built, 21 still race to-day.")

A beautifully produced book.

X105 - Holden Vintage & Classic Motoring Catalogue, 10th Edition, Holden UK



This Holden parts catalogue (nothing to do with our Aussie Holden but the business run in England by Jeremy Holden) is a mine of useful Classic car parts.

Starting from stocking Lucas and asso-

ciated electrical parts 25 years ago, the 432 page catalogue now lists a myriad of non-Marque specific items such as lighting components, hard to find body hardware, seat belts, switches, mirrors, gauges, classic stopwatches, clothing, books, sports bucket seats, and a thousand other items.

If you need a steering wheel mounted hand throttle control for your Morgan or a lift-the-dot, Tenax, Durable Dot, or Dzus fastener, this is the place to look.

WARNING, this book is a serious wealth hazard!

The Library



We are now installed in the new Library room and I should like to thank all those who contributed to the move and made the transition as painless as possible. For those who have not seen it, please come and say hello and don't forget the Library afternoon opening from 2:30 to 4:30pm on the THIRD Tuesday of each month.

Also thanks to Rob Woodfull for standing in for me for the last two months while Anna and I were away on holiday.

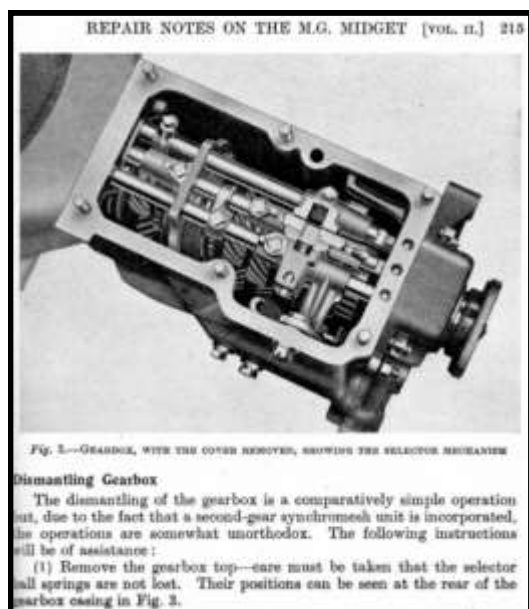
From the Library

David Hoskins - Librarian October 2017

Donation by John Gaylard

G143, G144, G145 - Motor Repair and Overhauling Vol II, III, Data Sheets, George Newnes Ltd., 1949

John has given us 3 of the 5 volumes of this general mechanics' reference set which covers everything from Alvis to Vauxhall plus commercial vehicles from Atkinson to Thornycroft up to 1949.



Of special interest to us are the few pages on MGs (Vol. II page 210 and Vol. III page 334.)

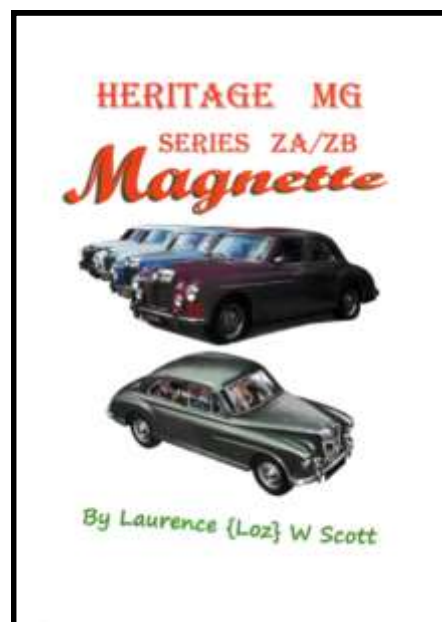
The set also includes a volume of data sheets and includes MG Midget (Sheet 19) and MG 1¼, 1½, and 2½ litre (Sheet 20). Sheet 44 covers tuning SU Carburettors.

These are necessarily brief as they cover a huge range of models in a few volumes, but it is interesting to see what literature mechanics would have had at their disposal in the late 40s.

(Having said that, the factory TC Instruction Manual which came with the car covered much more detail of overhauling various components than Drivers Manuals do today)

Z10 - Heritage MG Series ZA/ZB Midgette, Laurence (Loz) Scott, Scott, 2017

Loz Scott published his first book based



on his restoration of a ZB Midgette in 2011 (Z1 - Delving into the MG ZA/ZB Midgette). This well produced tome, in 129 pages, adds more information on this model and includes potted restoration histories of seven other Midgettes.

Loz also includes accounts of various Club activities, component suppliers, and the various Dealer and Assembly Plaques to aid in identification of any Midgette.

A worthwhile read and, if you are a Midgette owner and want a copy, contact our Loz on Mob. 0432 515 465

Don Kinsey AM, Barry Sidery-Smith, and Dick Knudson

As we all get older, the inevitable sad news keeps cropping up. We have just lost Don Kinsey OAM, the local com-



mentating voice of many Historic Racing events including the Australian GP Historic Parade, Rob Roy Hillclimb, Geelong Speed Trials/Revival, and even the Torquay Car Show.

Don was also very active in various roles involving the Royal Children's Hospital and the Good Friday Appeal and was awarded a Medal of the Order of Australia for his charitable works.

Those who follow European Historic Racing will regret the death of Barry 'Sideways' Sidery-Smith who campaigned the ex-works Le Mans MGB, DRX 255 C, for many years. The proper works MGBs were clocked at 135mph down the Mulsanne Straight!



Barry also had a monthly page in 'MG Enthusiast' magazine reflecting on all things motor racing, his last column was in the Summer 2017 Edition of MGE.

We have on our shelves a couple of editions of '**The T Series Handbook**' (library catalogue T4 and T21) published by the New England MG 'T' Register. The Editor of this book, and Editor of the NEMGTR journal 'The Sa-



cred Octagon' for twenty years, was the Reverend Dr. Richard 'Dick' Knudson who died in early September, another passionate MG enthusiast who will be sadly missed.

Magazines

While I was away there has been an avalanche of Magazines containing some good, detailed articles. We seem to have temporarily lost our membership of the MGOC so the last copy of 'Enjoying MG' we have is April 2017 but we shall order back copies.

New Products

One of the items I find interesting in 'MG Enthusiast' and 'Enjoying MG' are the reviews of new products supporting our hobby. I shall be copying these pages and they will be in a folder in the Library for all to peruse.

From the Library

David Hoskins - Librarian November 2017

Donation to Youth Group

I recently bought some MG bits from a member, who wishes to remain anonymous, on the condition that the cash I paid be presented to our Youth Group. Thanks Mr. XYZ.

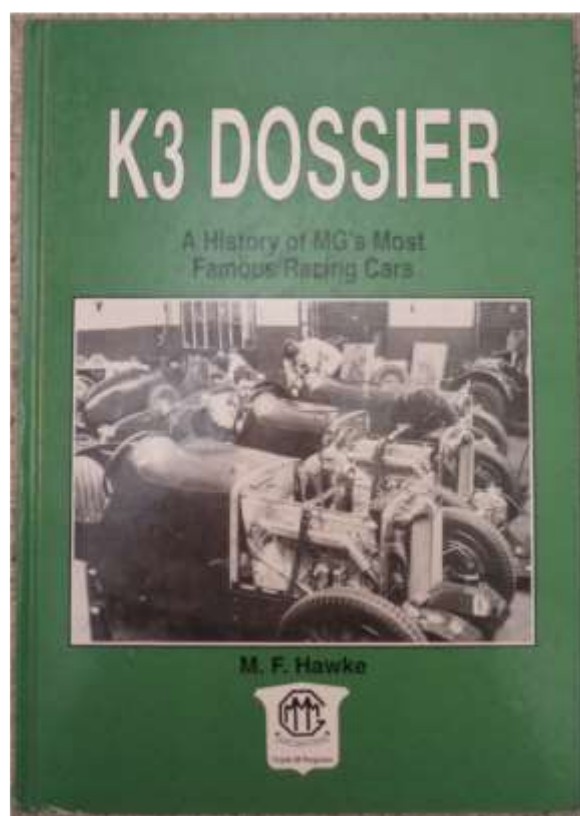
Librarian's Selection

Our Library now has 368 books, 70 VHS/DVDs, and 3,100 Magazines.

This growing collection can be somewhat confusing to new Members. To assist them in swotting up on the histories of the MG Marque and the MG Car Club I have compiled a suggested reading list of around 30 books and DVDs.

This is available on our website - go to the Library pages and click on the '**Librarian's Selection**' link.

Donations from Terry Egan



Young Terry has been clearing space in his study and has generously donated a lovely pile of books to our Library. Several of these are duplicates which will be kept in our backup stock, but some notable new additions are:-

7 - K3 Dossier, A History of MG's Most Famous Racing Cars, M.F.Hawke, Magna Press, 1992

Mike Hawke was Chairman of the MGCC, a leading light in the MMM Register, and owned K3007.

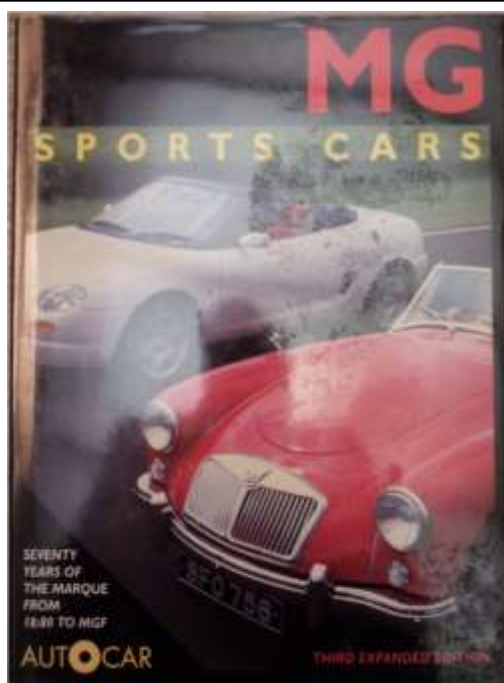
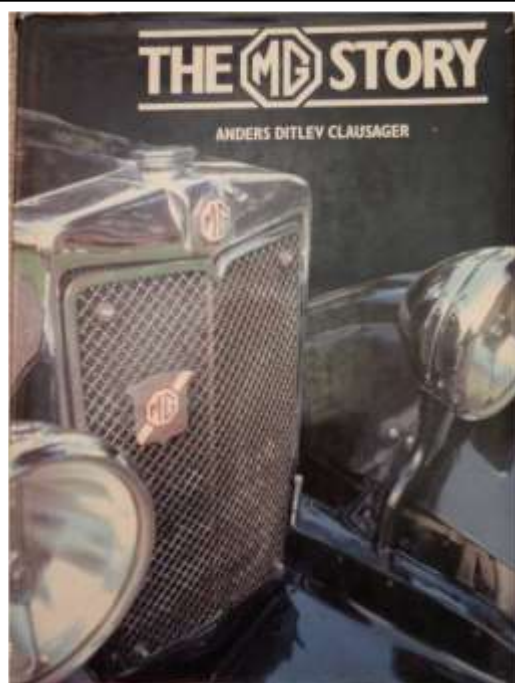
This is a very rare and valuable book which chronicles the history of all 33 K3 MGs up to the date of publication. There are only 6 copies of this book currently for sale worldwide so Terry's contribution is very significant and we must thank him for this special book - to be handled with kid gloves only!

K3030, owned by local John Gillett, scores two pages and the 18 year record breaking activities of K3023 (also known as EX135) driven by George Eyston and Goldie Gardner are chronicled - and that's a story in itself!

6 - The Pre-War MG Parts Catalogue, from M Type to TD, Barry Walker

T23 - NTG Services T&Y Type Parts Catalogue, 17th Edition, NTG Services, 1990

Both these parts catalogues are now out of date but they do illustrate details



of the early cars with clear parts photographs and some exploded diagrams.

X106 - The MG Collection, The Pre-War Models, Richard Monk, PSL with MGOC, 1994

I had not come across this book before and it is a terrific pictorial summary of all the pre-war MGs, written by Richard Monk of the MG Owners Club. Each model is illustrated with one two page photo and a page of close-ups, plus a one page summary of the history - recommended for anyone with an interest in the older cars. Literature on the pre-wars is, strangely, somewhat limited.

X107 - The MG Story, Anders Ditlev Clausager, Foulis/Haynes, 1982

Another general MG pictorial history book, but written by the highly regarded Clausager, author of many MG books including the 'Original' series, so the information contained should be accurate.

X108 - MG Sports Cars, Auto-

car, Bay View Books, 1997

This collection of reprints from the British Autocar magazine is a later edition of some other books in our collection, **X2**, **X82**, and **X83**. Updated, it includes articles about MGs from the 18/80 to the MGF, ironically it was printed in China! Autocar is the oldest motor magazine in the World, having been first published in 1895 when there were only six or seven cars in the UK, I suspect that the circulation was small!



From the Library

David Hoskins - Librarian December 2017

I have been pleasantly surprised by the many donations of items for the Library which we have received over the last year or two, so many thanks to all our contributors.

If you have anything even vaguely relevant which is cluttering up your shelves, I can probably find room for it in our revamped Library which will receive more shelf space shortly.

More Donations from Rob and Rhinda Hylands

I am gradually sorting through the big stack of books donated by Rob and Rhinda Hylands a couple of months ago.

D6 - 1100-1300 Workshop Manual, British Leyland (Austin-Morris) Ltd., AKD3615, 1972

O4 - Morris-Austin 1800 Mk I-Mk II Do-It-Yourself Workshop Manual, SP Manual Series No 66, 1977

O5 - 1800 Owners Workshop Manual Austin 1800, 18/85 1964-73, Kenneth Ball, Auto-book 790, 1973

O6 - BLMC 1800 & 18/85 1964 to 1972 Owners Workshop Manual, Haynes, 1971

O7 - Austin 1800 Series, Service Parts List, PUB 1015M, BMC P&A Division

Many of these are only of oblique rele-

vance to things MG but will be shelved in the 'O' (for Other) section. Austin 1800 manuals, for example, have details of the 'transverse' 1800 engines often used in MGBs. There will be even more obscure items added to our catalogue in the near future!

Magazines

It still amazes me that only a small, but regular, number of Members borrow our magazines. There is so much brilliant information within the pages of the major magazines to which we subscribe, 'MG Enthusiast', 'Enjoying MG', and the MGCC Magazine 'Safety Fast'. I have noted a trend towards longer articles with more in-depth detail in the past few years.

I realise that it is difficult to find particular pieces of information in the multitude of magazines we have, but I am slowly adding to the Indexes of relevant (to us in Australia) information. These indexes



may be accessed from our website.

Recent highlights from MG Enthusiast include September's 'The Roaring Raindrop - EX181, EX179, and EX135' about the MG Record Breakers and October's 'B for Baldrick' about the 'cunning plan' to build a mechanical prototype for the RV8. This car, DEV2, still exists and was used for on-road development of the RV8 with the new mechanicals hidden underneath a classic MGB.

Peter Yorke also added four more copies of **The Octagon Car Club Bulletin** - thanks Peter.

G102 Vol 1 and 2, MG and Related Ephemera

Ephemera in this context is bookshop lingo for 'Odds and Sods.' We receive many bits and pieces of literature which are not easily shelved alongside our books, items such as sales brochures or one page extracts from magazines which Members think are worth highlighting. These are collected in a couple of three ring binders and it is worthwhile perusing these.

Three items of special note are the Profile Publications booklets on the MG

18/80, Midget M Type, and Magnette K3. This series was published in the '60s and I remind you that we have all 96 of these on disc - **V61 - Profile Publications - Cars 1 - 96.**

New Products Notes

I previously mentioned that I shall be copying the reviews of new products from 'MG Enthusiast' and 'Enjoying MG' magazines and these can be found in **G102 - MG and Related Ephemera Vol Vol 2.**

A Technical Note

I am naïve! Our TC has a modern Baldwin B113 spin-on engine oil filter in a modified housing, of unknown origin.

I needed a new filter so looked up the RYCO website to see if they had an alternative, which I could buy locally. Their chart listed the B113 and their equivalent Z145A so I bought two.

My obvious naivety had overlooked the fact that NOT ALL ALTERNATIVES ARE EQUAL! The o/d of the top flange of the RYCO was bigger than the Baldwin by just enough to ensure that it would not fit within the standard TC filter bracket. I returned the RYCO filters and ordered 5 Baldwin B113s from Belmont Diesel in Moolap and was delighted to find that they are \$12.40 against the RYCO's \$13.49.

The moral of this story is, do not believe equivalence charts implicitly.



From the Library

David Hoskins - Librarian February 2018

V67 - The Sacred Octagon 1964 - 2004, The New England MG T Register Ltd.

Funny how we seem to have had a minor avalanche of T-Type related books - ever since I bought the TC!

In the early sixties, a couple of Americans, Dick Knudson and Frank Churchill, were both Overseas Members of the MG Car Club UK. Dick suggested to Frank that they form a local T-Register to cover the tri-state area of

This CD includes every copy of The Sacred Octagon from 1964 to 2004 and it is appropriate for us to buy this now as Dick Knudson, who was the leading light and author of many books, died in September.

Donations from Kevin Simonsen

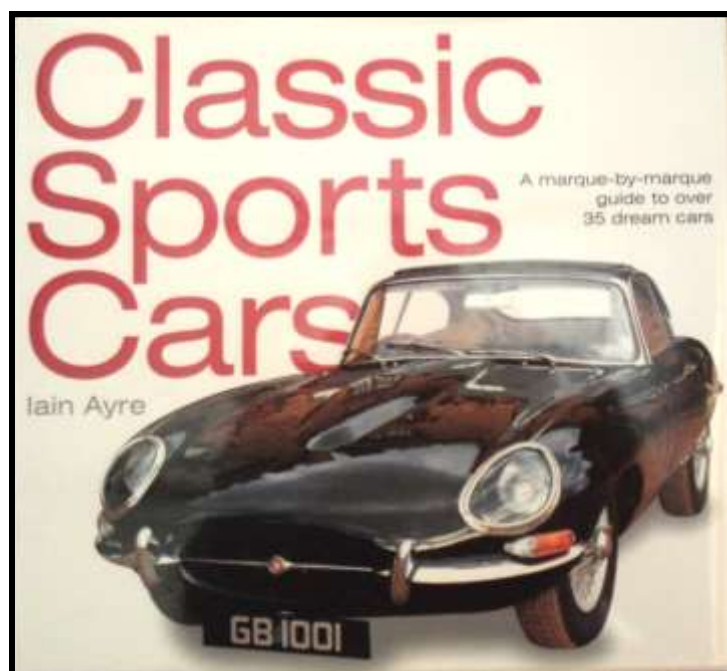
G146 - Classic Sports Cars, Iain Ayre, Lorenz Books, 2003

A nice little introductory book with clear



Maine, New Hampshire, and Vermont - and the result was The New England MG 'T' Register and their magazine was called, 'The Sacred Octagon.'

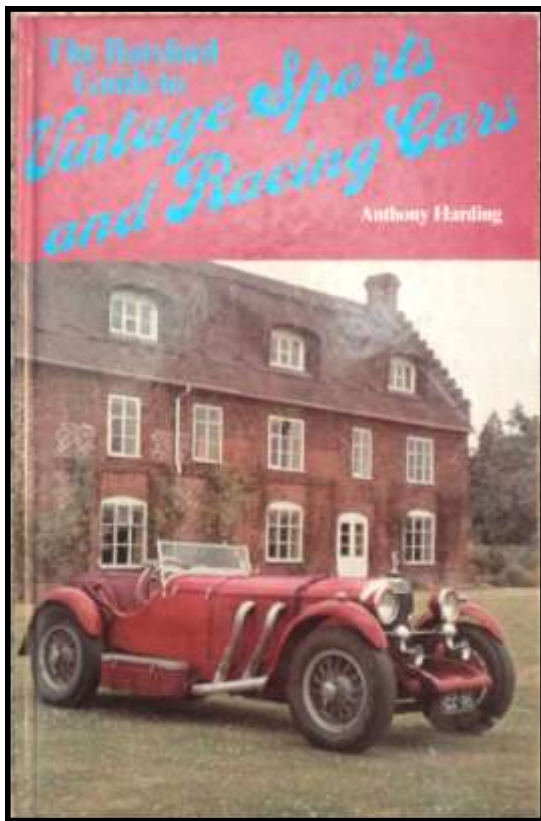
We recently purchased an updated copy of **T21 - The T Series Handbook** which was published by The New England MG 'T' Register and includes many extracts from 'The Sacred Octagon.'



photos, but also not very accurate in some of the details.

G147 - The Batsford Guide to Vintage Sports and Racing Cars, Anthony Harding, Batsford, 1978

Proper Vintage (ie pre-1930) cars are a bit of a specialist interest but this book gives a superb summary of the Vintage marques. Not only does it include Alfa



Romeo, Bugatti, Delage, etc. but also the weird and wonderful Chenard-Walcker, Cottin-Desgouttes.....

MG started in 1924 but only manufactured a limited numbers of cars until the introduction of the M-Type Midget in 1928, so really only just makes it into the Vintage years and scores a mere 2½ pages.

The Leyland Eight, however, scores a whole page even though only eighteen were made, one remaining car being the centrepiece of the Sports Cars



display at the British Motor Museum at Gaydon.

G148 - Car Spraying Made Easy, Includes advice on the new Acrylic paints, Cecil Jasper, Foulsham, 1965

This copy, proudly announcing the inclusion of the 'new Acrylic paints' is more relevant to to-day.

G149 - Automobile Body Repair and Paint Guide, William Athanson, D Van Norstrand, 1952

A very old, and somewhat out of date, instruction manual but many of the basics do not change.

X108/2 - MG Sports Cars, Third Expanded Edition, Autocar, Bay View Books, 1997

This is a duplicate of a very interesting collection of in-period tests and descriptions from Autocar magazine and will go into our backup stock.

It covers from the beginning of MG up to the MGB and I would recommend anyone to borrow **X108 - MG Sports Cars**.

Donations from Herb Adler

Herb has given us a boxful of **Practical Classics** magazines and we now have 173 editions of this title. Practical Classics is a very good reference for people like we amateur mechanics who work on our own cars and it would be nice to build up to a complete set for our library - so search your shelves for any unwanted copies.

From the Library

David Hoskins - Librarian March 2018

G102 - MG and Related Ephemera

This folder contains various bits of MG information. The contents are listed in the main [Book & DVD Catalogue](#) (left click here if reading this online from our Library webpage).

X109 - New Products pages from latest MG Magazines,

This is a new folder with contents previously contained in **G102**. Every month, the three MG magazines contain five or six pages describing new products and copies of the last few months of these are contained in **X109**.

Having purchased the missing back numbers, we now have a complete set of 2017 editions of 'Enjoying MG', the magazine of the MG Owners Club.

The MG Midget Series 'T', TC, TD, and TF Sales Brochures

These facsimiles of the original sales literature for the T-Types, which are filed in **G102**, were produced by the MGCC T-Register in the UK. A couple of fascinating things captured my imagination.

In the day, MG was not shy about inferring a direct connection between the contemporary production cars and the various record-breaking 'Midgets' and the R-Type race cars, although this connection was tenuous.

I suppose it is no worse than Ford and Holden inferring that production



Falcons and Commodores bear (bore) close relationship to the V8 Supercar versions despite the race cars having common suspensions, gearboxes, brakes, and diffs and both still run (ran) quite obsolete V8 engines, only the body shape is (was) vaguely similar to the road cars.

Advertising copywriters have always been carried away by their own emotions.

As a TC owner, I felt slightly cynical when I read that, *"The famous M.G. slogan "Safety Fast!" is stoutly upheld by the wonderful Lockheed Hydraulic 4-wheel brakes.....give a colossal margin of safety - a first necessity for the high speeds of which the Midget Series "T.C." is capable"* - yes, if you push VERY hard on the pedal!

Or this, *"Wider, deeper and longer cushions have been provided and the whole effect is one of satisfying luxury"* - a TC is super fun but luxurious?Hmmm.

About the TF the writer waxed lyrical, *"Now the road's clear and I'll show you what she can do. Keep your eye on the speedo and see how quickly she reaches eighty. How's this for acceleration?...forty... ..sixty.....she's there - EIGHTY!"*

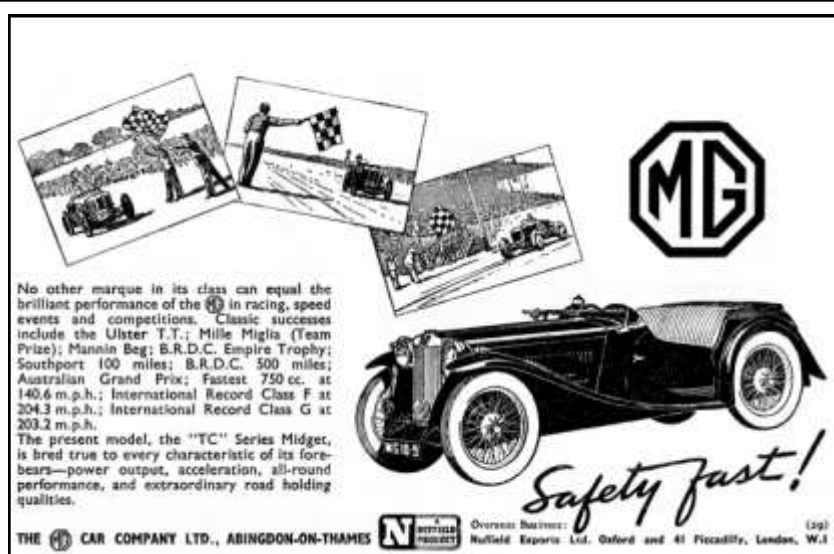
All this about a car which, whilst quite nippy and lovely looking, would be blown away by the contemporary rival Triumph TR2 (TF 0-60 in 16.3sec, 88mph max, TR2 0-60 in 11.9 sec, 103mph max.)

These four documents give a fascinating insight into how the MG Sales people would have liked customers to perceive our cars when they were new.

Still on the topic of T-Types (excuse me, I'm not over buying ours yet) I have just bought for myself a copy of the "Motor Sport" Racing Car Review by Denis (Jenks) Jenkinson. Published in 1947, it was quite common in that period for books to include advertisements. This one includes Adverts from Dunlop, Ferodo, Austin, and one for the TC, reproduced above. It also has five pages on the MG R-Type Midget.

Bearing in mind the MG Motto, 'Safety Fast' I have also just bought a copy of George Eyston's book 'Safety Last' (Eyston obviously had a sense of humour) about his life and career of racing and record breaking. The book is quite rare and I thought of buying a copy for our Library but the only other copy on the internet at the moment is rather pricey so I shall keep my eyes open for a cheaper one.

Eyston drove factory MGs in racing



No other marque in its class can equal the brilliant performance of the MG in racing, speed events and competitions. Classic successes include the Ulster T.T.; Mille Miglia (Team Prize); Mannin Beg; B.R.D.C. Empire Trophy; Southport 100 miles; B.R.D.C. 500 miles; Australian Grand Prix; Fastest 750 cc. at 140.6 m.p.h.; International Record Class F at 204.3 m.p.h.; International Record Class G at 203.2 m.p.h.

The present model, the "TC" Series Midget, is bred true to every characteristic of its forebears—power output, acceleration, all-round performance, and extraordinary road holding qualities.

MG

Safety fast!

THE MG CAR COMPANY LTD., ABINGDON-ON-THAMES

OVERSEAS DISTRIBUTORS: Mullfield Exporters Ltd., Oxford and 41 Piccadilly, London, W.1

and record breaking, and also attacked the World Land Speed Records in his own aero engined cars such as 'Thunderbolt' and 'Speed of the Wind'.



From the Library

David Hoskins - Librarian April 2018

Donations from Bryan Knowles

Bryan is an old friend of mine, not an MGCC member but he is OK as he once owned a very hot Midget with a lot of Abingdon Works bits fitted - and an even hotter Lotus Elan.....

Bryan also gave us a talk a few years ago on his experiences as Manager of Ford Development Engineering. I might add that he left out some of the bits about memorable drives in very fast Falcons, and of their opposition!

G150 - Morris Minor 800-1000, M.W.Palmer, Motor Car Maintenance and Repair Series, Pearson, 1962

This is a compact workshop manual for the early Morris Minors with the 800cc sidevalve engine up to the first of the A-Series 1000cc models. MG people must have a soft spot for Minors as

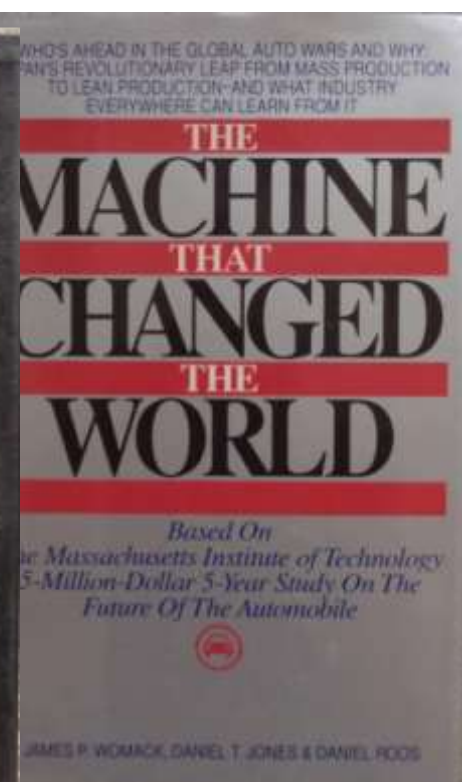
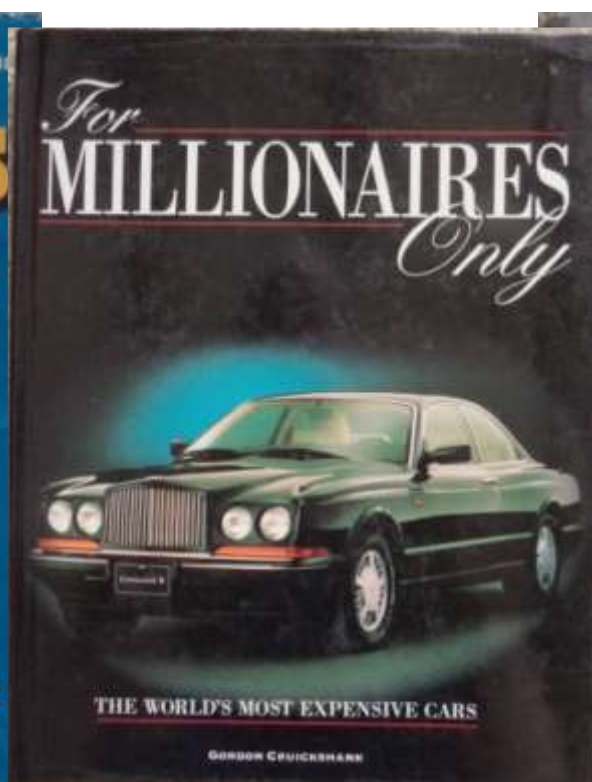
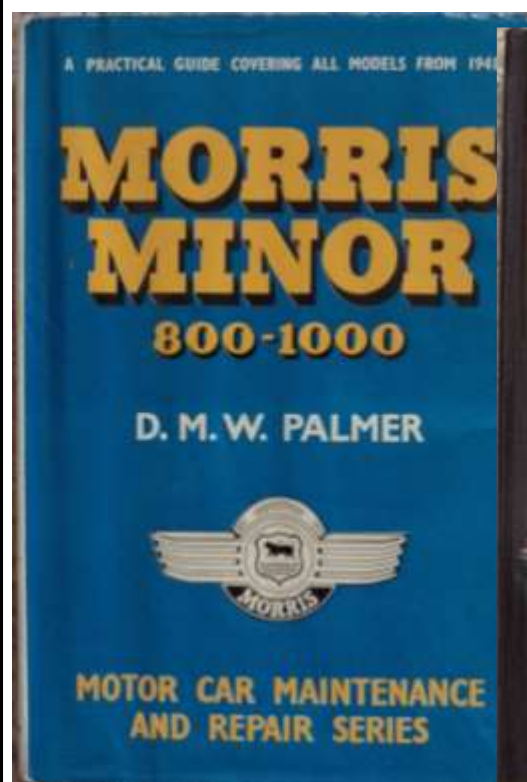
some were actually assembled at Abingdon and formed the basis of the Midgets and Sprites.

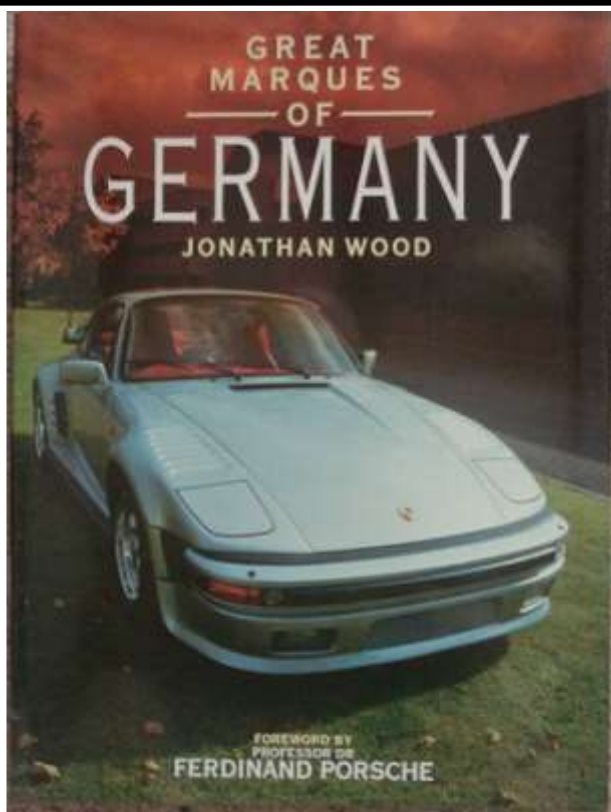
G151 - The Machine That Changed The World, Womack, Jones, & Roos, Rawson Assoc., 1990

Written in 1990 and drawing from a comprehensive study by MIT, this book describes how the Japanese achieved prominence in automobile production so quickly, how the rest of the world failed to react, and looks at the future from a 1990 perspective.

G152 - For Millionaires Only, The World's Most Expensive Cars, Cruickshank, Grange Books, 1993

Basically a nice coffee table book with lots of photos of cars which we can only





Porsche, and Rolls-Royce, all by reputed authors.

The intent was obviously to continue with other marques but suddenly, they stopped! Subsequently, Octopus and then Viscount, produced collections of these histories in books of cars from Italy, Britain, Germany, and America. All the Great Marques series were good value and these two are well worth a read. Jonathan Wood is a well respected motoring writer, which implies a degree of accuracy which, alas, is not always present in some of the car books on the market.

Donations from Kevin Simonsen

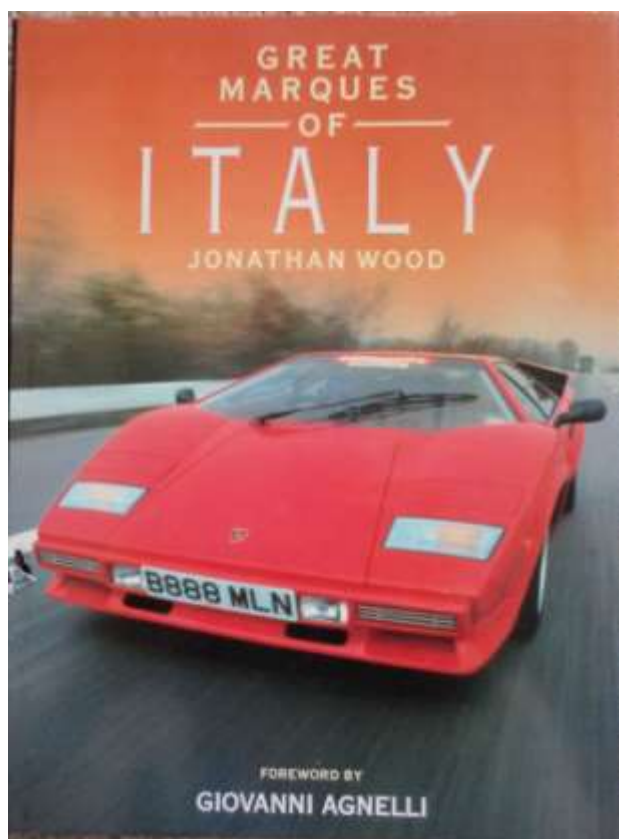
Kevin continues to feed us copies of the various magazines which we are collecting and his gifts are much appreciated.

dream about. Some details are also given about modern exotica, classics whose prices have increased almost exponentially, and cars from some films. This is a book to drool over, and to reflect on the fact that cars which we could buy when we were much younger have appreciated in value to such an extent that they are now unaffordable by any but the extremely wealthy.

G153 - Great Marques of Italy, Johnathan Wood, Viscount, 1989

G154 - Great Marques of Germany, Johnathan Wood, Viscount, 1989

In the 80s, Octopus produced a series of single marque books which I bought as they were published. Nicely illustrated (with the exception of photos spreading across two pages, a bugbear of mine) the series included fairly decent histories of Alfa, BMW, Bugatti, Ferrari, Jaguar, Mercedes, M.G.,



From the Library

David Hoskins - Librarian May 2018

V68 - The Best of Motoring in the Thirties DVD , Heritage Motor Films, 2007

Not one of our better buys, I had thought that this would be a fascinating glimpse into motoring in the thirties, particularly as the films were produced by Morris Motors and The Austin Motor Company. Fascinating it is, but more as a travelogue and the cars appear almost incidental to the journeys. Worth a look if you can put up with the 'terribly proper' BBC English of the narrators.

G155 - Ignition and Timing, a Guide to Rebuilding, Repair, and Replacement, Colin Beever, Crowood, 2015

This little book is an excellent guide to the intricacies of the typical Ignition Systems of our cars. It covers all the basics and goes up to discussing electronic enhancements, including items such as the '123 Tune' programmable distributor. Recommended and very well written and illustrated.

F11 - Rover 75 & MG ZT Work-

shop Manual, MG Rover, 2005

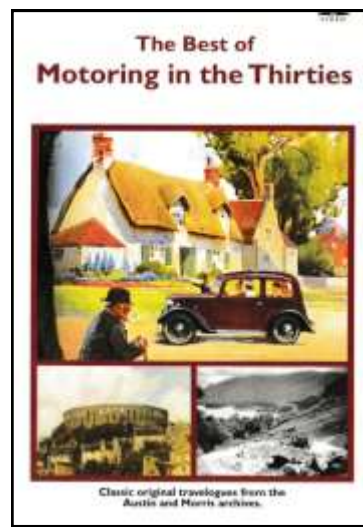
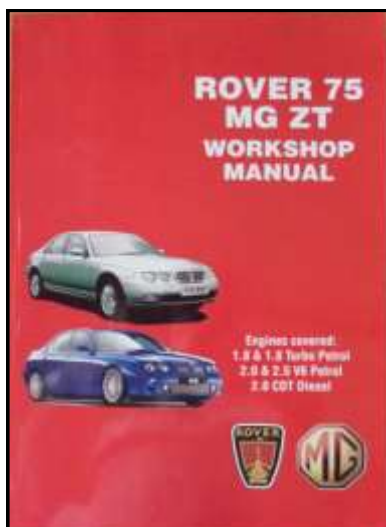
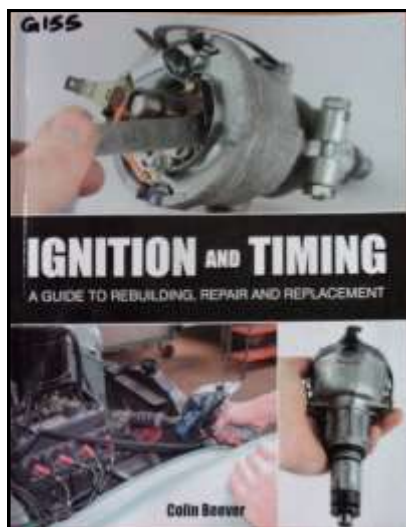
At \$26.99 this was a real bargain. It is the full workshop manual for the largest of the ZT/75 cars. At an inch and a half thick, it must have 500 pages, with two of the original A4 pages reproduced per page. The book was actually reproduced by Brooklands Books with the permission of MG Rover Group Limited.

The Internet

I am a member of the 'Enthusiasts of British Motor Vehicles Built Before 1985' Group on Facebook. Founded in 2014 it now has a worldwide membership of 22,000! This year the Group's stand at the huge Classic Car Show at the NEC (National Exhibition Centre in UK) included as a backdrop a 'Cool Wall' of photos from members who live outside the UK, in order to demonstrate their truly International Membership. Geelong was represented by a photo of a certain red TC7204, snapped by Lance Yenik on the way to Lorne for our last Christmas Run.

The Group has won awards for its online presence and is starting to run

more physical events in the UK. Even the admin committee is International as one of its members lives in Napier, NZ, and what better place to own a classic





year undergraduate programme and using an XPAG engine as a base, to investigate various aspects of running old engines on modern fuels, including ethanol mixes. This research was sponsored by The Octagon Car Club, MGCC, Totally T-Type 2, Burlen Fuel Systems (SU), The Dis-

tributor Doctor, NTG, and Innovate Motorsport Inc.

car? See the Group's website at:
www.britishmotorvehicles.com/

The Manchester XPAG tests, were announced in Safety Fast, Jan 2013 and reported on in Safety Fast, Feb 2017, March 2017, June 2017, Jan 2018, and March 2018. The effects of fuelling and ignition control were investigated.

On the MGCC Stand at the Show the MGB Register exhibited their recently restored 1968 London to Sydney Marathon MGB. Driven in the event by Jean Denton and Tom Boyce, this works supported car was found in a scrapyard and has been saved by the Club. See unveiling video at:

<https://youtu.be/CkZXyc97ORw>

MG Magazines

In the January article, Paul Ireland enthuses over that engineering marvel, the SU Carburettor (or Carburetter as SU spelled it), which is capable of delivering good mixture over a huge range of ambient and driving conditions. More articles on the results of these tests are promised in future editions of Safety Fast.

Catching up on our indexes of significant articles from the three major MG Magazines, it struck me that there is a growing trend for magazines to include more in-depth articles about individual cars or models than was the case a few years ago. Recent examples include 7 pages on a police TA patrol car (Enjoying MG, Sept 2017).

Manchester University XPAG Tests

We all know that modern petrol is different from the mix that our old cars were designed to run on. From 2012 Manchester University carried out detailed tests, as part of their fourth



From the Library

David Hoskins - Librarian June 2018

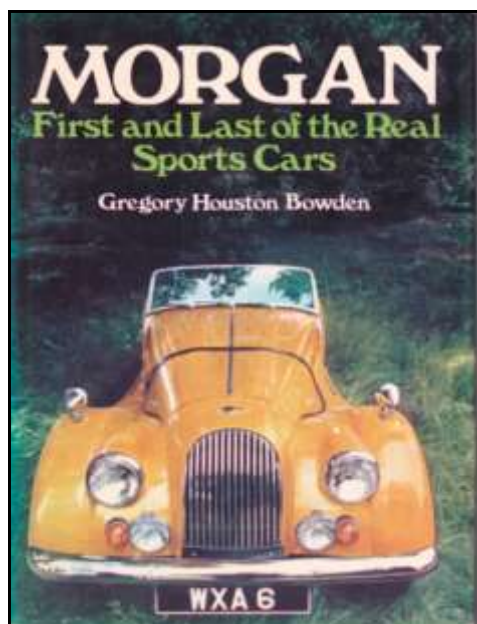
Donation from Des Grinter

Thanks Des for a bundle of magazines to add to our stock, good stuff there.

Donation by Kevin Simonsen

I am going to stop thanking Kevin every month as his contributions to the Library continue unabated. Suffice it to say that we very much appreciate his ongoing generosity. This Morgan book which he found rings my bells.

G156 - Morgan, First and Last of the Real Sports Cars, Gregory Houston Bowden, Gentry, 1973



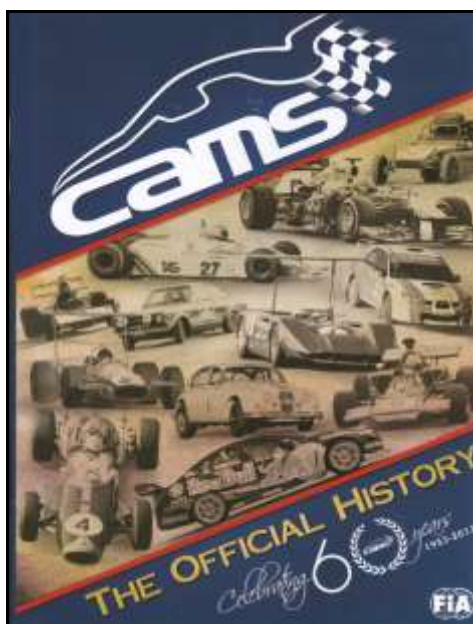
This is a fairly detailed history of the Morgan Motor Company, the family business which steadily produced proper British sports cars from 1909 to today. The history of management of Morgan must be one of the most boring stories of all time. HFS Morgan started the Company in 1909, his son Peter took over in 1959, the grandson Charles

held the reins in 1999, and only after 2013 did the company leave the control of the family, after 104 years!

G157 - CAMS, The Official History Celebrating 60 Years 1953-2013, John Smailes, CAMS, 2015

This history of CAMS came to us as one of the organisations' members.

At 512 pages on high quality paper this is no lightweight read (literally, it's **very heavy**) and I would not see anyone ploughing through it from cover to cover, but it is fascinating to dip into.



The Confederation of Australian Motor Sport is the governing body of most motoring activities in Australia and the book covers its 60 year history, the many people who have contributed in managerial or volunteer roles, significant drivers, development of our circuits, evolution of events, and even some tales of Australians and Kiwis who have competed with note overseas.

As well as a detailed chronicle of the organisation, the book contains some cracking period photos and is worth a look for these alone.

Some of the images are truly iconic, such as the photo on p.80 of the Cooper Miller Special racing at the 1959 AGP within a couple of feet of the crowd outside the Longford pub with

only a row of straw bales and some chicken wire fencing to protect them. There was at least a sign, "Motor Racing is Dangerous" on the wire - facing away from the crowd!

Another shows the start of the 1956 AGP at Albert Park on p.208 with absolutely nothing between the spectators and the roaring Ferrari and Maseratis - although they did strap a single hay bale in front of some trees!

Please look, highly recommended.

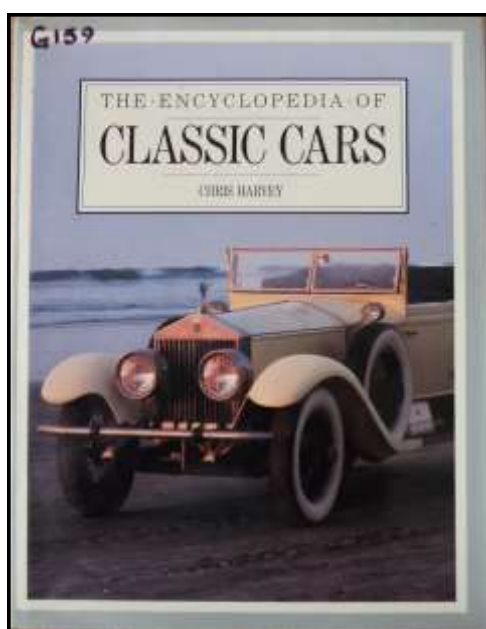
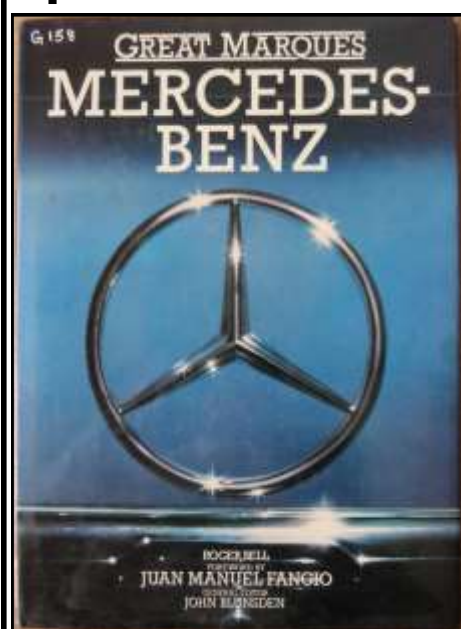
Donation by Doug Sherman/ Peter Yorke

Doug found another pile of the UK 'Octagon Car Club Bulletin', of which we now have 153 copies and are of interest to all aficionados of the T-Series and earlier MGs.

Donations by Andrew Mason

A bumper box from Andrew last month included the seven books reviewed. The box contained some great sales brochures and old copies of Wheels Magazine. The sales brochures are filed in

G102 - MG and Related Ephemera Vol 1 & 2



which I have reorganised in vaguely chronological order and I commend to anyone interested in the history of the MG Marque - plus some other technical odds and sods.

G160 - G164 - Australian Motoring Yearbook 1975, 1976 and Wheels Yearbook 1980, 1981, 1983

Made me reflect on my career in the local Motor Industry and it is sobering to look at the second-hand car values. A sign of the times was the inclusion of Imperial to Metric conversion tables as 1975 was the year we went Metric - well, almost!

G158 - Great Marques, Mercedes-Benz, Roger Bell, Octopus, 1980

We have seven books from this series which are generally well researched, written by acclaimed authors, and worth a read. Reasonably comprehensive text is supplemented by good colour photographs.

G159 - The Encyclopedia of Classic Cars, Chris Harvey, Octopus, 1987

Yet another Encyclopedia but this one is written by a decent author and is a good summary of the A-Z of classic cars as viewed from the perspective of 1987.

B assembled in Australia, bad luck as Leyland trashed all their records here when they closed the Australian operation - sad.

Donations by Ian Francis

Ian brought in a box of books from an Op Shop. The sign, "Free Books" caused

something of a scrum to form but your Librarian dived in with arms out and seized three books for our Library.

G165 - Veteran and Vintage Cars, Peter Roberts, Paul Hamlyn, 1963

Covering the years up to 1930, this book has lots of interesting pictures of very old cars, a few in colour.

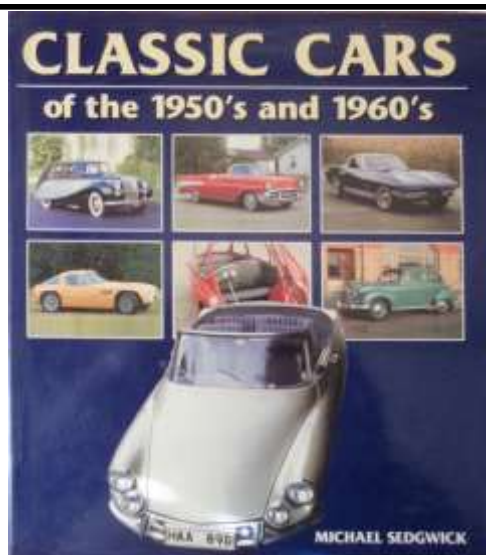
One snippet of information talks about the 1952 film, 'Genevieve', and the effect this had of boosting a minority interest in Veteran (pre-1904) cars and the London to Brighton Run into a national phenomenon.

G166 - Remember those great Volkswagen ads?, David Abbott & Alfredo Marcantonio, European Illustration, 1982

This title proves that Volkswagen has a sense of humour, and don't they need it in these days of 'dieselgate'?

Every one of about 200 pages depicts an advertisement for a VW or Porsche and the company was not averse to a little self-deprecation.

Bottom right shows the face of Marty



Feldman with the tag line, "No disrespect intended Mr. Feldman. But no-one would ever mistake you for Gregory Peck. Yet you've made it right to the top. On talent. And that's kind of reassuring when you make a car that looks like ours."

G167 - Classic Cars of the 1950's and 1960's, Michael Sedgwick, Tiger, 1997

This is a strange book which, although written by a renowned automotive historian and including lots of good information and photos, is littered with schoolboy level line drawings of some of the mechanical parts.

If you want a broad brush coverage of automotive history but don't know much about the mechanical details, this is probably a good book for you.

Donations by Paul Toulmin

Paul donated a copy of **X1/6 - Great Marques MG, Chris Harvey**. This will go into our stock of duplicates but I would remind everybody that this represents a good, basic, introduction into the MG Marque.

Donation by Geoff Ross

B13/2 - How to Give your MGB V8 Power, Roger Williams

This is our second copy so anyone embarking on a long term V8 conversion is welcome to have it on extended loan.

From the Library

David Hoskins - Librarian August 2018

The next two books were lost in the mail but have at last arrived, thanks to the folks at the MGCC shop in the UK re-sending the order. In future, we shall pay for tracked postage on overseas orders.

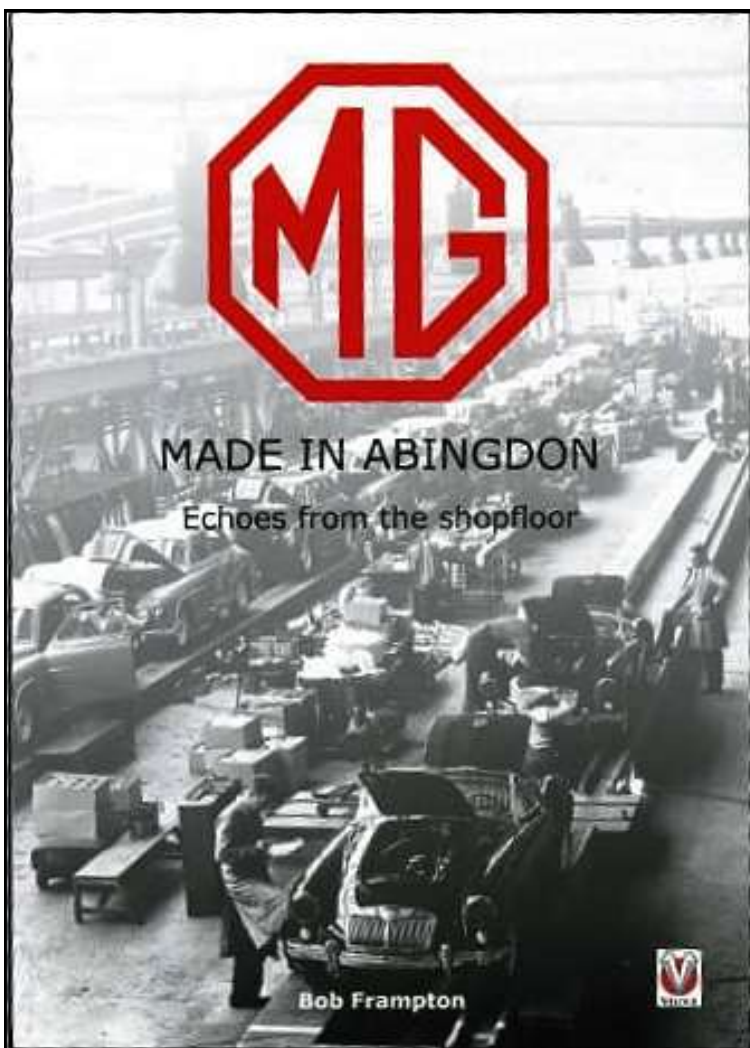
X110 - MG Made in Abingdon, Echoes from the Shop Floor, Bob Frampton, Veloce

interviews with people who worked at Abingdon.

As an ex-Rolls-Royce apprentice, I can relate to Royce's slogan, "Whatever is rightly done, however humble, is noble." My take on this is that if the person cleaning the toilets and sweeping the floors is not doing their work properly, the quality of the company's end product will be compromised.

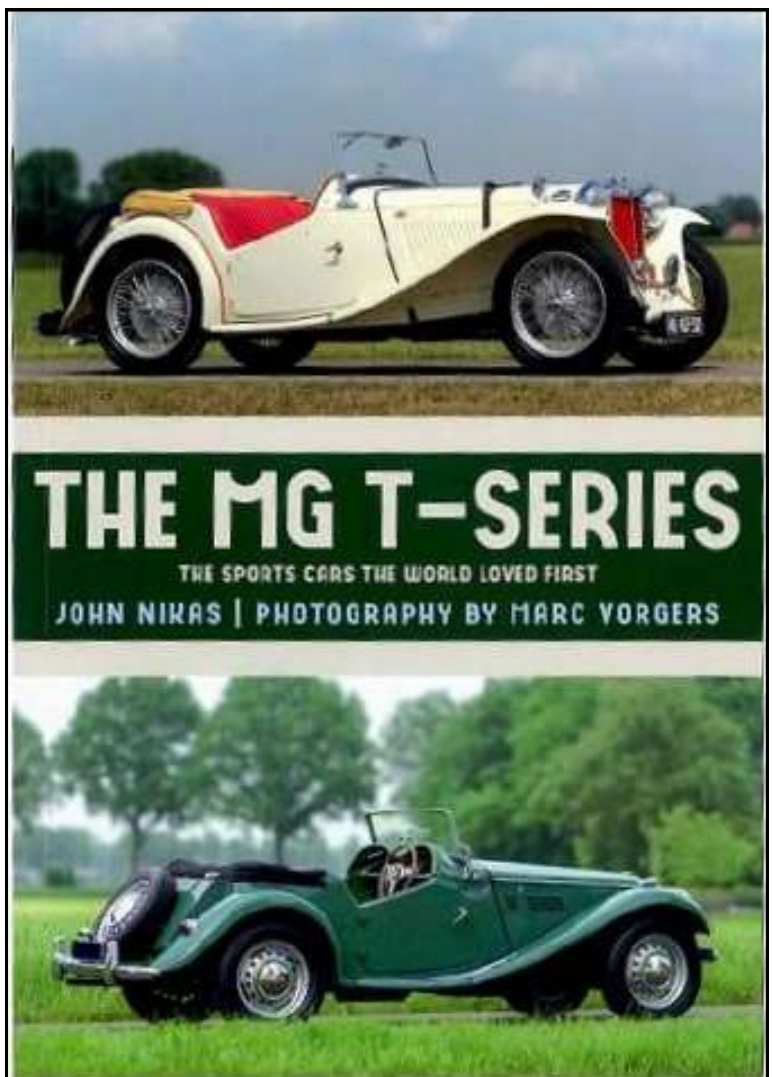
This little book reflects on this aspect of the team who built MGs at Abingdon through many interviews and anecdotes from the workers.

From all accounts Abingdon suffered few of the industrial disputes which



If you are really interested in getting the feel of the place where most of our cars were built, this is a good place to start.

It is not the sort of book you read from cover to cover as the 160 page story rambles around through a collection of



A MONTHLY LOOK THROUGH A FEW OF THE OVERSEAS MAGAZINES WE RECEIVE AT
KIMBER HOUSE REVIEWED BY PAUL PLUMMER

Another T type special caught my eye, this time from 'down under' and reported upon by the MG Car Club of Geelong's magazine **G-Torque**. This is the Forde Bros TC Special, originally built in 1957 with a 1332cc



Geelong Revival 2017

supercharged TC engine with a number of other mods, now producing 105bhp at the rear wheels. The photo above shows this very stylish car competing at the Geelong Revival in 2017.

were a major factor in killing the British motor industry and the MG factory workers were happy to stay for many years.

The various bosses talked to everyone on the production line and stores and whilst there were disputes between management and unions, usually about piece rate times, these were normally resolved without industrial action being taken. The only downtime at Abingdon was caused by strikes at other BMC plants causing stock shortages.

T24 - The MG T-Series, The Sports Cars the World Loved First, John Nikas, 2017

John Nikas is a regular contributor to 'MG Enthusiast' magazine and it is good to get the US perspective on MG.

The book covers the pre-war period which established the MG style, then goes on to chronicle the various T-Types. Minor variations in mechanical spec. are mentioned including the Tickford coupés and the changes made to suit the US market.

Lots of nice period photos enhance the story and many of these I have not seen before.

Another good introduction to the early period from a good writer.

Donation by Ben Blair

G36 - The World's Great Cars

We have had the summary volume of this monthly magazine series and are now building towards a complete set of the 96 editions which were published in the mid to late 1980s. Ben gave us a healthy portion of the complete set.

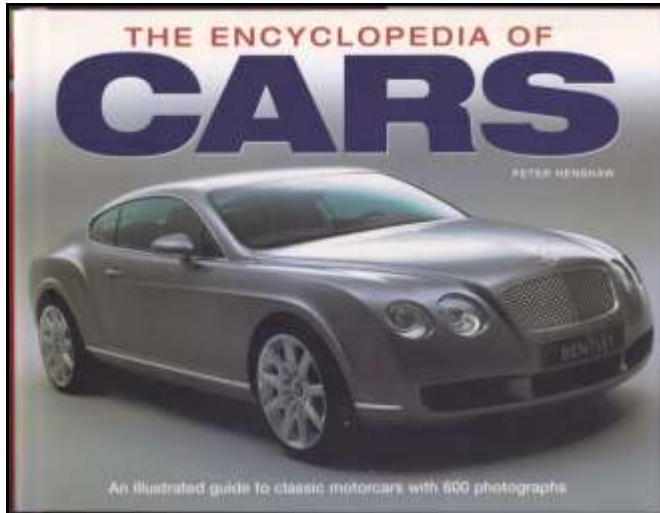
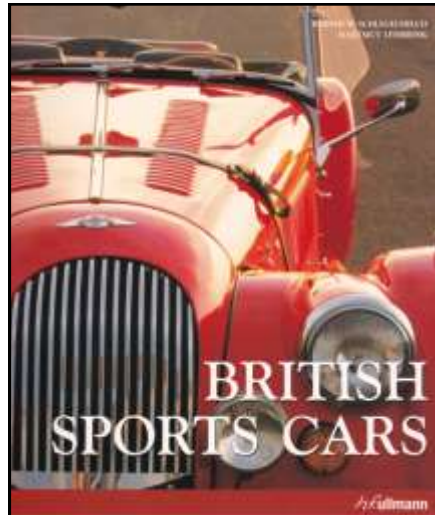
'Safety Fast' June 2018

Paul Plummer, the MGCC Overseas Director, reviews many of the magazines published by MGCC groups around the World, including our own G-Torque occasionally.

The June edition of the MGCC monthly magazine 'Safety Fast' contains a reference to a certain red supercharged TC Special with a photo of it at the Geelong Revival. I was just thinking what a cracking image this was when I noticed the caption, "Photo David Hoskins." Good that I still have an eye for quality or is it just the magic of Mr. Samsung and his phone!

From the Library

David Hoskins - Librarian September 2018



language edition so contains a huge amount of useful and informative text.

The book contains potted histories of all the famous Marques and also has some articles on a few production facilities.

Apology

G36 - The World's Great Cars

Last month I incorrectly attributed the donation of these magazines to Ben Blair, but they were actually given to us by Paul Toulmin - sorry Paul.

Donation by Rob Lyle

Rob and Rosalie have been downsizing their possessions for some time and the latest couple of books donated to our Library are summaries of the cars of the World. Both these volumes are beautifully produced and are to a much higher standard than the run-of-the-mill products of this genre.

G168 - British Sports Cars (English edition), Schlegelmilch & Lehbrink, Ullman, 2007

Photographer Rainer Schlegelmilch and author Hartmut Lehbrink are noted collaborators in very high quality pictorial histories of motoring and, particularly, motor racing. Their books are limited in their text in that they are often published in three languages in one volume. Thankfully, this book is a purely English

Examples of the latter are 6 pages on Charles Morgan and the Morgan factory, and 8 pages on Connolly Leather Ltd., suppliers of trim materials for most of the top class cars.

Our dear MG scores a 42 page entry - as well it should! As well as the established big names Aston, Bentley, Jaguar, etc., there is also room in the 440 pages for tiddlers such as Panther, Marcos, Lea-Francis, TVR, and even little Ginetta is given 8 pages.

This is one book which has passed through my hands which I wish I had in my home library - excellent to browse and needless to state that the illustrations in a book by Schlegelmilch are of high quality.

G169 - The Encyclopedia of Cars, Peter Henshaw, Lorenz Books, 2011

More general in that it covers all types of cars from all over the World so the details of each Marque are necessarily limited, this summary volume is also a high quality product.

MG only rates 8 pages from a total of 450 but with makes such as Minerva (one for you Len Fox) being squeezed in to half a page, this makes sense.

Ford (Worldwide) is covered in 24 pages while even Ford Australia rates 3/4 of a page, including mention of our 'utes' and our liaison with Mazda.

All the 'other' British sports cars are here, AC, Alvis, Aston-Martin, Austin-Healey, Bristol, Jensen, Jaguar, Lotus, Morgan, Sunbeam, Triumph, as well as the lesser known Ginetta, TVR, Peerless, Reliant, Lea-Francis, Allard, Bond, BSA, De Lorean, Westfield, Marcos, Marendaz, etc.

Reading this list and flicking through the book lead me to ponder that the British Sports Car scene has been so rich and varied that it is a shame that it was let go and only one or two foreign makers now produce sports cars - and Morgan!

Donations from John Peck

Another downsizing donor is a long time personal friend and ex-Ford Engineer, John Peck. John has donated the following books to the MGCC, for which we thank him.

G170 - Stirling Moss In the Track of Speed, Stirling Moss, Muller, 1957

This is an autobiography written by Sir Stirling in his younger days.

G171 - Vintage Cars in Colour, Barron & Tubbs, Batsford, 1960

This is a nice little collection of two pages on some notable Vintage cars, including the Alvis 12/50 for Geoff Ross!

G172 - Ultimate Sports Car, The most exciting classic sports cars in the world, Willson, Dorling Kindersley, 2002

Dorling Kindersley books are noted for the excellence of their illustrations, and this is no exception. Several MG models score the 3-4 page treatment and the TC, for example, is covered on pages 24-27.

G173 - The Age of the Automobile, George Bishop, Hamlyn, 1977

One of the myriad of summary histories published over the years but, nonetheless, a good introduction to the history of The Car.



From the Library

David Hoskins - Librarian *October 2018*

F12 - The Rover K-Series Engine: Maintenance, Repair and Modification, Iain Ayre & Rob Hawkins, Crowood Press, 2018

The poor old Rover (and MGF) K-Series engine has received a lot of slightly unfair publicity due to its propensity for expiring in a cloud of steam. This book makes the point that it was basically a very good motor, if the latest modifications are correctly implemented and strict maintenance procedures are followed.

Illustrated with over 300 clear photographs this tome tells you how to overhaul, modify, and maintain the K-Series. The text is clear and the photos wonderful.

Chapter 6 devotes 10 pages to the 2.5 litre KV6 (from the MG ZS and ZT and which have been known to be squeezed into the MGF!).

The engine is described in great detail and an interesting chapter compares it

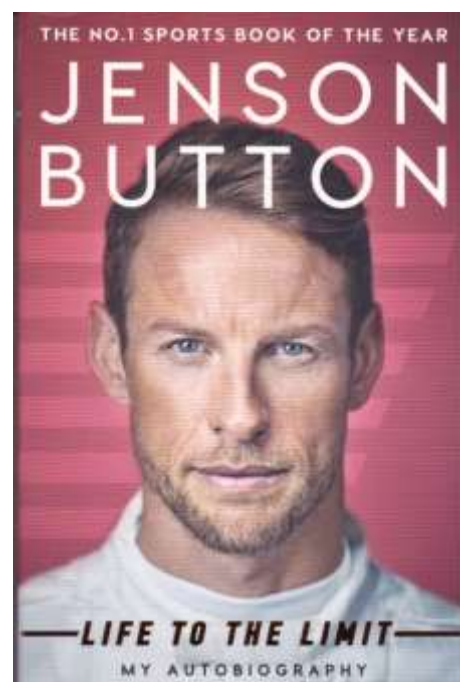
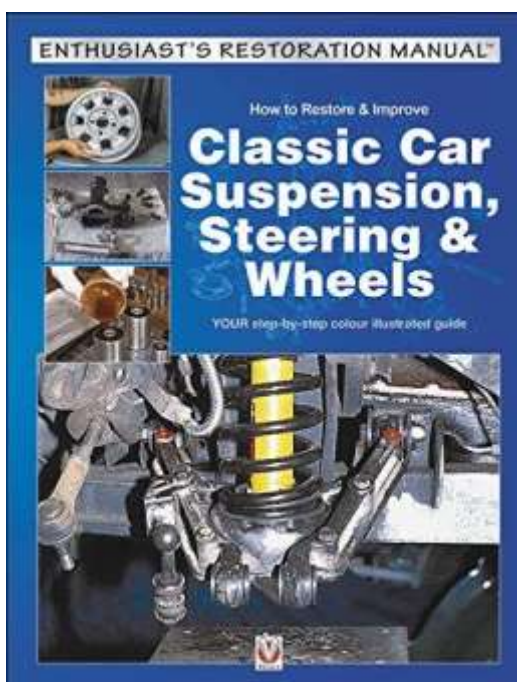
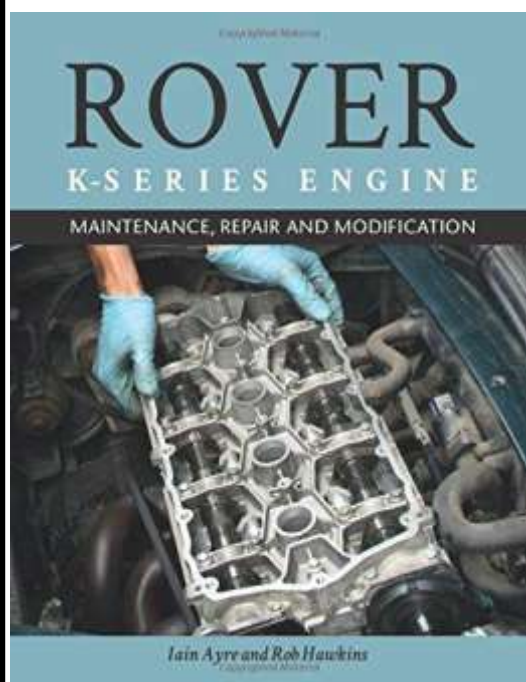
to its contemporary competitors such as the Mazda, Vauxhall, and Ford Zetec.

I don't use the 'great' word often, but this is a great book on the subject and mandatory reading for anyone with an MGF, TF, or the MG and Rover saloons.

G174 - How to Restore Improve Classic Car Suspension, Steering & Wheels (Enthusiast's Restoration Manual), Julian Parish, Veloce, 2018

Two 'great' books in one mail delivery is more than I can cope with! As a retired ride and handling Development Engineer I am frequently amazed by the amount of nonsense written and talked on the subject. This book is translated from articles published in German in Europe's leading classic car magazine 'Oldtimer Markt'.

The (un-named German) writers lead us logically through a description of springs, shocks, wheels, tyres, and



steering components and go on to discuss the function, restoration, and modification of these components. The information about such subjects as, for example, tyre selection is bang up to date.

The writing style is, at times, opinionated which I find refreshingly different from the norm. For example, on page 12, they do point out the major deficiencies of the MG R-Type's equal length wishbone independent suspension, despite this being much lauded as a great design at the time! To be fair to Kimber et al, they would have sorted the R-Type out had they been given the resources and money to do so.

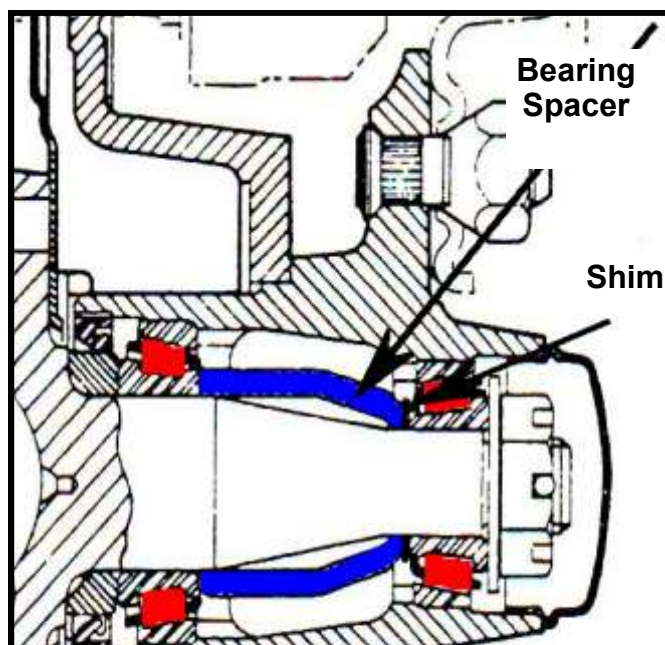
Do not expect definitive answers to questions you may have about your particular MG but this book will assist you in making informed decisions. Specific recommendations are difficult to make as the number of variables between different cars and drivers is massive.

Latest MG Magazines

A couple of items from the August edition of '**MG Enthusiast**' took my attention.

Page 72 - Shimming MGB front wheel bearings - a **Very Important Procedure** which is often done incorrectly by mechanics unfamiliar with this particularly quirky British design. If bearing clearance is not set to specification or the inter-bearing spacer discarded, this can lead to stub axle breakage - not to be desired!

Pages 46-50, Glorious Return - John and Helen Gillett's Prince Bira K3030 returns to the scenes of its racing heritage in Europe, and winters at the



Brooklands Museum - twice!

Donation from Richard Crisp

G175 - Jenson Button, Life to the Limit, Autobiography, Blink, 2017

Last, but by no means least, the official autobiography of Jenson Button, F1 World Champion in the Brawn GP in 2009.

So many 'autobiographies' of famous sportsmen are ghost written but this comes across as the genuine article, even if some editing help was provided. As I read this, I could hear Jenson talking. One of the 'good guys' of Formula 1 with a great story to tell.

Photos from Dave Gray

Dave has given us several photos which have inspired me to reorganise our wall display in the Library. It is nice to be surrounded by our MG history.

From the Library

David Hoskins - Librarian **November 2018**

Library Reorganisation

Just when you thought you knew your way around our Library, I have shuffled it (sorry Geoff)!

The categories I inherited no longer made complete sense due to the varied subjects of books we have added in the last few years so, to make it easier for you to find books on a particular subject, I have rearranged our books into different subject areas.

I hope this works well and I don't confuse too many of you!

G170 - Stirling Moss In the Track of Speed, Stirling Moss, Muller, 1957

I am having to eat humble pie, again! Somehow I mixed up Stirling Moss' 'In the Track of Speed' with Hawthorn's 'Carloti Takes the Wheel' when writing the review in September's

Library notes. In mitigation I have both of these which sit next to one another on my shelves at home. Here is the correct review:-

Published in 1957, this is an autobiog-

raphy written by Sir Stirling covering his first driving experiences up to the era in which he won the Mille Miglia in a works Mercedes and raced his own Maserati.

I am always a bit suspicious of biographies written by famous people, but this comes across as words coming out of Stirling's mouth and makes fascinating reading to compare with Jenson Button's story reviewed last month. Times have certainly changed in F1!

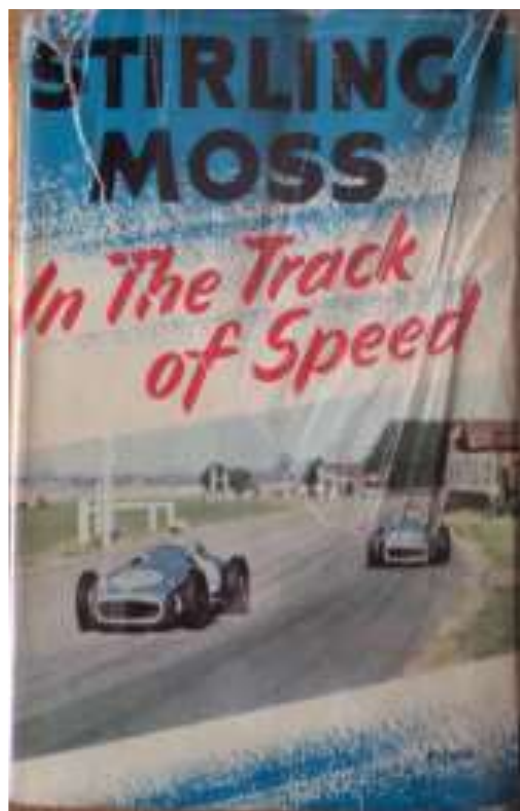
Donations from Rob and Rhinda Hylands

Rob is still downsizing and has given us a heap of **Classic and Sports Car** and **Triumph** magazines. The C&SC selection has filled 50 vacant slots in our collection, thanks Rob.

We have just catalogued a collection of the **MG Octagon Car Club (UK) Bulletins** which had been missing in action. We now have around half of the copies of this informative little magazine but are missing most of the editions from 1993 to 2003. If anyone has any spares, please let me know.

A Comic Aside

One option when viewing a .pdf file in Adobe Reader is to 'Activate Read Out Loud' by menu items View>Read Out Loud>Activate Read Out Loud, or shortcut shift+ctrl+Y. This is to aid sight impaired readers but the text to speech algorithm is not very smart, ignores the context, and unfortunately speaks 'MG' as 'milligrams'.



I shall now hop into my 'MILLIGRAM TC' and go to the Geelong Milligram Car Club!

G102/3 - MG and Related Ephemera Vol 3

Just a reminder that the many odds and sods which come into the Library are stored in the three folders which comprise G102.

I encourage you to browse through these as, when I am cataloguing their contents, I frequently trip over fascinating bits of trivia.

Ted Heriot has given us four early copies of the MGCC Victoria 'Wheelspin' magazine. Volume 1 No. 1 March 1960 and No. 2 May 1960 include photos of a young, svelte looking Ted Heriot and his mate Fritz Norden - quite the men about town our Ted and Fritz!

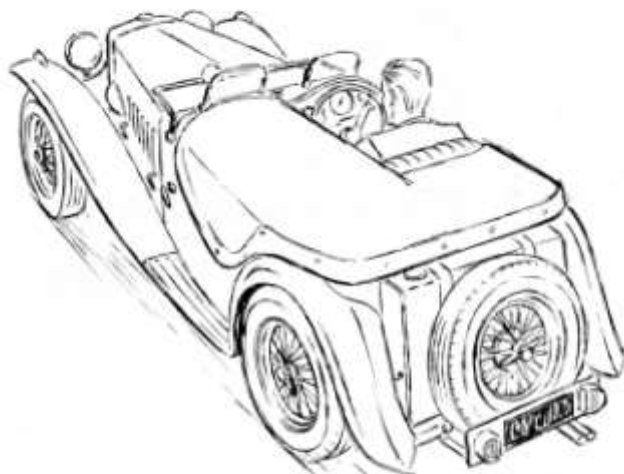
One copy contains a nice (to my TC-tinted eyes) 1961 Shell advert.

Another includes a list of no less than 75 C.A.M.S. Approved Fire Extinguishers. A high proportion of

BALLARAT HILL CLIMB



*For the people who take
their motoring seriously ...*



... the best petrol in Australia is
SUPER SHELL
with I.C.A

You get full power and smoother running when you use a Shell petrol with I.C.A. It's the I.C.A. in Super Shell and Shell that prevents pre-ignition by neutralising the carbon deposits that form in your engine; therefore your spark plugs work properly and last longer. Choose the best petrol for the best performance ... choose a Shell petrol with I.C.A.

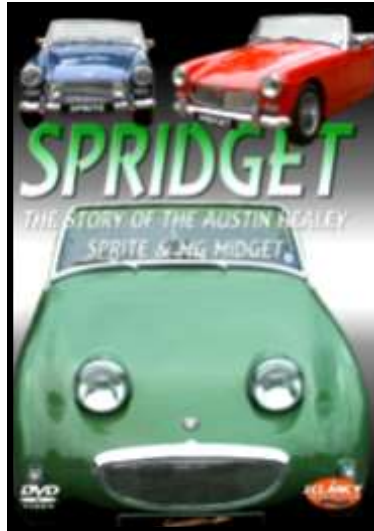
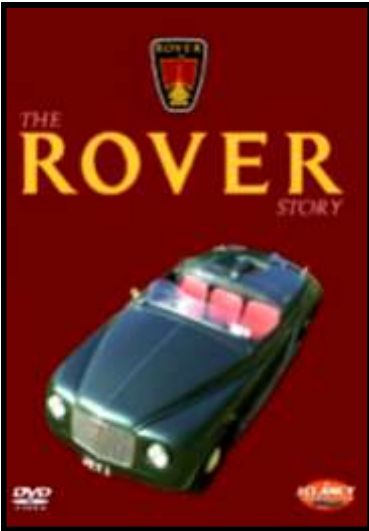
THE SHELL COMPANY OF AUSTRALIA LIMITED



these are listed as 'C.T.C.' It is interesting to reflect on the use of carbon tetra-chloride in fire extinguishers now that we know that carbon tet' produces highly carcinogenic substances when exposed to fire! This was the solvent of choice in use when I was an apprentice and we used to wash our hands in it - quite ok apparently as long as you weren't smoking although the stuff is now banned from all industrial premises and you can't buy domestic CTC carpet cleaner any more. For the older car brigade, those lovely brass pump action fire extinguishers also squirted Carbon Tet, so beware!

From the Library

David Hoskins - Librarian *December 2018*



little Rover V8 engine was fitted to the BGT to create my dream car!

After the collapse of BLMC (British Leyland Motor Corporation) in the late 60s and the following closure of Abingdon, MG was the only other brand to survive the nationalised British Leyland into the MG Rover era. During this time all the sedans were badge engineered as Rovers and MGs (Rover 25, 45, 75 and corresponding MG ZR, ZS, ZT) and the MGF/TFs were produced.

When I worked at MIRA we consulted on Rover projects and there are many shots of MIRA in the DVD. I remember seeing the first 'Velars', a prototype name for the Range Rover which Land-Rover has now revived as a main-stream model badge.

As a lad, I also saw all four of the Rover gas-turbine cars demonstrated at Silverstone - thank goodness 'jet' racing cars didn't become the norm as the tyre noise completely drowned out the whistle of the engine exhaust as they passed by. The photo shows 1 to r, JET1, T3, Rover BRM Le Mans (first body style). T4 which first showed the body which was to become the Rover P6 2000 was also running. The shot of the Le Mans car shows Graham Hill driving.

V70 - THE ROVER STORY, Triumph DVD, DVD

When selecting items to purchase for our Library I try and keep the interests of our members in the forefront. Inevitably, however, my own likes and experiences influence this process. This is another marque history from TriumphDVD (see also **V62 - BMC/BL Competitions Department**).

Rover is a brand which became inextricably intertwined with MG as they became part of BMC (British Motor Corporation) in the early fifties. Rover's influence on MG started when the great

Rover T4



Graham Hill in Rover BRM



T4 (hidden), JET1, T3, BRM



magazine format. The second included hardback and softback editions but from then on, following the series' success, they were all published in an extended proper hardback version.

As in many publications which become hugely successful, early

editions are very valuable and this is particularly so of edition 2, of which only 800 were printed and most of these were lost in a warehouse fire. A local friend of mine paid \$450 for a soft-bound No. 2 which he needed to complete his set.

Thanks to Rob and his brother Bruce for passing on these fascinating summaries of what happened in the automobile world in the subject years.

Any of you got other years which are surplus to requirements? It would be nice to have a complete set but I think our Committee would balk at the \$3,000 cost of buying them!

Magazine Donations from Pete Smith and Graham Deahl

Pete recently filled in some missing copies of G-Torque (we keep a complete backup set off-site) and Graham gave us 110 copies of Octane, Classic & Sportscar, Thoroughbred and Classic Cars, and Practical Classics. These have filled many holes in our growing collection of the principal Classic Car magazines.

V69 - SPRIDGET (UK) DVD, TriumphDVD, DVD

Of more direct relevance to our mob is this history of the Midget and Sprite. It covers the whole story from the 1958 Austin-Healey Sprite to the last Triumph 1500 engined Midget in 1979. The commentary is a little bland but the shots include interviews with people who worked at Healey's in period.

Donation from Rob Woodfull

G176, G177, G178 - Automobile Year 1958-1959, 1959-1969, 1971-1972, Ami Guichard, EDITA S.A., 1959

In 1953 a Swiss, Ami Guichard, published a review of the automobile news from the previous 12 months. The review was published in German, French, and English. Guichard brought in top writers to cover motoring developments, new car launches, some history, and competition reports.

The books were published annually for 62 years until 2016 when they reverted to French only editions. Complete sets of these annuals are now extremely rare, particularly if they contain nos. 1 and 2. The first edition was published only in a softback, monthly

From the Library

David Hoskins - Librarian *February 2019*

8 - MG One and a half Litre (sales brochure), The M.G. Car Company Ltd, 1937

Now for something a bit special! This is an original sales brochure for the 1937 1½ litre range which we now know as the VA, but was, apparently, not called that in period.

This 22 page item has the most delightful artwork by Harold Connolly. Cecil Kimber wrote most of the sales bumph in the 30s and Connolly was a noted artist of his day and painted much of the artwork.

The images in this brochure just resonate with the art-deco 30s era. This is an item to be protected and handled with kid gloves (if only we had some) and I plan to produce a 'loan' copy and shall keep the original safely - you are welcome to see it in the Library by request.

Donations from Rob and Rhinda Hylands

I have sorted some more of Rob and Rhinda's donations and we now have 67 copies of 'Triumph World' magazine. We do have the odd Triumph owner in our midst.

Donations from Terry Malloch, Peter Yorke, & Kevin Simonsen

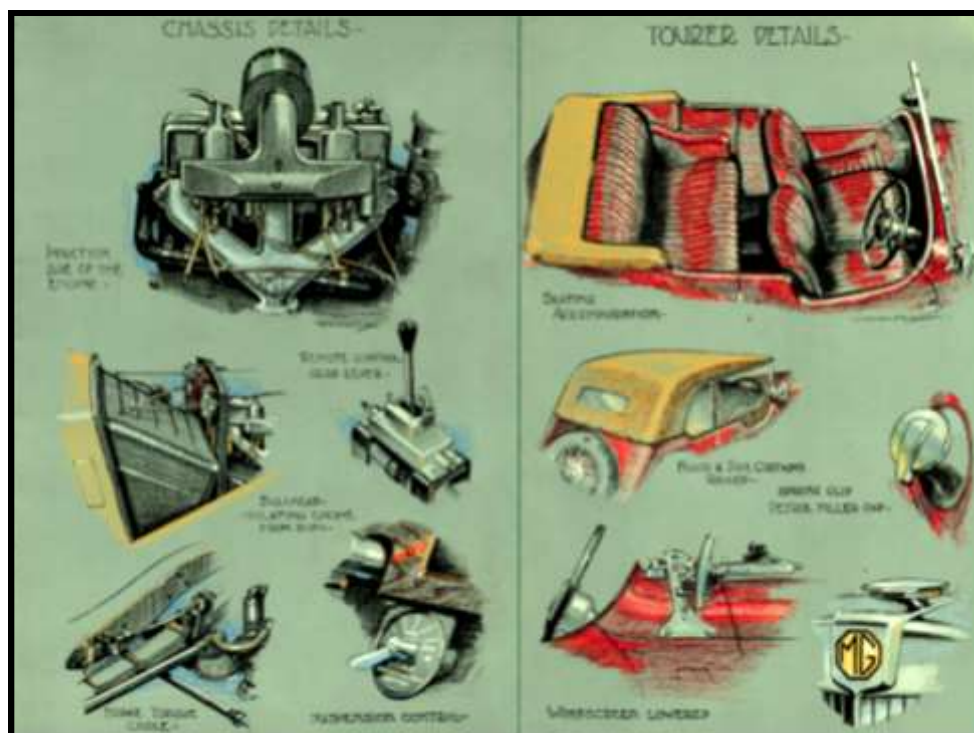
Yet more magazines but always welcome and some more holes in our collection filled. We do not need any more old G-Torques thank you all.

Library Assistant Required

Our Library contains nearly 3,500 magazines. These contain a huge amount of interesting information on the history of, and how to maintain and improve, our cars (and other non-Marque British cars). Accessing particular items is very difficult due to the mass of print available.

The problem is that it is very difficult to sort the chaff (MG articles) from the weeds (non-MG articles).

I started to compile an index of 'MG relevant' articles which can then be searched on-line but this has proved to be a mammoth task. Although the indices from the last nine years are fairly complete and I shall keep



these up to date, indexing the backlog is going to require more time than I can spare.

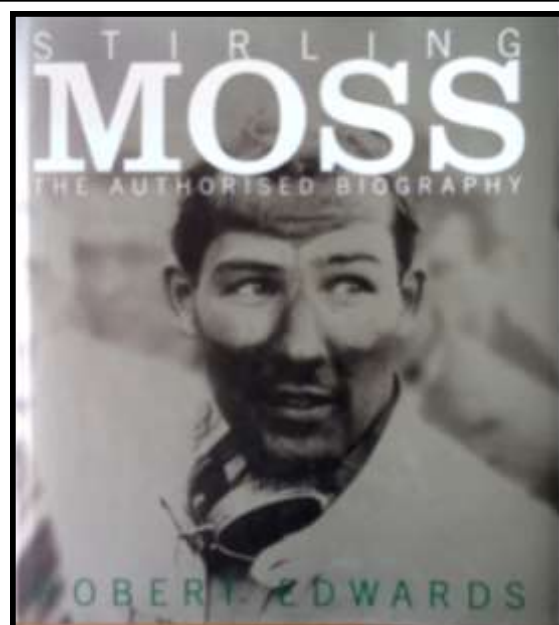
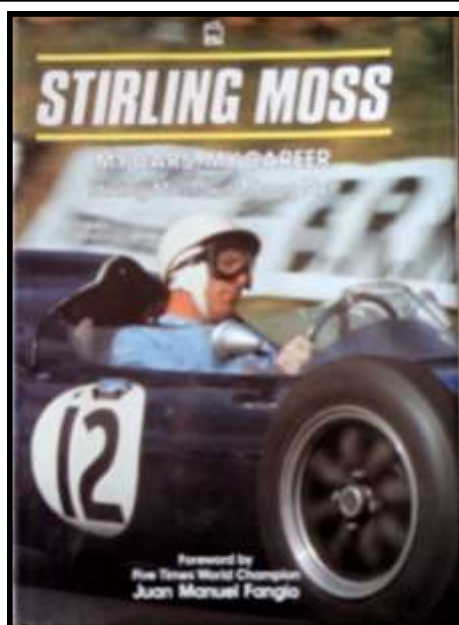
If any of our 'bookie' members feel that they could contribute time to carry out this function, please talk to me or your Committee members. This is a task which anyone could carry out at home at times to suit themselves and having an index will make our magazine collection much more valuable than it is.

Donation by Ben Blair

Not many racing drivers could evoke the apocryphal British cop's admonition to a speeding driver, " 'oo do you think you are sir, Stirling Moss?" That this saying was quoted in the 1950s and that Sir Stirling is still around as a famous name in the 2010s is a tribute to one of the best racing drivers of all time.

G176 - Stirling Moss, My Cars, My Career, Stirling Moss with Doug Nye, PSL, 1987

Sir Stirling chronicles, chapter by chapter, all the cars he drove. He doesn't pull any punches and is particularly scathing about the original V16 BRM, both the car and the organisation behind it. He came from an era so unlike the current Formula 1 scene. A driver at the British Grand Prix would, for example, race a Formula 2 car in the morning, a saloon car just before lunch and then do a full Grand Prix in the afternoon. Consequently,



Stirling drove a huge array of Formula and Sports cars so his comments are enlightening.

G177 - Stirling Moss, The Authorised Biography, Robert Edwards, Cassell, 2001

This is a more straightforward biography of Stirling from his earliest days, showjumping horses and racing 500cc Coopers, through a stellar career in Sports and Grand Prix cars and up to the crash at Goodwood which so nearly claimed his life. He competed in 529 races during his pre-crash career.

The book end papers depict the bent Lotus steering wheel from the event which sent his life into a different, but very successful, direction including racing classic cars and even rallying in an MGB.

One of his first cars was an MG TB Tickford Coupé and MGs score several mentions, mostly concerning his record breaking exploits in the various EX cars.

From the Library

David Hoskins - Librarian **March 2019**

Donation by Mac McKane

G179 - The Mille Miglia, 25 Years of Passion, Bretzel & Fossati, Chopard, 2014



Chopard, the Swiss chronometer manufacturer, sponsors the current running of the retro Mille Miglia event in Italy. This book celebrates Chopard's involvement with many superb photographs of the beautiful cars (and beautiful people) who take part in the classic running of what used to be a blood and thunder all-out street race for racing cars.

There are interviews with various people and, of course, Sir Stirling Moss scores a couple of pages due to his epic win in the original Mille Miglia in 1955. He and Jenks averaged just under 98 mph for the 1,000 'miles.' The Italian miglio, 'mile' was based on the Roman unit of 1,000 (mille) paces which is equivalent to the modern

1.479km, although the actual race distance was around 1500km. To understand the complexity of the simple unit, 'the mile', look up Mile on Wikipedia.

Further to my Moss comments last month, in this book Stirling relates the apocryphal story of being stopped by the police after his investiture by the Queen. Policeman allegedly says, "Who do you think you are, Stirling Moss?" Moss replied with, "No officer, I'm **Sir** Stirling Moss!" Boom, boom.

X111 - A Source Book of Motor-Cars, Colin Munro, Ward Lock, 1970

A small format book which attempts to chart the complete history of the motor-car in 160 pages, most of which are taken up by photographs. I wonder just how the author selected the subjects for his book.

Starting from 1770 Cugnot's steam tractor he wends his way up to the 1976 Rover 3500 (SD1) via such oddities as 1904 Darracq (photo of 'Genevieve' left), 1914 Delaunay-Belleville Open Tourer, 1925 Swift "Q" Open Tourer and



1937 Morris 25 Coupe Saloon.

Octagonally, the only mentions of M.G. are the 1932 Mk II Six Tourer and 1950 TD despite this book being first published in 1970, well into the MGB

era. Despite the odd choice of subjects, this is a fascinating little book and well worth a browse.

John Harold Haynes OBE Obituary

I was sad to read on Facebook this morning that John Haynes had died at the age of 80. A quick scan of my home bookshelves revealed 37 books published by Haynes who revolutionised the format of workshop manuals. We have many Haynes Manuals and other titles in our Club Library.

John started by producing 250 copies of 'Building a 750 Special' which he worked on while at boarding school and subsequently became the publisher of 200,000,000 manuals!

His company branched out into publishing 'manuals' on a wide range of non motoring subjects (e.g. Man, Millenium Falcon, Concorde, Universe, Sex, etc.). Along the way Haynes absorbed other motoring and technical publishing houses including G.T.Foulis, Patrick Stephens (PSL), and the Australian Gregory Automotive Publications. This widened their scope into railways, maritime and history.

His success allowed him to buy cars and his collection of 400 is displayed in the wonderful Haynes International Motor Museum at Sparkford in the UK. This is a must-see for any car loving UK visitor. For more on Haynes see my ramblings in the October 2017 G-Torque and go to <https://haynes.com/en-gb/john-harold-haynes-obe-obituary>



John Harold Haynes OBE



The first workshop manual

From the Library

David Hoskins - Librarian April 2019



X113, X114, X115 - MG Classics: Books 1, 2, 3, Eric Dymock, Dove Publishing, 2018

We have had [X034, The MG File](#) by Eric Dymock, on our shelves for many years. It always amazed me that this valuable reference book which lists every MG model up to 2001 had not been updated or at least reprinted as copies had become scarce and, consequently, quite valuable.

At last, Eric has revised this work, this time in a series of three volumes, and extended the history up to 2010. I regard these books as foundation reading for anyone new to the history of MG.

Donation from Merv Jaensch

G181 - G188 Annual Automobile Review and Automobile Year

In the December 2018 Library Notes I introduced a donation of three editions of these annuals, and gave a potted

history of the publication. In concluding, I asked, a bit tongue in cheek, if any of our members had copies of these Annuals which they would be willing to donate to the Library.

Merv Jaensch promptly came to the party with the first 8 volumes so we now have a total of Numbers 1 to 8 plus Number 19. As these cover the years from 1953/54 to 1960/61 they are right in 'our' period of interest. Numbers 1 and 2, which are kid glove items, are only available on loan by request to your Librarian.

Any of you with an interest in the history of the motor car should browse through these books, the editors of which modestly proclaim that they are, "The most beautiful, complete, and exciting automobile books in the World." Perhaps something of an overstatement but they do contain lots of detail about car design, technical advances, motor racing and rallying, cracking Formula 1 photographs, superb cutaway drawings of new car



models and driver histories. Do try them, the content is truly amazing.

I now repeat my question, this time quite seriously, if any of you have other years which are surplus to requirements? It would be nice to have a complete set, only another 53 to go!

MG in the World

Many (some) of us worry about the way the Chinese owners of the MG brand are developing the product range. **MG Enthusiast Magazine** regularly reports on the performance of SAIC, the owners of MG, and their development of a range of SUVs bearing the MG badge, with no signs of a sports car in their immediate future.

It seems that SAIC understand what the core values of the brand are, and that their will be a sports car, albeit probably powered by batteries. In 2018 SAIC Motor sold 7,051,734 vehicles worldwide so they certainly have the resources to bring MG back to

prominence. Let us remember that even Ferrari is developing an SUV, how times have changed!

Librarian's Reminder

I seem to be getting busier than ever at our monthly meetings and can only just cope with loans and returns. Please note that the Library is always open from **6:30** before our meetings start at **7:30** so coming into the Library early and not rushing in at **7:29** will help us to give you good service. The Library is also open from 2:30 to 4:30 every 3rd Tuesday of the month and this is a good time to browse quietly.

Also, please remember that, if you have a technical question or need a Library reference retrieved, I am far more likely to be able to give you an answer if you email or phone me a day or two before our meetings to give me time to dig into our Library resources.

From the Library

David Hoskins - Librarian *May 2019*

Donation by Peter McLennan

G189 - Formula 1 in Melbourne, The first 10 years, Stuart Sykes, News Custom, 2005

As I write this the cars are just about to hit the track at Albert Park for the first race of the 2019 F1 season.

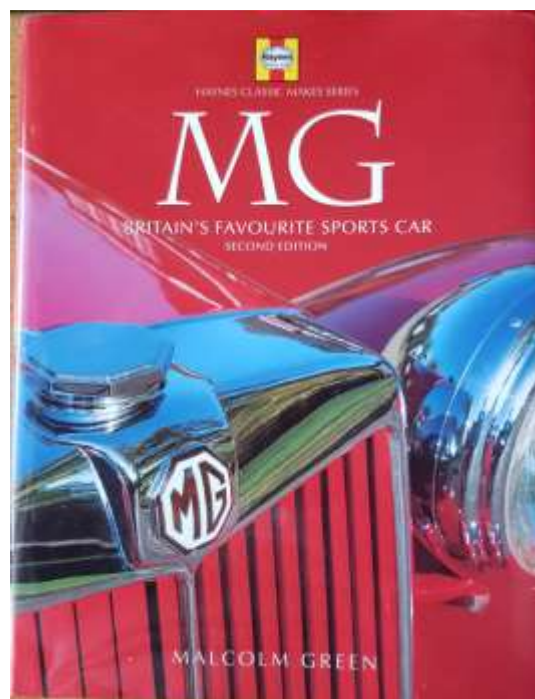
Appropriately Peter has given us a nice summary of the first 10 years of the Australian Grand Prix in Melbourne.



In addition to the reports and statistics of each race there are lots of superb photographs including such iconic images as Martin Brundle's epic 3rd corner crash in 1996 and his quick sprint back to the pits to jump into the spare car.

Mark Webber's 'false podium' with Paul Stoddart also stars when he finished in the points in his first race for the lowly Minardi team.

X40/3 - MG Britains Favorite

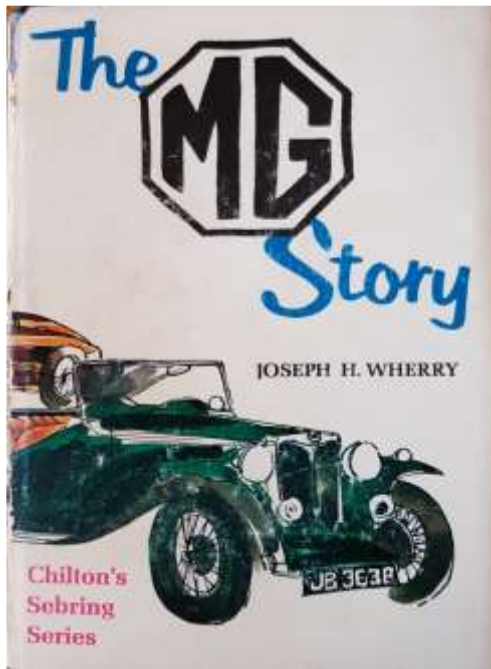


Sports cars, Malclom Green, Haynes, 1998

This is a duplicate copy of X40, which will go in our backup store. Looking at this reminded me that this title is a very good introduction to the history of MG, mostly the post-war time.

Donation by Paul Ingham

Paul is not a member of our Club but many of us know him from the Killa Run and he once owned and restored a P-Type. He usually drives a blue 'well patinated' Jaguar XK120 which has been in his family from new in 1948. He also has a vintage Triumph motorbike which I found fascinating to examine, no clutch, no gears, not much in the way of brakes, no lights. The thought of bump starting a 500cc single, jumping on and riding with only a wood block rear brake to dissipate kinetic energy could be the stuff of nightmares.



Paul has filled some more gaps in our collection of Octane Magazine and also donated some books.

X116 - The MG Story, Joseph Wherry, Chilton, 1967

The author writes about, "this dashing little British sports car" from the American perspective. Published in 1967 this is a little book which gives a potted history of MG from the beginning up to the MGB. After the early models, chapters concentrate on one model with specifications given at the conclusion of each chapter. A useful book to read as an introduction to MG.

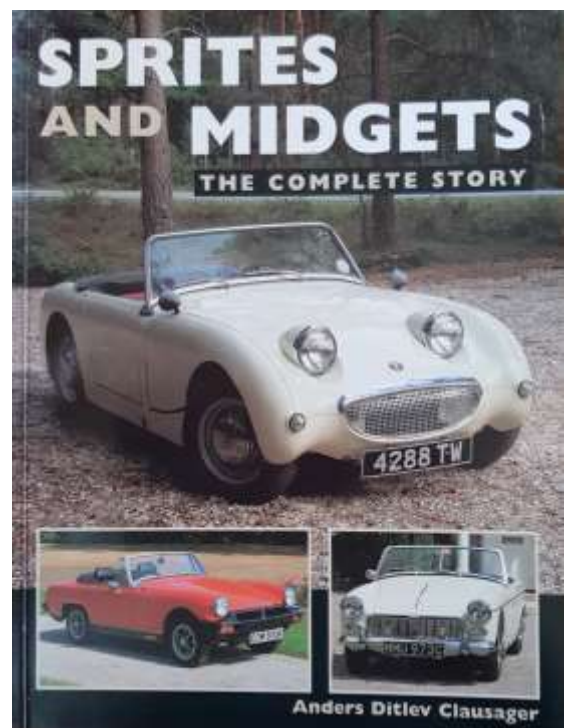
X117 - Sprites and Midgets, The Complete Story, Anders Ditlev Clausager, Crowood, 1991

This is typical Clausager, well written, readable, with super illustrations, well researched and accurate. He covers the whole history from the early Healey days through the slow takeover of the whole project by MG when the Healey version was dropped.

The book discusses competition, future projects which might have replaced the Midget, many in-period and latter day modifications and the 're-born' Healey Frogeye which has a modern chassis, plastic body but still looks exactly like an original bugeye.

Some of the significant personalities involved in the Midget are mentioned, the last being the dreaded Sir Michael Edwardes, the business man (and not a car man) who was responsible for closing the Abingdon factory and killing the MGB. He later related in his memoirs that the decision to stop MG sports car production was difficult and he is quoted as saying, "The moral of the episode is clear: you mess around with famous marque names that are loved and cherished by motor enthusiasts at your Peril!"

This is a significant book for lovers of Sprites and Midgets.

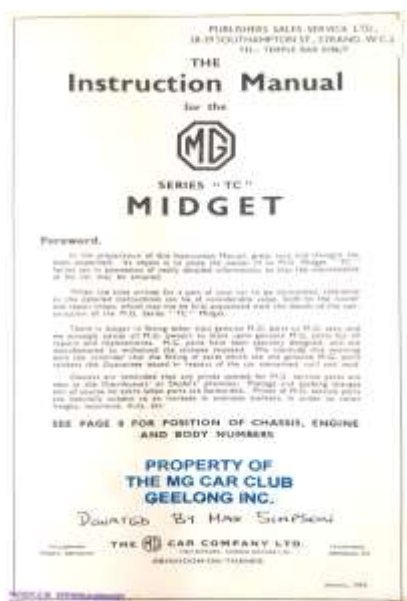


From the Library

David Hoskins - Librarian June 2019

Donation by Max Simpson

Max has celebrated his becoming one of 'us' and replacing his MX5 with an MGB by giving us a couple of MG books, welcome Max.



T25 - Instruction Manual for the MG Midget (Series "TC"), The MG Car Company Ltd., 1954

I was amazed to find that we did not have a copy of this driver's manual for the TC - but now we do!

The contents provides a reflection on the expectations of the MG Company to its owner drivers in period. This manual not only tells the owner how to change a headlamp bulb and top-up the fluids (as do modern car manuals) but expects them to be able to dismantle and rebuild the engine, adjust the steering box, synchronise the carburettors and refurbish the fuel pump.

However, nowhere in this volume could

I find out how to sync your phone with the car's Bluetooth or drive the Entertainment System, how times have changed!

X104/2 - The M.G. Companion, Kenneth Ulyett, Stanley Paul, 1960

This is a second copy of a nice potted history of MG, which will go into our off-site backup collection.

Canon Card Art MG TC model

For use with their printers Canon have masses of files on their website which give their customers images to print, some of which make up into 3-D models.

Of most interest to us is a set of images which make up to a model of a TC. I haven't been game to try to make this yet as I suspect it is quite difficult and time consuming to achieve a good result. If anyone fancies giving it a shot, I have a set of printed cards for you. There are several YouTube clips of making the TC, one is at:-



<https://www.youtube.com/watch?v=Wljl85DNjVY>

On the base of the TC is printed the warning shown above which made me

Do not hit other people with the pointed edges. Doing so could result in injury. Adults should make sure that children observe this caution.

reflect on just how sad life has become that a paper model represents a health hazard - for goodness sake!

More Art

While on the subject of artistic downloads, I would remind all those with kids or grand-kids that there is an MG colouring book available to download from our website:-

<http://www.mgccgeelong.com.au/wp-content/uploads/2016/11/MG-Colouring-Book-lores.pdf>

Magazines

Geoff Ross has been reading his way through 'Thoroughbred and Classic Cars' magazine. He was disappointed to find that we did not have a copy of Jan 1991 which featured a 7 page story on 'The Red Triangle' - the Alvis. I was able to give him a copy of this from my personal collection but looking for this just reinforced how much fantastic information lurks in our back numbers of the main UK magazines.

I encourage all of you to borrow a random selection of these and experience the history of our passion for all makes, not just MGs.

More MG Internet Links

Browsing the Internet, as you do, I was reminded of the vast amount of information on MGs which is now online. A simple YouTube search for 'MG Cars' resulted in hundreds of video clips on our dearest subject.

For the historians amongst us I recommend Jan Knevel's Facebook page "MG factory Abingdon remembered". David Knowles, well known author of MG books often pastes on this page. See https://www.facebook.com/groups/811392982324589/?ref=br_rs

A general search on 'Abingdon' resulted in an 18 minute YouTube video "BBC Nationwide Abingdon 1976." From 10:17minutes into this are video clips of Old Number 1 on the road, the MG factory, and an MGB crash test, see https://www.youtube.com/watch?v=-5t7pB_PGY

NB - if you are viewing this page on our website left clicking these links will open the relevant web page.

MG Internet Links - John Twist of University Motors

For the technically minded, don't forget John Twist's classic series of 'how to do it' videos at <https://www.youtube.com/user/Universitymotorsltd/videos>

Links to these and many other useful MG subjects can be found on our website homepage, then go to Library > Librarian's Selection > Left Click link on page 1.

From the Library

David Hoskins - Librarian July 2019

MG Enthusiast Magazine

The Spring edition of this magazine was the last edited by Simon Goldsworthy, after 13 years at the helm.

Simon has been replaced by Karen Drury and the format of the May edition is slightly changed. Regular single page contributors Graham Robson, Roger Parker and John Nikas are now given two pages each. This is very good as their comments on things MG are always worth reading and all three are extremely knowledgeable and passionate about their subjects.

Page 20 of the May edition of **MGE** has fascinating recollections of a 1935 Tri-ang Magna No. 8 pedal car - well, I find it fascinating as I wrote it about my own 'first car' which my grandfather gave me when I was four years old!

Bookazines

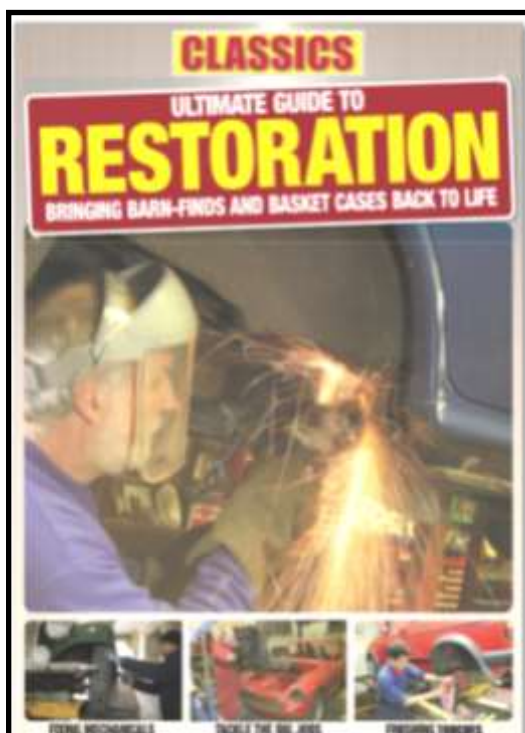
Kelsey Media is a company which publishes several classic car

magazines and a raft of other non-motoring titles. We subscribe to their **MG Enthusiast** and have copies of the sister magazine **Triumph World**. Other titles include **Classics Monthly** and **Classic Car Buyer**.

Kelsey occasionally collect related articles from their magazines and publish them in soft cover format as 'Bookazines.' The following recently published titles we ordered several months ago. After our order for the four books from Kelsey went missing in the post and the order had to be re-sent, at last these three have arrived.

F14 - MGF & MGTF The Ultimate Guide Bookazine,

This is a collection of articles from Classics Monthly. Sub-titled 'Bringing barn-finds and basket cases back to life,' it starts with buying the right project and goes on to cover many of the major restoration tasks.



G180 - Ultimate Guide to Restoration,

These excerpts from MG Enthusiast start with a potted history of the MGF, how it was assembled, how to buy a good one, Mike Satur's coilover suspension conversion and some details of modified



switching to the traditional clock mechanism. See them at: www.clocks4classics.com

Donation from Bob Congdon **18 - MG The Magic of the Marque, Mike Allison**

X11 - The Magic of MG, which we have in our collection, was first published in 1972 and in revised form in 1976. **X97** is the 1989 revision, now up to 327 pages from the original 212 and with a new title to reflect the major revisions.

Both editions capture the spirit of MG by means of many photographs and minimal text. Many of the photos, particularly of pre-war MGs, are very much 'in period.'

Recent new member Bob has given us this magnificent presentation edition of what is a very good book, even in the basic binding.

MGFs.

X112 - MG Sports Cars Bookazine,

"This bookazine celebrates the golden years of the Abingdon era from 1955 to 1980", so I very nearly did not buy it as it misses out the all-important T-Types! OK, so I'm biased.

The book starts with the MGA and continues the theme via MGB, MGC, MGB V8 plus the various Spridgets.

One article is of an interview with an elderly Don Hayter, Chief Design and Development Engineer of the MGB. Don gives first hand information on why some features were designed the way they were on the B.

More Useful Weblinks

A company, Clocks4Classics in the UK is selling DIY repair kits for most classic Smiths or Jaeger electric car clocks, including the MG T-Type clocks built into the tacho. From the videos it seems to be a tricky procedure but looks feasible to add their solid state



From the Library

David Hoskins - Librarian *August* 2019

B35 - MGB - British Legend, Weeden, Kelsey Media, 2013

The fourth book from our order of Kelsey Bookazines has arrived - at last!

More than just a history of the MGB, this book includes a buying guide, restoration tips, maintenance requirements and comparisons of various MGB models. There are even comparisons of the MGB versus the Sunbeam Alpine, modified B V8 Roadster versus Triumph TR8 and the BGT versus the VW Golf GTi (both sporting hatchbacks).

Competing in an MGB is covered, as are the various routes to performance modifications including the popular V8 conversions.

The chapter, 'Database MG MGB 1962-1981' is a brief historical timeline and includes interesting snippets such as the fact that there are still 18,000 MGBs listed by the DVLA, the licensing authority in the UK.

MG/Rover V8s

Following a question about the MG/Rover V8 engine from one of our Members, I found that we did not have a book on this fine engine, so we

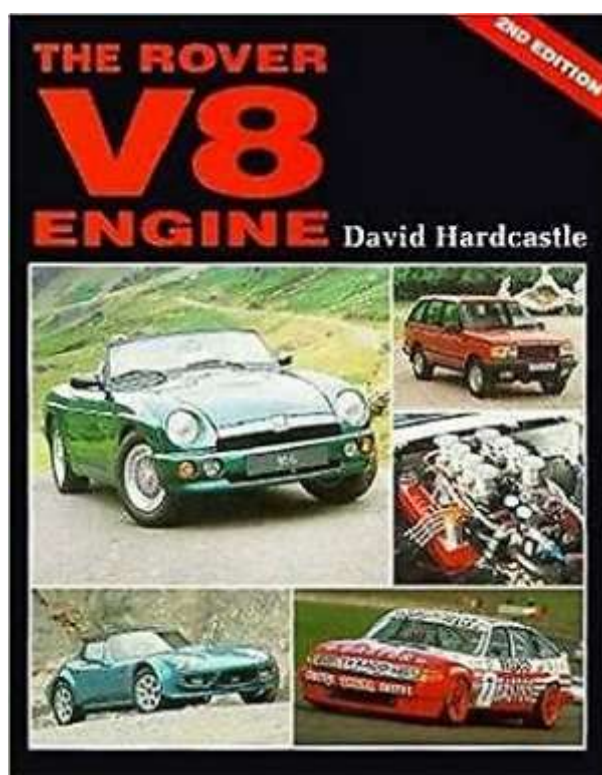
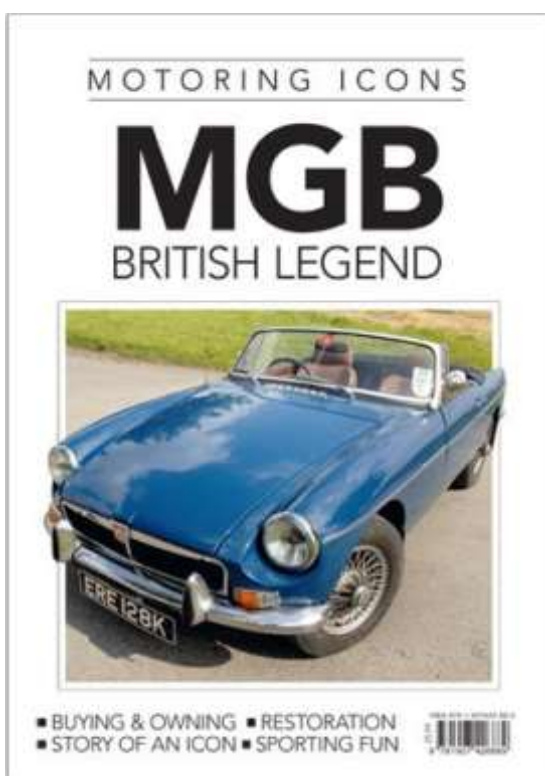
bought two! Nearly a million units of the various Rover V8s were built.

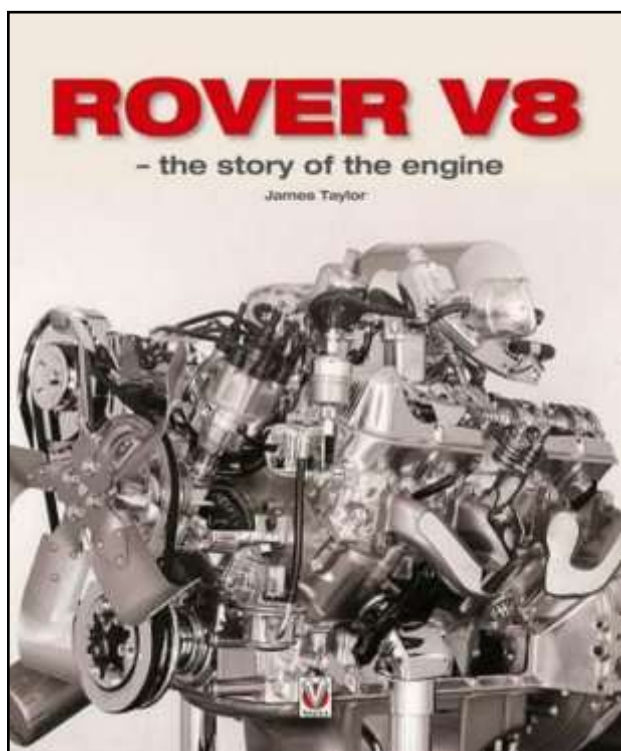
Both books cover similar ground, the 'discovery' of the Buick V8 by Rover and its subsequent fitment to the Rover 3500. They list the various Rover, Land Rover, Range Rover, MG, Triumph, and Leyland (P76) models to which this engine was fitted and also some of the many non-Leyland Marques who used it, such as Morgan, Marcos and TVR.

X119 - Rover V8 - the story of the engine, James Taylor, Veloce, 2017

This book chronicles more of the background of the use of the engine in the USA by Buick, Pontiac and Oldsmobile. These three marques sold 682,911 engines.

At this time a bloke called Jack Brabham talked Repco into developing





a Formula 1 engine based on the Oldsmobile 215 block, and won the 1966 Formula 1 World Championship with it.

The book includes a concordance of Engine numbers so that any particular breed of V8 may be identified, over 300 applications are listed.

This may seem a lot but remember, the engine was made in 3.5, 3.9, 4.0, 4.2, 4.4, and 4.6 litre capacities with carburetors or fuel injection, for manual transmissions or automatics and for various levels of exhaust emission standards in different countries.

X118 - The Rover V8 Engine, David Hardcastle, Haynes, 1995

This volume has more emphasis on the competition history of the engine and includes more Technical information.

The 'Taken to the Limit' section details privately turbocharged modified V8s including that fitted to a Morris Minor

giving 400 hp, or 500 hp with nitrous injection.

The author discusses the Rover V8 used as the base of the engine which powered the 400 hp V64V six-cylinder engine for the rallying MG Metro 6R4.

This engine then formed the basis of the 542 hp JV6 twin-turbo engine developed by TWR which powered the Jaguar XJ220 Supercar.

Bonnie Parker & Clyde Barrow

On a totally unrelated topic, in the Ford Museum in Detroit I photographed an intriguing personal letter from Clyde Barrow to Henry Ford. The photo is not clear but the letter states:

*Received 13 April 1934
Mr. Henry Ford, Detroit Mich.*

Dear Sir:-

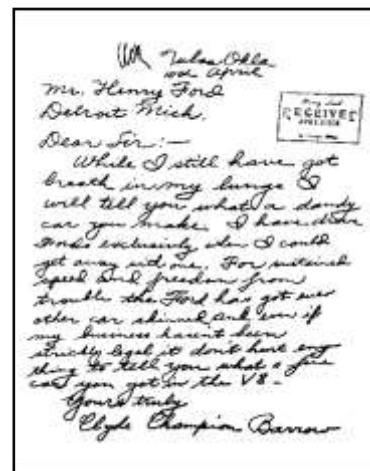
*While I still have got
breath in my lungs I will tell you
what a dandy car
you make. I have
drove Fords exclu-
sively when I could
get away with one.*

For sustained

*speed and freedom from trouble the
Ford has got ever other car skinned and
even if my business hasn't been
strickly legal it don't hurt any thing to tell
you what a fine car you got in the V8-*

Yours truly

Clyde Champion Barrow



On 23rd May 1934 Bonnie and Clyde died in a hail of bullets which resulted in 160 bullet holes in the Ford V8. The car is still on display in Nevada.

From the Library

David Hoskins - Librarian *September 2019*

Z11 - MG Magnette, Paul Batho, Amberley, 2019



The Magnette group in our Club seems to be growing as we age and demand more comfort. Apart from our own Loz Scott's two productions on the Magnette which we have in our Library, there have been no other books devoted to the ZA/ZB.

Paul Batho's book gives a brief background history of the MG Marque, describes how Gerald Palmer developed the Wolseley/MG non-identical twins, talks about the manufacture and marketing of these cars, modifications to improve the breed, period competition successes and the current renaissance of a car which once languished in the used car market.

To someone who has worked in the

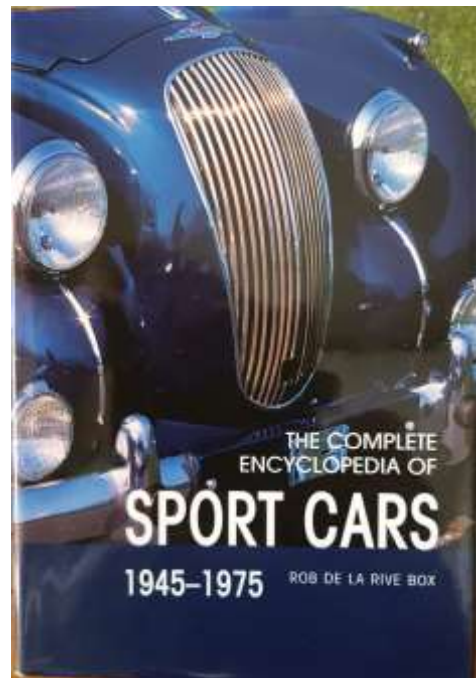
auto industry it is mind bending to realise that Palmer was given a brief to design two complementary four cylinder cars to be badged Wolseley and MG, and just did so with a design staff of ten and absolutely no market research or product planning.

Gerald has to be given a pat on the back for doing a good job, even if the Wolseley ended up with the MG XPAG engine and the MG Magnette had the then new BMC B-Series - by accident!

Donations from Herb Adler

G190 - The Complete Encyclopedia of Sports Cars 1945 - 1975, Rob de la Rive Box, Rebo, 1998

This is one of those 'complete' books which attempts to summarise the whole of the World's sports cars in 287 pages. It is a nice little thing with 750 colour photos and covers some really obscure makes such as GSM, Apal, Clan,



Conrero and Kieft as well as the mainstream MG, Aston Martin, Healey, Jaguar, Triumph and Sunbeam, etc.

The author, Rob de la Rive Box, has published over 40 titles so may be excused a few errors of fact in the details about the cars. Taking these facts with a pinch of salt, he nevertheless gives an amazing survey of the 170 marques which he lists. Good for a browse on a rainy afternoon.

G191 - Daimler & Benz: The Complete History, Dennis Adler, Collins, 2006

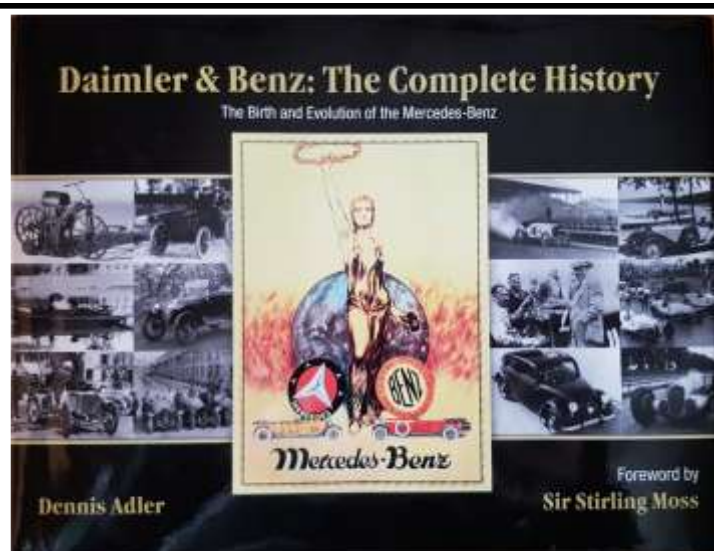
I can only think that Herb picked this up because of the author's surname!

Starting with the Benz Dogcart through to the Mercedes of 2006, the author manages to cover a lot of ground in one book.

I question the veracity of the 'Complete History' in the title as a book to cover this ground would have to be at least 5 volumes and take months to read.

However, this landscape format book has plenty of room for great photographs, which are suitably captioned so that the main body of the text is relatively sketchy and it is a book which captures the entire history of Benz, Daimler and Maybach without being a chore to read.

As an enthusiast of racing I was naturally drawn to the photos of the fabulous 'Silver



Arrows' of the late 30s (646 horsepower through bicycle tyres must have been challenging to drive), Rudolph Uhlenhaut's personal 300SLR Coupé and the awesome 300 SLR racing car on the back of the high speed 300 SL based transporter 'truck.'

As one who was bombed out of our house by the Germans when I was a baby, I found the scenes of devastation caused to Daimler-Benz factories by Allied bombing curiously satisfying but I'm glad that they recovered to build the 300 and 250 SLs and to go on to renewed Formula 1 glory in the Fangio/Moss and then Hamilton/Bottas eras.

The Engineer in me was interested to note that Benz started crash testing cars back in 1951 and this led to the 'crush zones' and 'survival cells' which we take for granted to-day.



From the Library

David Hoskins - Librarian *October 2019*

Z12 - Morris Oxford V & VI, MG Midget III & IV 1959 to 1971 Owners Workshop Manual, Haynes, 1971



I am not sure where this came from so please forgive me if I don't thank the donor. This is a stock Haynes Manual which is of possible interest to us as it covers the Mark III

and IV 'Badge Engineered' Midgets designed by Pinin Farina. These are extremely rare in Australia (I wonder why?) but we never know, one of our members might be tempted to go mad and acquire one and if they do, we have the manual for it! We also have the Driver's Manual for these cars.

It is an intriguing thought that a Farina Midget would actually make a rather nice 'Q' car with its somewhat staid



appearance. The suspension is basically similar to an MGB but without the rack and pinion steering so a bit of lowering, uprated anti-roll bars (they did have front and rear bars), pair of bucket seats, 2 litre tuned MGB engine and overdrive gearbox - what do you think, could be a project for someone!

'Badge Engineering'

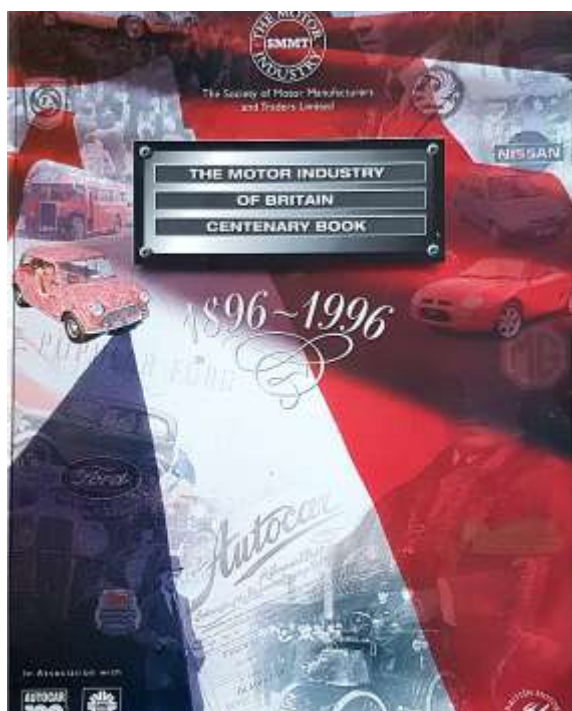
'Enjoying MG' magazine for July 2019 contains a nice six page article titled, 'Badges of Shame.' This reflects on the blatant use by BMC of fitting different Marque badges on slightly differing variants of the same car to meet marketing and dealership requirements.

The worst example would be the 1500cc 'Farina' family of Austin A55 Cambridge, Morris Oxford V, Wolseley 15/60, MG Midget Mk III and Riley 4/68. Sticking different badges on various grilles and making minor cosmetic changes did not fool anybody really although, in mitigation, BMC did sell 866,540 Farina fours between 1958 and 1971 so maybe the marketing gurus were right. I used to see a Wolseley 16/60 in Geelong!

The Austin 1100/1300 was a fine car but it too had to suffer the indignity of wearing Austin, Morris, Wolseley, MG and even Vanden Plas identities (these had wood and leather trim).

Although prototypes were made, we never saw an MG Mini, which is a shame as the sporting MG image would have suited a 1275cc Mini. This Mini option was not pursued as BMC already

had the sporting Mini Coopers fulfilling this role.



G194 - The Motor Industry of Britain Centenary Book - 1896 - 1996, Johnathan Wood, SMMT, 1996

To celebrate the centenary of the Industry the SMMT published this book which chronicles, decade by decade, the history of automotive manufacturing and retailing in the UK.

The Society of Motor Manufacturers and Traders (SMMT) is the voice of the UK motor industry, supporting and promoting its members' interests and it was created in 1902. In 1946 it incorporated the Motor Industry Research Association (MIRA) and built a shared Industry Proving Ground in 1948. I worked there just before coming to Australia at which time MIRA was funded jointly by the Government and the SMMT.

A sign of the times was when Horiba bought MIRA in 2015. Horiba is a Japanese electronics company, founded in 1945, which manufactures

medical equipment and carries out whole vehicle development at multiple sites around the world.

One of the sponsors of this tome is Autocar Magazine, which published its first edition in 1896, even though there was only a handful of cars in Britain at that time.

As owners of our British (so far) MG cars, it is interesting to read about the industry which spawned them, and sad to reflect on its decline.

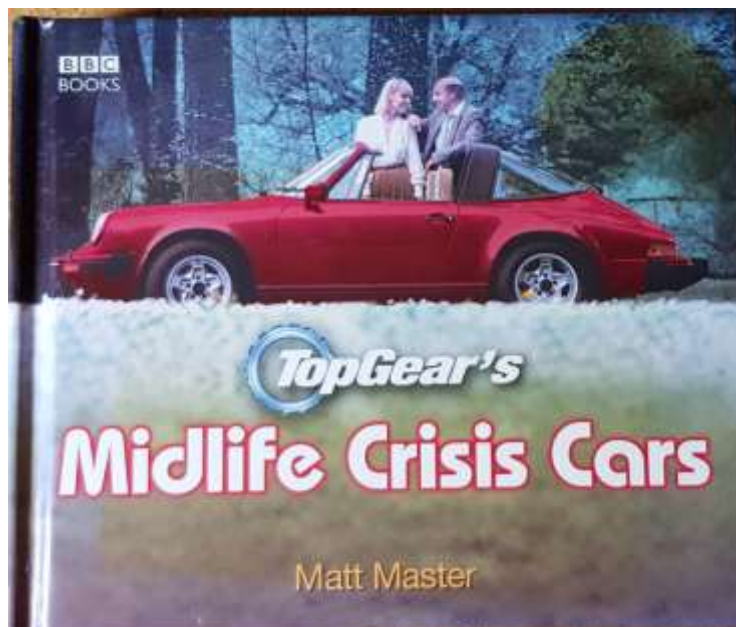
Donation from Richard Harvey

G192 - Top Gear's Midlife Crisis Cars, Matt Master, BBC Books, 2008

Richard bought this at the late lamented Barwon Booksellers' closing down sale.

I had often thought that I got my midlife crisis over early and this book proves it. At first sight it fell open at the V6 Capri, I bought mine on the 14th July 1973, a week after I arrived in Oz at the age of 29 - point proven!

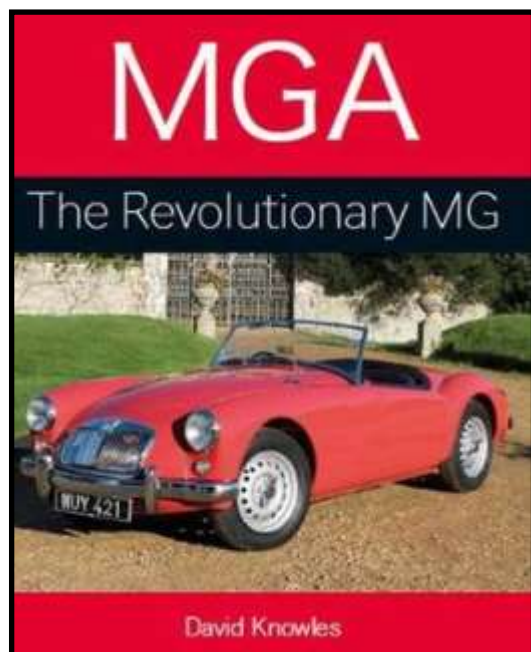
Fear not though Members of the MGCC, it also lists MGB and Midget as Midlife Crisis Cars, so true!



From the Library

David Hoskins - Librarian November 2019

A18 - MGA The Revolutionary MG, David Knowles, Crowood, 2019



This is on order and I hope it arrives in time to be on our shelves before this preview is published. I am confident in writing this as I know that anything by David Knowles will be terrific.

David is one of the foremost authors researching and writing about all things MG and Triumph. We have seven of his books on MGB, V8, MGF & TF, X Power SV, MG The Untold Story, Triumph TR7 and this is his latest tome on the MGA.

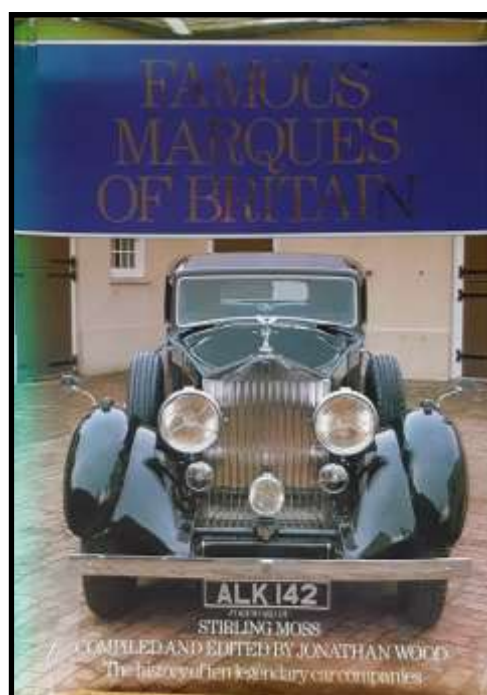
He has many contacts within the Abingdon workforce and is also working on a sister volume to this one: MGB - The Superlative MG.

The MGA marked a turning point in MG design, away from the 'square riggers' which some of us love so much via a quantum leap to a modern aerodynamic

design.

It is hard to comprehend the reaction to this radical change to the MG image and many MG enthusiasts in 1955, which was when the car was launched (and I went to Grammar School!) were frankly horrified by the new look. All was forgiven in the end and MG sold over 100,000 MGAs in seven years.

G193 - Famous Marques of Britain, Johnathan Wood, Octopus, 1984



In the 1980s Octopus published a series of books on single car Marques. I bought every one as they came on the market, but the series suddenly stopped in 1986 after ten books had been published. This was a shame as famous Marques such as Bentley, Austin-Healey, Lotus and Triumph had not been covered.

Later in the 80s, after several changes of ownership, they reappeared as

collections of Great Marques of single countries including Britain, Germany, Italy and America. These had chapters on the missing Marques and also included slightly slimmed down versions of the previous single Marque volumes.

This latest printing of 'Famous Marques of Britain' has a modified title but is otherwise only slightly changed from the earlier 'Great Marques' version, with some added text.

Our Library contains

X001 - Great Marques MG,
G005 - Great Marques of Britain,
G153 - Great Marques of Italy,
G154 - Great Marques of Germany,
G158 - Great Marques, Mercedes-Benz
and two poster books
G011 - GM Poster book Jaguar
X24 - GM Poster book MG.

All of these are a very good introductions to their various subjects, being written by noted authors on each Marque.

'Famous Marques of Britain' contains chapters on MG and Morris and the latter includes much history relevant to MG. Some relevant topics are the building of the Hotchkiss engine factory in Coventry, which is where the XPAG engines were built, and the tortured relationship between William Morris and Leonard Lord.

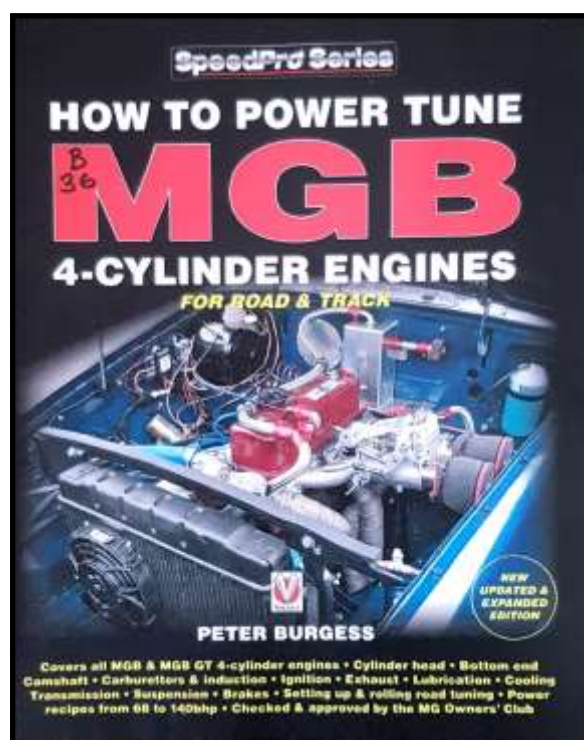
Australian Sports Car World Quarterly

We have a few copies of this magazine but one edition is noteworthy. The August/October 1977 SCW contains a 19 page 'Giant Feature,' The Fabulous MG T-Types. Following this is 'The MGA Comes Out of the Cold and The Four-Door Enigma (Y-Type).



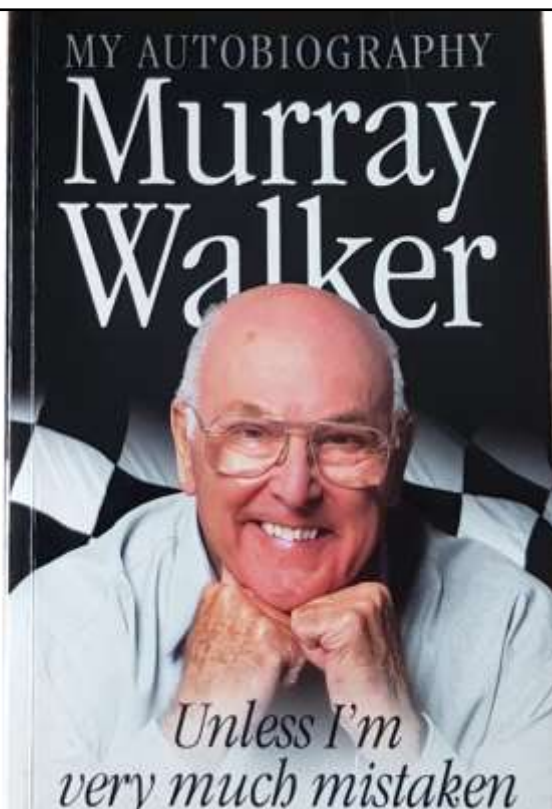
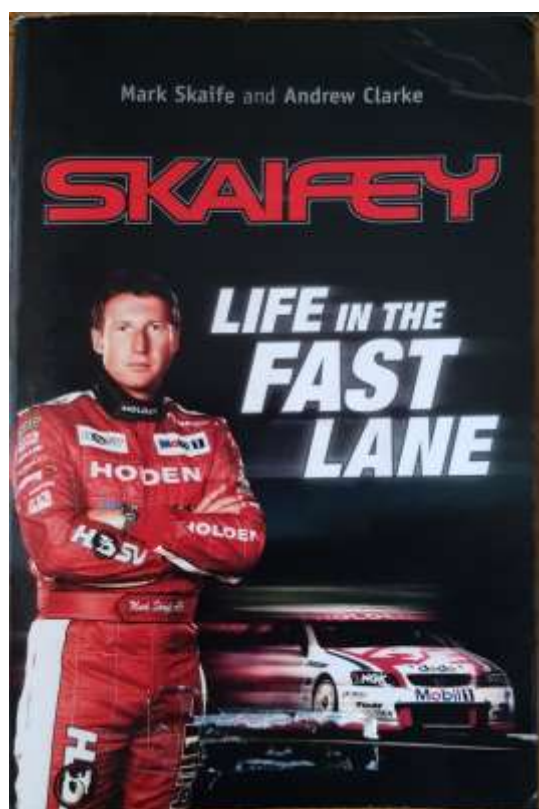
B36 - How to Power Tune MGB 4-Cylinder Engines for Road & Track, Peter Burgess, Veloce, Updated and Expanded, 2018

We now have a copy of this revised edition of Peter Burgess' invaluable book for those wishing to make their Bs go a bit faster. Expanded from the original's 112 pages to 144 it reflects Peter's accumulation of experience of modifying customers' engines.



From the Library

David Hoskins - Librarian December 2019



A18 - MGA The Revolutionary MG, David Knowles

Further to last month's preview, this book has now arrived and it is, as I expected, a cracking read full of details about the history of the 'A' with lots of mini biographies of personnel involved in Design and Management of projects at Abingdon in this era.

David Knowles includes much detail about the political convolutions when Morris and Austin joined forces and then Triumph became involved in the British Leyland Motor Corporation conglomerate. This is a 'must read' for any MGA fans.

Donations by Richard Crisp

X120 - Unless I'm very much mistaken, My Autobiography, Murray Walker, Collins Willow, 2003

This is the autobiography of the 'Voice of Formula 1'. F1 fans either loved or loathed his animated style of commentating but he certainly livened up the BBC TV broadcasts, for many years with co-commentator James Hunt.

From school, Murray went into the army and served in WW II as a tank commander with the rank of Captain.

He spent some years in advertising and briefly competed in motorcycle races as his father was an Isle of Man TT competitor. From occasional car and bike race commentaries he became the full time F1 spruiker from 1978 to 2001. As a revered part of the F1 paddock he had access to all the teams and drivers so his commentary was informative, even if he was renowned for glaring errors in the heat of a race, the world famous 'Murrayisms'.

X121 - Elon Musk, How the Billionaire CEO is shaping our future, Ashlee Vance, Virgin, 2015

Published in 2015, the Elon Musk story is nowhere finished just yet. From south African beginnings he has become the most innovative entrepreneur in the fields of electric vehicles and space and high speed global travel.

Set to outdo Bill Gates and Steve Jobs in terms of driving technological achievements, no task on Earth is safe from his inventive mind.

He co-founded X.com, which morphed into PayPal, set up SpaceX to manufacture space launch vehicles and send men to Mars, was CEO of Tesla electric vehicles and kick started SolarCity which manufactures solar electricity components. He is the force behind OpenAI to prevent Artificial Intelligence from being solely in the hands of large corporations, co-founded Neuralink to integrate AI with human brains and set up The Boring Company to make machinery to dig tunnels.

An amazing human being.

X122 - Skaifey, Life in the Fast Lane, Skaife & Clarke, Ebury Press, 2010

Mark Skaife is one of Australia's iconic racing car drivers. He is a five time winner of the Aussie V8 Touring Car and Supercars Series and six time winner of the Bathurst 1000.

Skaifey's first Bathurst win with Jim Richards in the Nissan GT-R was memorable for all the wrong reasons as the crowd, both Holden and Ford fans, booed the pair on the podium which

displeased Richo.

We have a local connection to the GT-R as Nissan's Chief Engineer Don Dunoon from Barwon Heads was the driving force behind Nissan homologating the GT-R for Australian road use.

Z13 - Additional Delving MG Series ZA/ZB Mquette, Laurence (Loz) Scott, 2019

Our own Laurie (Loz) Scott has been sharpening his quill again. This is Loz's third book on the subject of the ZA/ZB Mquette.

A serial Mquette restorer, Loz is well placed to write about the problems he has encountered while rebuilding his Mquettes.

The book also leans on others who have restored or enhanced their Mquettes including our own John Roker. Loz will gladly sell you a copy, see him at many of our meetings.



From the Library

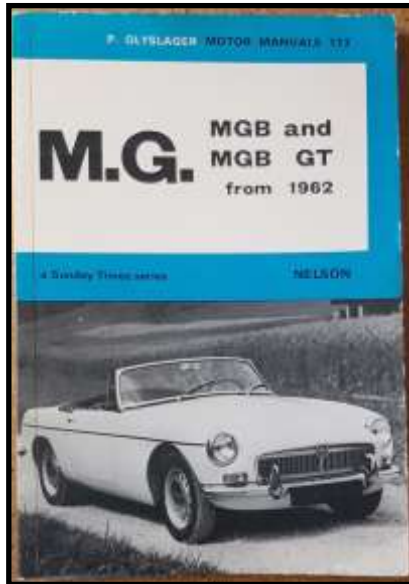
David Hoskins - Librarian February 2020

Donations by John Roker

B37 - Handbook for the MGB Roadster GT Coupé from 1962, Piet Olyslager, Nelson, 1967

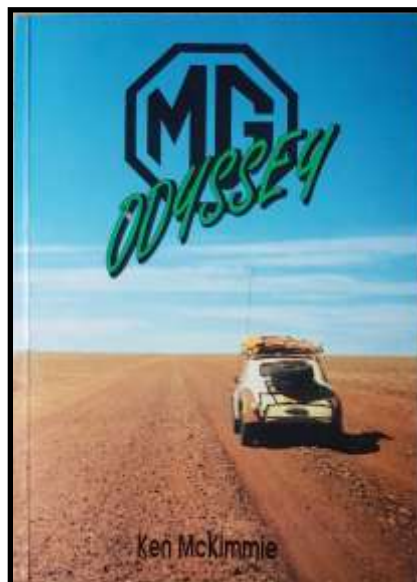
One of the huge series of home mini workshop manuals published by Dutchman Piet Olyslager.

Piet initially worked in a Bugatti workshop and accumulated a huge archive of technical information. In 1948 he started his series of small format 100 page manuals which eventually covered most popular European cars. In 1997 the Olyslager Organisation donated his huge archive to the Dutch Automotive History collection.



Z13 - MG Odyssey, Ken McKimmie, self published, 1991

The West to East coast of Australia drive across Central Australia would be challenge enough in a modern 4wd SUV but to do it in an MG Midget is surely not sensible.



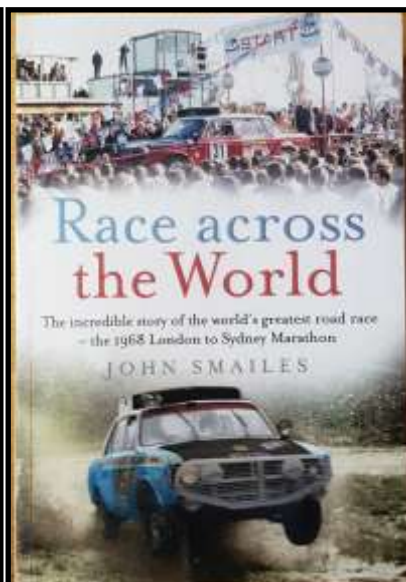
Ken McKimmie did just that, travelling the 7,000 km to the Queensland Nat Meet, alone! Then of course the quick trip back home with his wife Anne. A word to our Midget owners - NO!

G194 - Race Across the World - 1968 London to Sydney Marathon, John Smailes, Allen & Unwin, 2018

I am having a poignant moment as I write this in late October as Andrew Cowan, the primary driver of the winning Hillman Hunter died in the UK just last week. This 17,000 km epic turned out to be a typical tortoise and the hare story as some of the much vaunted works rally teams went too hard too early and broke, including the UK Ford Lotus Cortinas. The leading Citroen was unfortunate to crash into a spectator's Mini not far from the finish and the slower but steady Hunter won the 1968 event. Also slow, but not so steady, Paddy Hopkirk's Austin 1800 'Land Crab' was 2nd.

Geelong was well represented as the 3 car Australian Falcon works team

finished 3rd, 6th and 8th, and won the team prize. Ian Vaughan, my old boss as Director of Product Engineering at Ford, came third overall. Ian ran again in the 25th Anniversary Rally in 1993



and came second, in the same old XT Falcon GT KAG 002 which currently lives in the Geelong Museum of Motoring.



The first event attracted 100 entries, included most of the World Rally greats and several full Works 3 car teams.

Jean Denton entered in an MGB, partially supported by BMC, and finished 42nd out of 56 and John Sprinzel's MG Midget retired on the Gun Barrel Highway. Denton's MGB is the car rescued from a scrapyard and now owned by the MGCC MGB Register. It has been restored by the Club and is a regular Show attendee in the UK.

T26 - Catalog TA-TB-TC Midget and Other "T"-Series, Doug Pelton, From the Frame Up, 2017

From the Frame Up is the most comprehensive source of spare parts for T-Types and this (outdated) price list includes just about everything you could want for a T-Type rebuild.

Donations by Graham Peacock, and Peter Cronk

Z14 - MG Mono-Construction, M.G. Magnette (Series "ZA"), The M.G. Car Company Ltd, AKD.574, 1953

This is the official MG Car Company

manual on building and repairing the Magnette body and is a serious reference for Loz Scott and anyone involved in the Magnette.

G195 - The Sports Car, Its Design and Performance, Colin Campbell, Chapman & Hall, 1960

First published in 1954, this is dated in some areas but starts with a micro history of the development of the Sports Car.

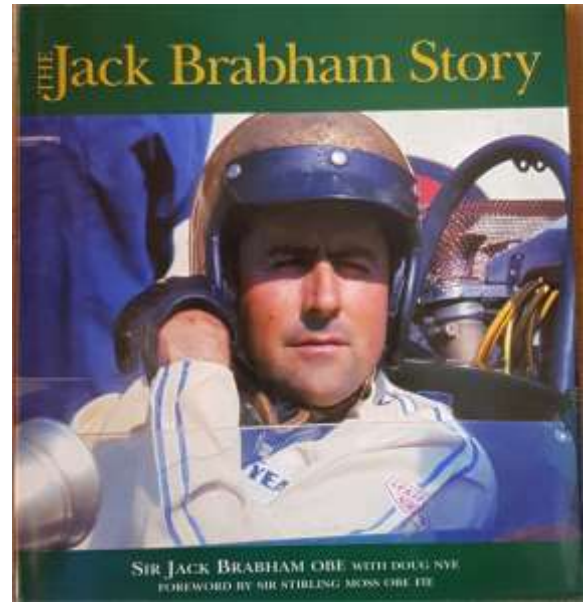
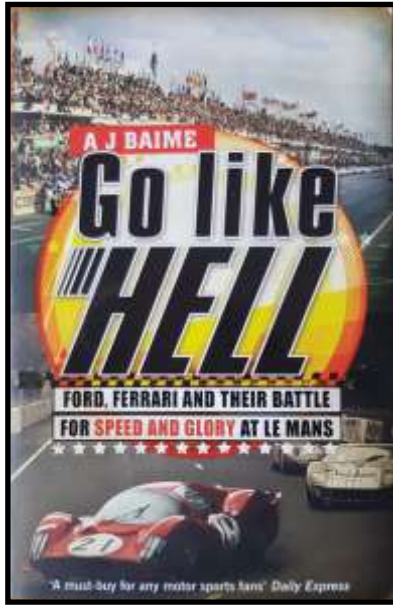
The following chapters discuss modifications to chassis and engine to achieve higher performance and, since the laws of physics and mechanics have not changed much in the last 65 years, the basics are still relevant to-day.

The text is illustrated with great period photos of cars being driven as they should - hard! Pete and I particularly liked the photo of Hamilton (no, not that one) bouncing the rear wheels off a grass bank in an H.W.M. every time he negotiated a hairpin in 1953. This was just like his modern equivalents hooking their wheels over the kerbs in F1 to-day.



From the Library

David Hoskins - Librarian *March 2020*



Donations by David Brett

G196 - The Car Book, The Definitive Visual History, Dorling Kindersley, 2011

There are coffee table books, and then there are coffee table books! This is one of the better ones.

All DK publications are noted for the excellence of their illustrations, in fact they are usually short on in-depth text but tell their story via great photos.

Most MG models are shown in small side profile photos but it is a shame that there is not much information about the MG Company, despite the failed DeLorean DMC-12 (Back to the Future) scoring a four page feature!

Donation by Graham Ruby

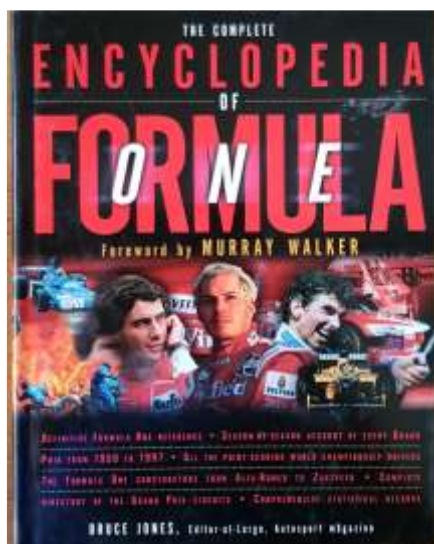
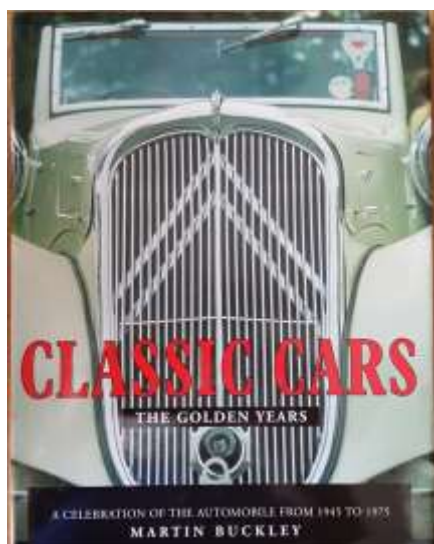
G197 - Go Like Hell, Ford, Ferrari and Their Battle for Speed and Glory at Le Mans

Paralleling the story of the recent film 'Ford vs Ferrari' this book chronicles the development of the Ford GT40s

which eventually trounced the factory Ferraris, much to Enzo Ferrari's chagrin.

The story is complex and involves Henry Ford II, Edsel Ford, Enzo Ferrari, Lee Iacocca, Carroll Shelby and his AC Cobra and Shelby GT, Eric Broadley and his Lola GT, Roy Lunn from Kar Kraft, John Wyer from Aston Martin who headed the Slough Engineering operation, test driver Ken Miles, etc..

For those with Netflix access, there is a documentary on the story called, simply, 'Shelby American'. Like most American films, this recounts the tale of the 'all American' GT40, blithely ignoring the fact that it was based on an English Lola GT, prototypes were built in Slough using mostly bought-in components from the UK and Europe, Englishman Ken Miles did most of the development driving and the car had most of its wins under the team management of Brit John Wyer. At least Ford provided the engines, wind-tunnel for aerodynamic testing - and all of the money!



Donations by Gordon Atkins

Gordon brought seven titles for us when he attended his very first MGCC Meeting, many thanks for contributing some interesting books Gordon.

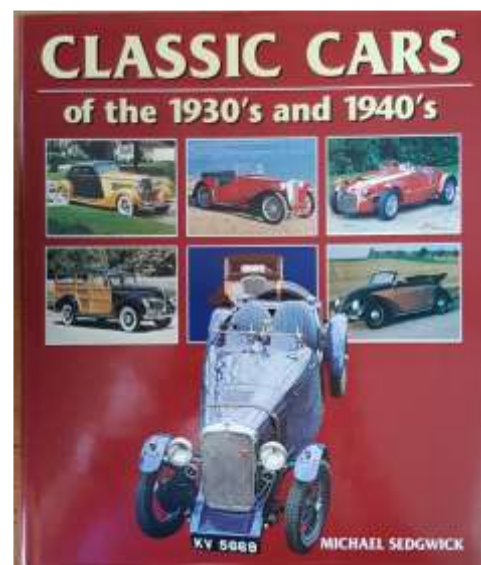
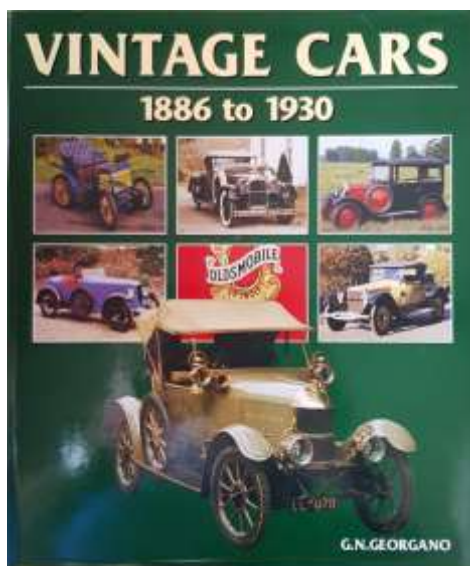
G198 - The Complete Encyclopedia of Formula One

A massive 648 pages of F1 reference history covering every race up to 1997.

G199 - The Jack Brabham Story

The story of Sir Jack, written by himself with assistance from renowned author Doug Nye.

G200 - The official 50-race history of the Australian Grand Prix



Complete reports of the first 50 AGPs from 1928 to 1985, from Captain Arthur Waite's Austin 7 at Phillip Island to Keke Rosberg's Williams FW 10-Honda at Adelaide (the first World Championship Oz GP).

G201 - Rally World 2002

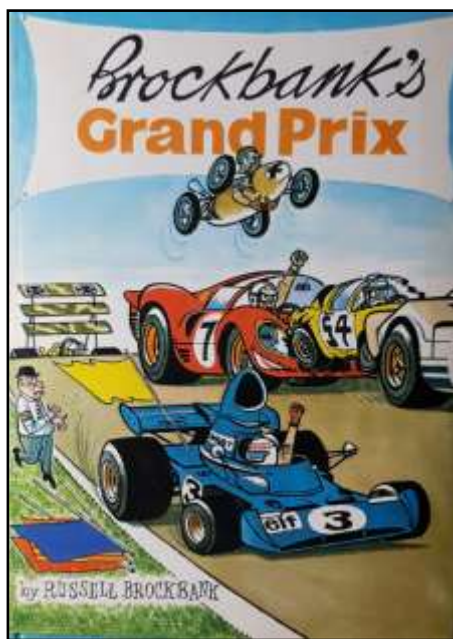
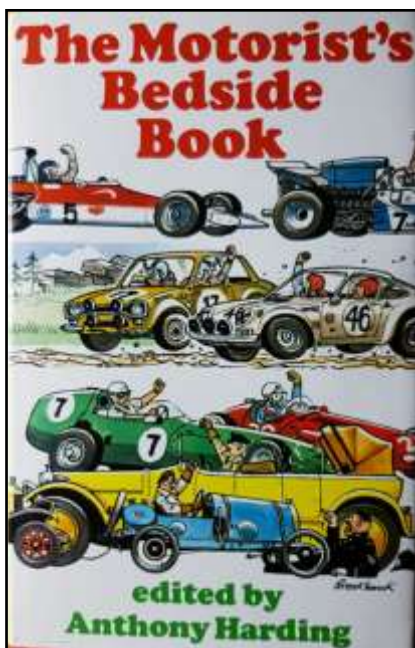
G202 - Vintage Cars 1886 - 1930 and G203 - Classic Cars of the 1930's and 1940's

These two by Michael Sedgwick tell the stories of their respective eras with many photographs, coloured artwork and line drawings of selected technical details. Good introductions.

G204 - Classic Cars, The Golden Years

From the Library

David Hoskins - Librarian April 2020



Both of these are duplicates which will join our reserve collection - kept off site in case we should ever lose our Library in a fire or from theft.

The Kimber book is of great interest to those wanting to learn about the founder of our great Marque.

From Kevin Simonsen

Donations

We have had a large number of donations to our Library in the past few months, so apologies if the reviews are brief as G-Torque space is limited, but many thanks to all our donors.

I commented to Don that, as many of our Members downsize, we need much more space for the Library!

The observant amongst us will notice that the bound set of 'Australian Classic Car' magazines now lives in some shelves under the Library desk, so that some extra space has been created in the main bookshelves for our ever increasing collection.

From Andrew Mason

X023/4 - The MGA, MGB, MGC – A Collector's guide, Graham Robson, MRP, 1977

X42/3 - Cecil Kimber 1888 - 1988, Various Authors

O8 - The Motorist's Bedside Book, Anthony Harding, Batsford, 1972

O9 - Brockbank's Grand Prix, Russell Brockbank, Eyre Methuen, 1973

A couple of fun volumes, both featuring the inimitable motoring cartoons by Russell Brockbank.

From Rod Birrell

A018 - The MG Series MGA Driver's Handbook, Eighth Edition - AKD598G, The M.G. Car Company Ltd,

A19 - Motor Manuals MGA Coupe & Roadster, Piet Olyslager, Sunday Times, 1963

A couple of nice, period, publications on the MGA. If I owned an MGA, I



Now that this future is almost upon us, it is interesting to read the past predictions. I remember seeing a hands free car driving at the UK Crowthorne Road Research Laboratory in 1972 although, admittedly, this was following a wire buried in the road.

from Librarian

0010 - Electric Model Car Racing, D.J. Laidlaw-Dickson, Museum Press, 1965

would borrow our copy of **A16 - The MGA Owner's Heritage Pack**, which includes the Driver's Handbook and other paperwork which came with the purchase of a new MGA.

From Alan Fraser

B33/2 - MGB 1962 thru 1980, Roadster and GT Coupe, John Fowler, Haynes, 1989

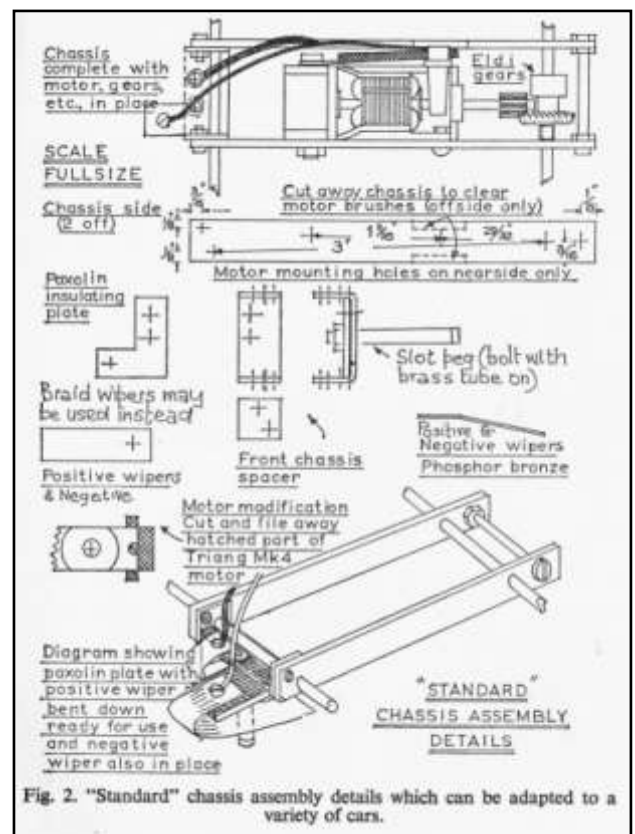
This is another reserve copy of one of the standard MGB Manuals. If anyone is in the process of restoring one of the common MGs we are able to lend the appropriate Workshop Manuals on a long-term basis.

from Rob Lyle

Wheels Magazine mid-fifties editions

August 1956 has an article entitled, "How long to wait for Radar Cars?" This talks about early experiments in the USA developing the autonomous vehicle of the future.

I don't think that many of our members would be fascinated by this but, if any one had the same interests in slot car racing as I did as a schoolboy, this will revive memories of building racing chassis based on the ubiquitous Triang Mk IV 00 railway and Scalextric motor. Somehow I had two copies, which is one more than I need, so our Library now has one!



From the Library

David Hoskins - Librarian May 2020

Donation from Ray Turner

G190 - G230 Automobile Year 1973-1974 (vol 21) to 2013-2014 (vol 61), Guichard, EDITA S.A.,



Ray Turner, who is not one of our Members but lives in Drysdale, contacted me via our website with the offer to donate 40 copies of the annual 'Automobile Year', reviews of all things motoring in the 12 months previous to publication.

This magnificent collection adds to the volumes donated by Rob Woodfull in December 2018 and Merv Jaensch in April 2019. I now have the problem of finding another metre of shelf space - but it's a very nice problem to have.

Repeating my earlier review of these books, any of you with an interest in the history of the motor car should browse through these books which do contain lots of detail about car design, technical advances, motor racing and

rallying, cracking Formula 1 photographs, superb cutaway drawings of new car models and racing driver histories. Do try them, the content is truly amazing.

I now repeat my plea from December 2018, do any of you have other years which are surplus to requirements? It would be nice to have a complete set of 62 as we now only need Volumes 9 to 18, 20, 25, 27 and 62 to complete the set, so only 14 more to go!

Donation from Max Hale

Receiving a call from one of our more recent Members, owner of an MG Midget, I was pleased to go and collect some items for our Library. Anna and I had a nice chat with Max who showed us his amazing collection of clockwork orrerys (wind-up models of the solar system) and toys, plus the many steam engines he has made over the years.

G208 - WEG Cartoon

This is an original cartoon by WEG



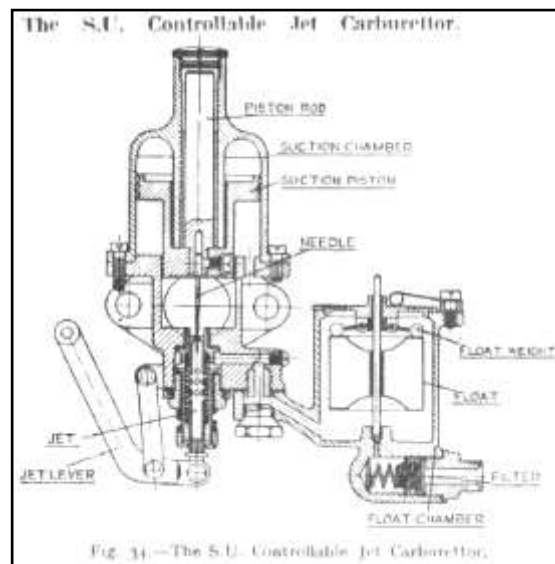
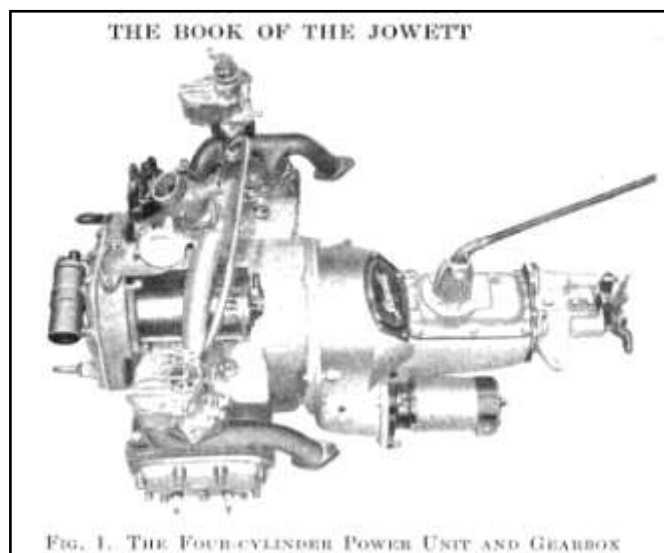
(William Ellis Green), noted particularly for his VFL/AFL related images. I was pleased to receive this from Max as it seems singularly appropriate to our Club demographic. The inscription reads, "Have you seen older people at club meetings." In the picture I see Ted Heriot, Geoff Ross, and maybe Doug Sherman - in a few year's time, of course!

The following books are not directly relevant to owning MGs, but provide interesting looks into the past. The titles are self explanatory and do not require a detailed review but I do urge Members interested in automotive history to have a look.

G205 - Motor Manuals Volume II Carburettors & Carburation, Arthur W. Judge, Chapman & Hall, 1932

G206 - Pitman's Motorists' Library, The Book of the Jowett and Bradford, Staton Abbey, Pitman, 1952

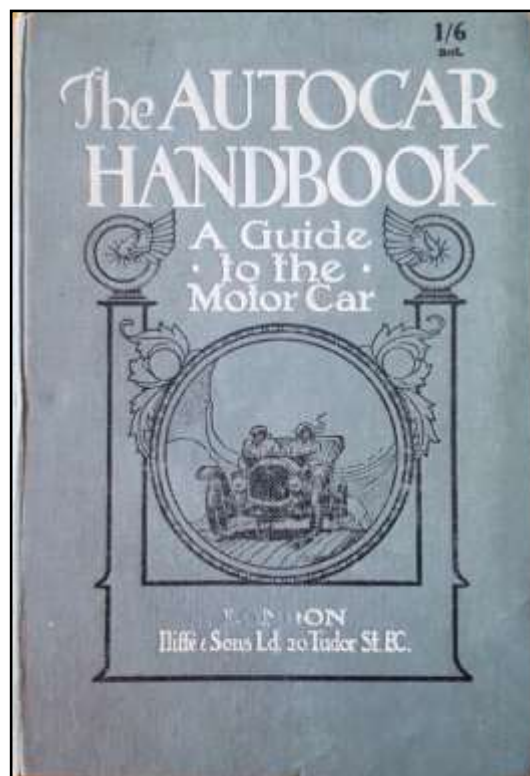
G207 - Dyke's Automobile and Gasoline Engine Encyclopedia, A.L.Dyke, Goodheart-Wilcox, 1927



G209 - The Autocar Handbook, A Guide to the Motor Car, Fifth Edition, Iliffe & Son, ~1920

This book is in remarkably fine condition for something which is over 100 years old. It made me wonder just how many of our computer records will still exist in 100 years time, a book will last for many centuries if stored in a cool, dry place.

Unless you own a Vintage car most of the text will be out of date but it is interesting to browse and reflect on 100 years of automotive progress.



I was amused by little gems such as, 'It seems almost certain that electricity, as a source of car illumination, has now come into its own, and is well on the way to ousting all other forms of lighting' - how right they were.

From the Library

David Hoskins - Librarian June 2020

Having worked in an engineering establishment which was large enough to have a parts and tool store, manned by the inevitably surly storeman, I am aware of the storeman's creed, "You can't have that, it's the last one and somebody might want it."

I have to report that your Librarian has a different set of values and I should be delighted if there were no books on our shelves as every one was out on loan.

G232 - Classic Engines, Modern Fuel: The Problems, the Solutions, Paul Ireland

Paul Ireland encountered problems when running his TC on modern fuels. As a result he started to research the reasons why this was occurring and it led to a project at Manchester University. The study was partly sponsored by the MG Car Club, 123ignition, Burlen (SU) and others. The XPAG engine was found to be typical of the average Classic Car engine so one was used for a series of tests.

Paul published many articles in various MG Magazines and has now put them together in this new book.

The book, which is not exactly a trivial read, presents an in-depth study of various aspects of modern petroleum blends and their effects on classic car performance.

From a basic description of the four-stroke engine cycle, 'Suck, Squeeze, Bang, Blow,' Ireland goes on to discuss combustion and ignition principles. A detailed analysis of the effects of

octane rating, volatility, additives including ethanol, fuel temperature and mixture and timing variability follows.

The test engine was running on standard SU HS2

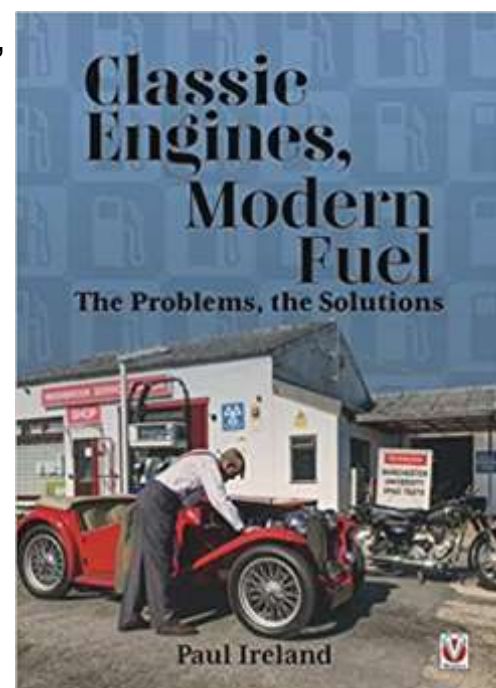
carburetters (that's how SU spell it) and a 16 page appendix details some servicing and tuning procedures for these wonderful instruments. I do not subscribe to the view that they are instruments of torture if treated properly.

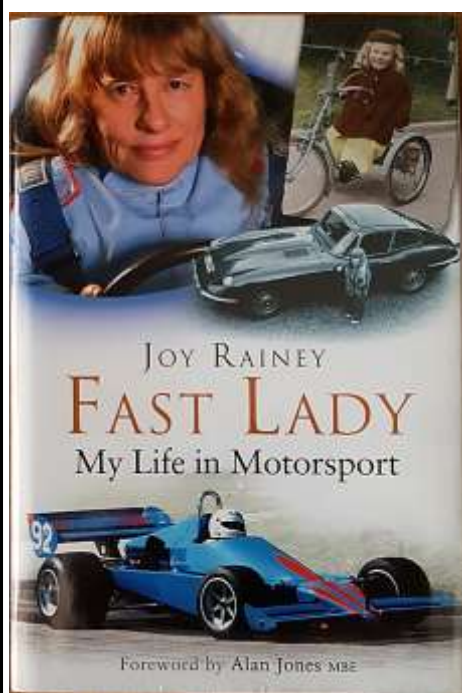
G231 - Fast Lady, My Life in Motorsport, Joy Rainey, Haynes, 2004

We published an obituary to Joy Rainey in the March G-Torque, this is the story of her amazing life up to 2004, signed by Joy. Even if you are not particularly interested in motorsport, I recommend you read this to inspire you to overcome adversity. Joy never let her lack of stature hold her back and became an icon in the world of disabled sports. Such a loss to us in Geelong and to the world of motorsport.

The Eagle Annual of the Cutaways

The Feb 2020 edition of 'MG Enthusiast' magazine contained an





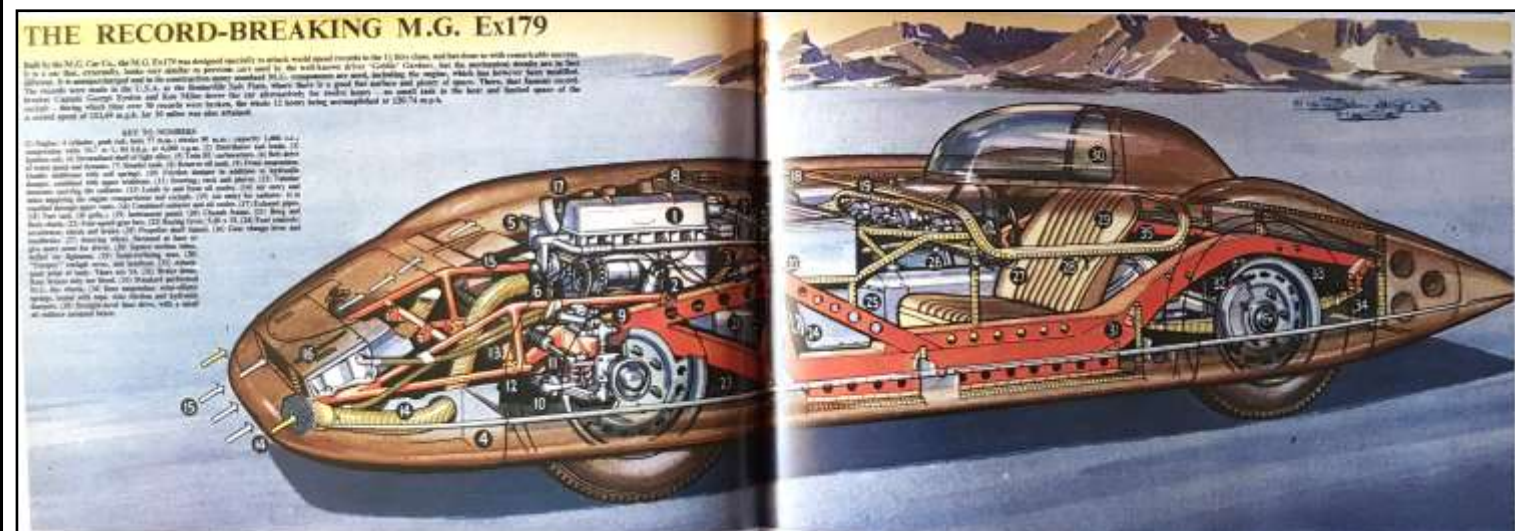
article, 'MGs and The Eagle comic', which prompted me to buy this book. It is one of my personal collection, but please ask me if you would like to see it - after Covid-19 has passed!

Sometime last century when I was a little boy, a new kids comic was launched in the UK. 'Eagle' was a resounding success, selling 900,000 copies of its first edition!

The lead story was 'Dan Dare, Pilot of the Future' and his battles with the Mekon, evil leader of the Treens, green-skinned humanoid from Venus! Items of particular interest were the centre spread cutaway drawings. These

detailed a diverse range of mechanical items from 'Atomic-powered electricity' to 'A modern British colliery' and undoubtedly helped to influence my young mind into a career in Mechanical Engineering.

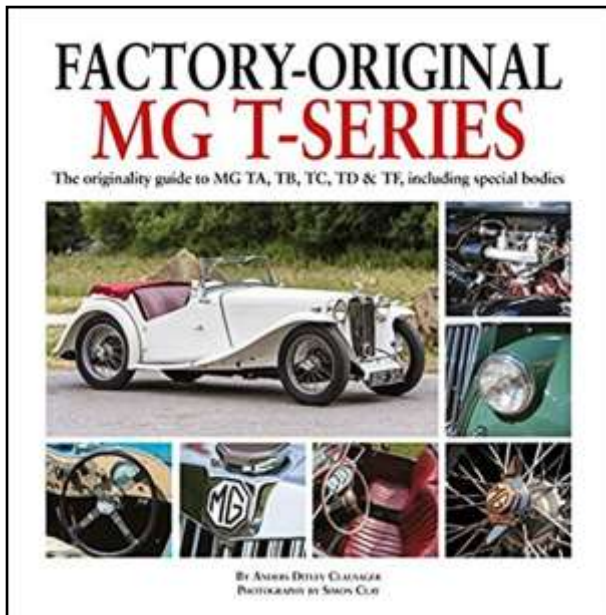
A couple of MG cutaways were the two depicted here, the MG Midget and EX 179. The MGB scored an accolade for its ability to 'cruise all day at 100 m.p.h.' - those were the days before speed limits on the M1! I remember the furore when AC tested a Le Mans Cobra coupe at 180 mph down the length of the M1 Motorway - this event prompted the UK Government to introduce the 70 mph speed limit.



From the Library

David Hoskins - Librarian **July 2020**

T027 - Factory-Original MG T-Series, Anders Clausager,



This is an updated version of Clausager's **T02 - Original MG T Series** which was first published in 1989 and which we have had for many years in our Library. Following the same basic formula as the first book, this is larger than the original of 105 pages, adding another 56 pages. The illustrations have increased from 150 to 340 so this new edition has been substantially revised.

Clausager has added two new sections. The first gives the background to the T-Series, showing how they evolved through the M, J and P Series to the quantum leap to the bigger T-Series with their more mundane, but equally effective, pushrod engines.

The second new section gives information on the many specials and special-bodies cars. Models covered include the unique TA Airline (the yellow and black car which some of us saw at Motorclassica as it lives in Brisbane), the Lester Specials, the Arnolt TD, George Phillips' TD Le Mans (which led to the MGA body shape) and various other one-off and racing varieties.

This is **the** originality reference book for the serious concours competitor.

Archaic Language

Along with my love of books comes an appreciation for quirks of the English language. Looking through the Profile Publications description of the K3 Magnette written by renowned MG historian Wilson McComb in 1966 he describes, "Miss Enid Riddell had her 'K3' fitted with large pannier bags to carry feminine fripperies and competed in the all-ladies Paris-Saint Raphael Rally, winning her class and finishing second overall."

All this while burdened down with her 'feminine fripperies' in a serious sports racing car!

WEG Cartoons (continued)



Following on from my comments on the WEG cartoon in our May edition, Ted Heriot sent this caricature by WEG of Ted. The back story is that Ted worked for a Brazilian Electronics company, named WEG after the initials of its three founders, and was promoting their electric motors in Australia. He had a large advertising budget so got William Ellis Green (WEG) involved in the promotion and scored this nice little cartoon - of himself!

This was, of course, when Ted was a much, much younger man.....

From the Library

David Hoskins - Librarian **August 2020**

Octane Magazine



In my view the best all-round motor magazine published now is '**Octane**.' First printed in July 2003 we have 134 of the 200 editions so far. I appeal to anybody who has copies excess to requirements to donate them to our Library. I had a source up to July 2018 but this has now dried up.

Octane takes a very broad view of all things

motoring and car-related and is a really good read.

On the subject of the MGB in the May 2009 edition **Octane** said, "As revered as it is criticized, an MGB can be deeply unpleasant when worn-out - but a good one, with subtle tweaks, will be a revelation on the road or in historic motor sport." I'm sure we'd all agree with that sentiment.

MG Enthusiast Magazine

Despite being reduced to a joint May/June issue under Covid-19 restrictions, this issue contains a couple of articles celebrating the 25th birthday of the MGF/TF. Some early cars should already be eligible for a Club Permit! The issue also contains the sad news that the Longbridge factory, 'The Austin', is being demolished so another historic MG location is going. The last MG TFs were assembled there as were a few MG6s. So sad.

Stirling Moss

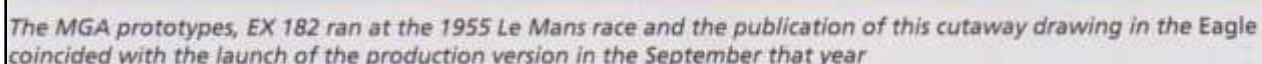
Of course, all the MG Magazines have recently contained articles on Sir Stirling Moss. See **April MG Enthusiast, May Safety Fast and May Enjoying MG**.

MGCC Podcasts

During the Covid-19 lockdown the MGCC in



14 cu ft, 1,200 a.c. amperes. Push-button operating system. 14.5 h.p. at 1,000 revs. per minute. Twin S.M. magnets. Four-speed gearbox. Suspension: Half-elliptic springs at front and rear. Chassis and body: steel and wood.



From the Library

David Hoskins - Librarian **September 2020**



Editor Chris is writing an article based on extracts from this history of the Melbourne Club, he asked me to repeat my original review so here it is:-

X72 - From Larrikins to Old Snoozers - Commemorating 50 years of the M.G. Car Club Victoria, Leon Sims & Bob Somerville

A must for our Library was this history of the MGCC Victoria as the first photograph depicts Fritz Nordern and Ted Heriot, seated left and right on the running board of Ted's TC in 1956, how young do they seem now.

Researched and written by Leon Sims and edited by Bob Somerville, this 246 page hardback was intended to be published in time for the 50th but, despite being 6 years late, it was a significant achievement and includes details of the 50th celebrations and later purchase of the Victorian Clubhouse extension.

Fritz and Ted were members 4 and 6 of the Vic Club and this is also the history of the beginnings of our Geelong Club as we only stood alone after separating from Victoria in 1988.

Muttering Rotters

We are very fortunate in owning cars whose history has been chronicled by a plethora of

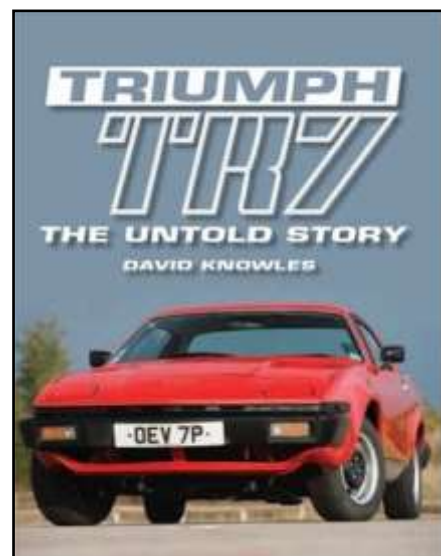
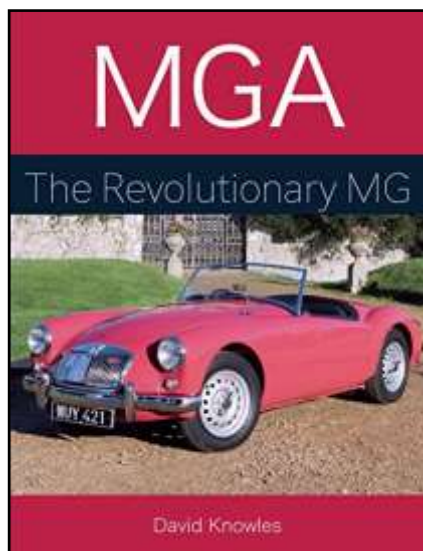
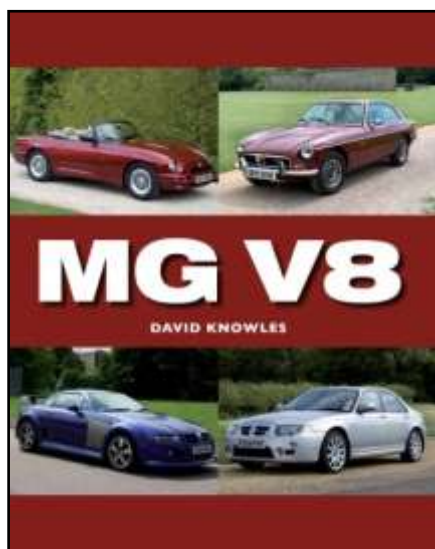
Motoring Writers. While writing this month's article on the various MG and Triumph projects which resulted in the TR7, I emailed David Knowles, author of many books on MGs and Triumphs. This led me to reflect on the many significant authors who have added to our written history.

On the early history of MG I would single out John Thornley, Prince Bira, Goldie Gardner, George Eyston, Mike Hawke, Richard L. Knudsen and author of that seminal history 'MG by Wilson McComb', by McComb and later revised by Johnathan Wood.

More modern historians of note include 'Rivers' Fletcher, Lindsey Porter, Anders Ditlev Clausager, John Nikas, Eric Dymock, Graham Robson, and David Knowles. More technically oriented books have been written by Peter Burgess and Roger Williams. We should also not forget 'The MG Workshop Manual' by W.E. Blower.

Another couple of very significant names in the publishing world are John Haynes and John Dowdeswell. Haynes wrote one book on 'Building a 750 Special', and then published 200,000,000 copies of workshop manuals. Dowdeswell published 'The Book of





the Morgan 3-Wheeler', then another 1,000 titles of 'Brooklands Books' magazine reprints.

I feel the need to describe some of these important authors and their books in the coming, MGCC Geelong event-less, months.

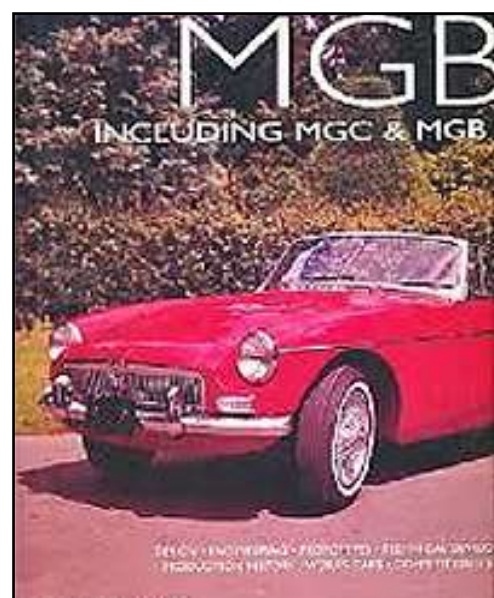
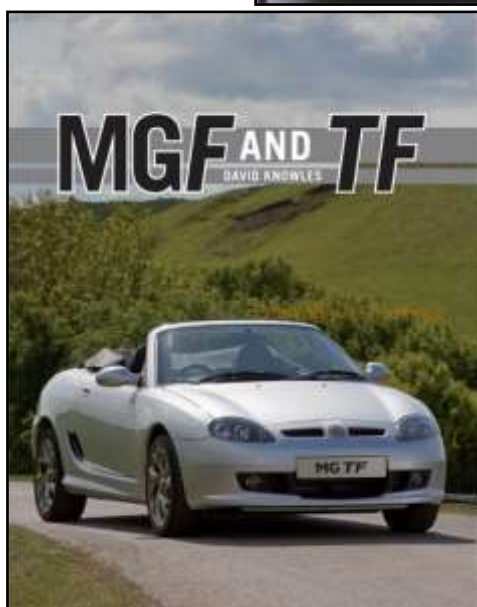
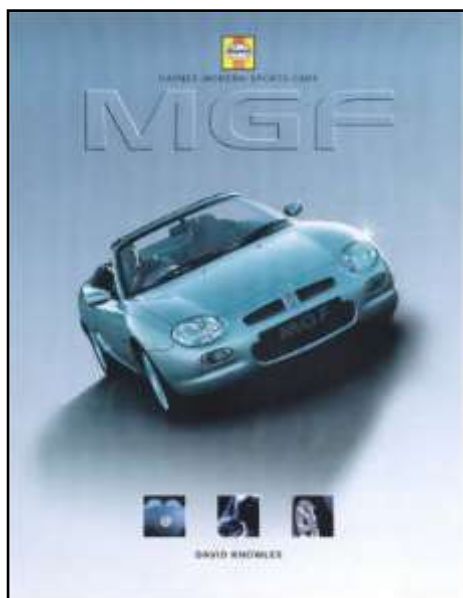
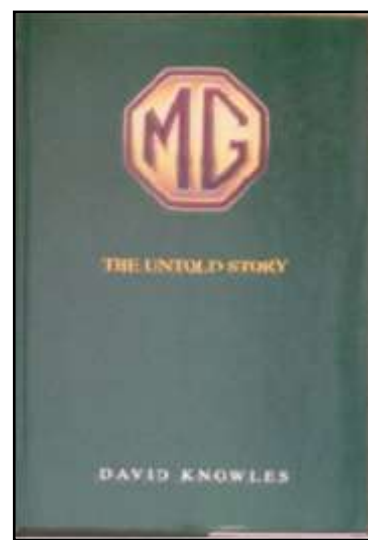
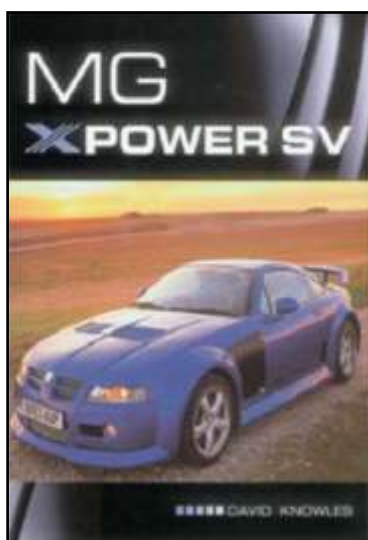
David Knowles

David's interest in cars was kindled, as with many of us, by his Dinky and Corgi toys and by living near to the MG factory at Abingdon, an area which would have been crawling with MGs at that time. As an eight year old he was crammed into the back of the family MGB GT (yes, it is actually possible to seat real people there) and he was further exposed to the GT when one of his school teachers had one. Eventually he bought a GT and now owns a GT V8.

In writing a new book he tries not to just

regurgitate information from other authors' efforts but to delve deep into the memories of people who worked at MG or Triumph in period, a task which is obviously becoming more difficult with the passage of time.

We have the 8 books, illustrated here, by David in our Library, **Cat Nos. A18, B14, BV83, F2, F3, X55, X56 and X60.**



From the Library

David Hoskins - Librarian **October 2020**

David Knowles

Following my words about him in last month's 'From the Library' I sent the link to G-Torque to David Knowles in the UK. I received a nice reply from him saying, "Thank you! The cheque is in the post..."

Now on to another significant author.

Anders Ditlev Clausager



His best known works are the 'Original' series, 'Original MG T Series', etc. In our Library we have (our catalogue numbers) T02, T027, A08, X117, B09, X107 and X107 written by Anders.

The 'Original' series are the reference books for anyone wishing to maintain the originality of their classic cars. They give details of colours, different models, and also chassis numbers and dates at which changes were made in production. They are also just nice books to look at with all the details of our cars.

He has also written books on Wolseley, Austin-Healey, Jaguar, Porsche, Mini, Sunbeam-Talbot, Lotus 7 and the Le Mans 24 Hours.

Anders has won many literary awards and in the photo he is seen on the left receiving the

Nicolas-Joseph Cugnot Award from the USA Society of Automotive Historians for his book, *Wolseley – a Very British Car*. He also won the Michael Sedgwick Award from the British Society of Automotive Historians in Britain, and the Guild of Motoring Writers Mercedes-Benz Award for the Montagu of Beaulieu Trophy for this significant Wolseley book.

Magazines

One of my many frustrations during Covid is seeing all the good stuff being printed in the magazines the Club subscribes to and not being able to share these articles with our members. I am still updating the indexes of the three main titles with links from our Library web page so, if anyone sees an article of particular interest, I could scan them and send you a copy.

Pages of particular relevance in all three magazines are the 'New Products' announcements. If enough people let me know that these would be of interest, I can scan these for you.

Digital Car Clubs

I thought this was vaguely relevant as we progress towards more Zoom 'meetings' under Covid restrictions. In this digital age I



am happy to be an on-line member of a bunch of old car nuts, (that's mostly old nuts who also own old cars) based in the UK, who call themselves 'Enthusiasts of British Motor Vehicles Built Before 1985.' Some of you may have seen the nice enamel badge on the front of my TC.

The photos show a small selection of the members' cars taken at the Coventry Transport Museum in 2015 and illustrates the eclectic choice of vehicles owned. Who would believe that there are even people who love the much maligned Austin Allegro (which replaced the 1100/1300), even the white Van den Plas version! The black and silver car is a Talbot-Lotus hot hatchback.

This mob started as an on-line Facebook Group in 2014 but grew rapidly to having stands at the UK National Exhibition Centre Classic Car Show and for the last couple of years have been conducting social runs in the UK.

The Group is now up to 27,000 members, around 70% of whom live in the UK, but there are also members in Australia, USA, Ireland, India, Malta, South Africa, New Zealand, Canada and Sri Lanka.

The Admin group who started it all own a mixed bag of British cars. Gar Cole, in the hi-vis vest in the photo, had a Triumph

engined Morris Minor which unfortunately caught fire. One of the other members, Brian Allison from Ireland, gave him a sound Triumph 2000, nice gesture.

The Group's IT guy, Paul Sweeney, has a Daimler registered 1 HRH 1 called 'Queenie' and lives in that mecca for classic cars, Napier in New Zealand. Other members own Triumph Heralds (called 'Haralds' in this group), Zebedee Habib, far right in the pic, loves Vauxhalls and one slightly posher member has a Jensen Interceptor.

The members do have a tendency to be less than slim and 'cake' is another of their meeting themes. I suspect that beer is also involved. When we are next allowed to visit the UK, I do plan to meet up with some of these guys but I think a get together with Paul in Napier NZ is more likely if Prime Ministers ScoMo and Ardern get their acts together.

See the group at:-

<https://www.britishmotorvehicles.com/>

And on Facebook at:-

<https://www.facebook.com/groups/642597662442457>



From the Library

David Hoskins - Librarian **November 2020**

Motoring Books For Sale

I am regularly updating the list of motoring books for sale in our Market pages.

More Muttering Rotters - F Wilson McComb

Researching for this item inevitably led me to the MGCC Magazine as F Wilson McComb was employed by John Thornley at the M.G.



Car Company in 1959 to be the editor of '**Safety Fast.**' The magazine's history is recounted in '**The First Seventy Years (of the MG Car Club - X33)** by Mike Hawke. We have this in our Library

and I did fancy buying a copy for myself. Unfortunately it was only printed in a limited edition (ours is No. 398/700) and the only one for sale worldwide at the moment would cost \$400 landed in Oz!

In McComb's era, Safety Fast and the MG and Austin Healey Car Clubs were heavily subsidised by B.M.C. and Safety Fast shared its news with the MGCC and the Healey Club. In 1968, under what had now become B.L.M.C., both Safety Fast and the MGCC lost the financial support of the parent manufacturer. John Thornley (MD of MG) was instructed to wind up the MGCC by, what McComb refers to as, "that always incomprehensible bunch of non-motoring non-enthusiasts, the management of the British Motor Corporation."

After a period of struggles with bureaucracy, John Thornley, Wilson McComb and Tom Hazlem not only found a way of restarting the

MGCC as a separate entity but also prised the titles 'MG Car Club' and 'Safety Fast' from the clutches of B.L.M.C. - and the rest is history. McComb became General Secretary of the MG Car Club and founded the MGCC Vintage Register.

The one book which I recommend to all new MG owners wishing to find out about the history of the marque is the seminal '**MG by McComb (X007) (books we have in our Library are in bold type).**' McComb wrote his history of MG with the advantage of having access to the memories of the many long-term employees at Abingdon, many of whom had been with the company in its formative years under Cecil Kimber.

After he died, Johnathan Wood edited and enlarged the book to include the MGF/TF in the MG Rover era - we have ordered this 2004 edition which may be here by next month. McComb also wrote the '**MGA (A02)**', and 'MGB Roadster and GT' books.

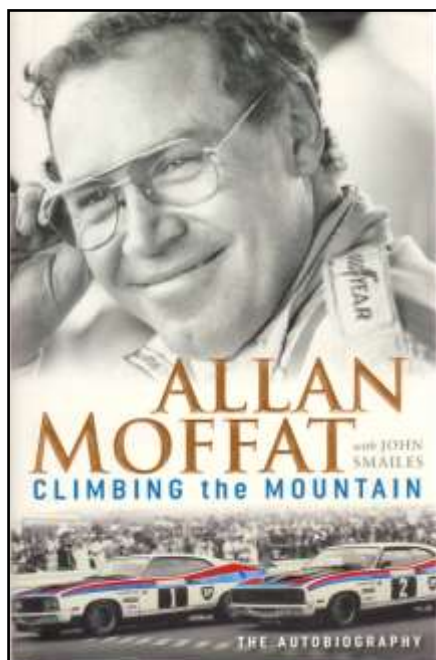
Apart from MG, McComb wrote many books on other makes including 'AC (Shelby) Cobra', 'Aston Martin V8s', 'Ford Mustang (1965-70)', '**Mercedes-Benz V8s (G60)**' and 'Veteran Cars'. He also penned the Profile Publications on the '**K3 Magnette**' and the '**M-Type**' MGs plus a little book on '**The MG (X085)**' No 152 in the Shire Albums series.

Donation from Ted Heriot

G233 - Climbing the Mountain, Allan Moffat and John Smailes, A&U, 2017

Alan Moffat, 32 Australian Touring Car wins, 4 Bathurst victories and four ATC Championships in the 60s to the 80s - says it all. He also won over 100 races in his Trans-Am Mustang.

In my early days in Australia I saw Moffat in the Mustang at Sandown and in the Falcon Hardtop at Phillip Island. The book reminded me that Moffat had been part of the international Ford Lotus Cortina efforts and



managed to get a minor role in the pit crew when Jim Clark won the Indy 500 in the Lotus-Ford (Moffat is 2nd from right in the winning team photo)

MotorSport Magazine

Browsing through old copies of MotorSport which we have been donated (sorry but I can't remember from whom) I was struck by the relative changes in second-hand car prices.

From 1960, when I was in the 6th form and reading MotorSport in private study periods at school (I was a late maturing student) :-

M.G. J1, first class condition	£70
Morgan 1929 V-twin 3-wheeler	£80
M.G. TC concours condition	£425
Bugatti Type 37 original condition	£425
Bentley 1931 4½ coupé well kept	£425

The magazine was only 88 pages but contained a huge amount of information as the main text was in a 6 pt. font, shrinking to 5pt. if Jenks' never edited race reports would not fit. (G-Torque is mostly in 9 pt.) Glasses were definitely essential!

There were lots of sports cars for sale, 11 pages of private adverts alone, over 650 cars for sale in addition to the many dealers' adverts. The adverts in MotorSport were in no particular order so, if you were looking for

AKS 2-Seater, £89; 4-Seat Saloon, £160

"HERON" for A7 from £65

ROCHDALE "G.T." SALOON, £140

A GREAT DISPLAY!

In addition to 14 DIFFERENT BODYSHELLS, you can inspect our full range of AUSTIN 7 and FORD 8/10-h.p. spares, tuning and conversion equipment, including chassis frames, wheels, suspension kits, brake kits, special gears and crown-wheel sets, cooling systems, electrical equipment, locks, hinges, etc., etc.

BUT YOUR BODYSHELL FROM US AND ENTER FREE TO WIN £100 CASH PRIZES! (Standard envelope for details)

H.P. TERMS: 3/- in £ deposit — balance up to two years

PRICE LISTS:

AUSTIN 7 BUILDERS' GUIDE & PRICE LIST 1/- (postage 6d.)

FORD 8/10 BUILDERS' GUIDE & PRICE LIST 1/- (postage 6d.)

OR 2/6d. THE PAIR, POST PAID

SUPER ACCESSORIES

1 SOUTHLANDS ROAD, BROMLEY, KENT

RAY 1465

Weekdays 9-5.30 Saturday/Sunday 9.30-1

EASTER HOLIDAYS Closed April 15th to 18th inclusive

an M.G. (full stops always used in those days) you just had to plough through the lot.

In this post-war era many impecunious young (mostly) men worked on their own cars. New sports cars were in short supply so no end of Austin 7s and Ford Prefects were cannibalised to fit one of the plethora of fibreglass bodies which were available. For the slightly wealthier there was a kit from Lotus for a Seven which was advertised by Lotus as having 'supreme safety'hmm.

As I am writing this in the 60s mind zone, I shall conclude with the typical MotorSport Readers Letters signature of the era.

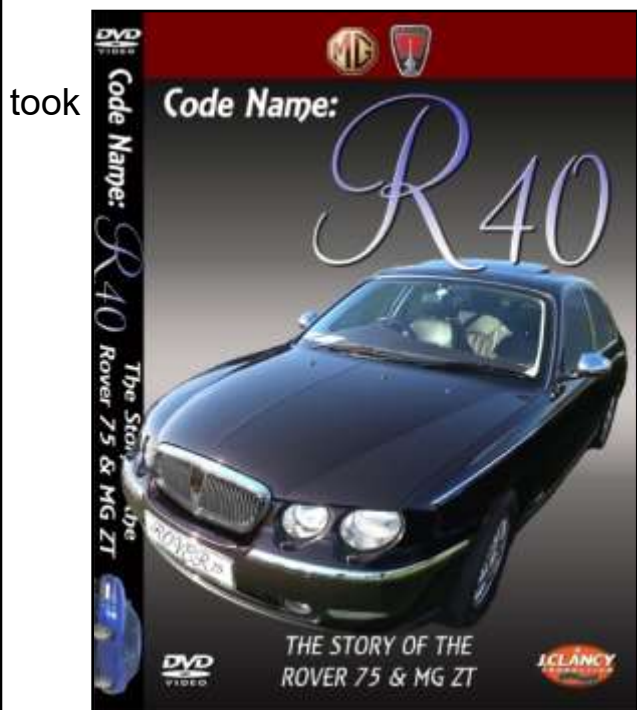
I am, Yours, etc,
Barwon Heads. D. Selway-Hoskins.

From the Library

David Hoskins - Librarian **December 2020**

At last I have a new Library accession to describe.

V72 - Code Name: R40, The Story of the Rover 75 & MG ZT, J.Clancy Production, 2020, DVD



took

After
BMW
over

though the original concepts were always front-wheel-drive. The tunnel was just there to house the exhaust and stiffen the body structure.

The launch of the Rover became confused by BMW announcing that they would pull out of Rover. This ultimately led to Rover 75 production being moved from Cowley to Longbridge and the new Mini, still owned by BMW, being moved from Longbridge to Cowley.

RIP Don Hayter - 1926 - 2020

After serving an apprenticeship at Pressed Steel in Oxford, Don Hayter became a junior draughtsman in their aircraft drawing office. After the War he worked on car bodies and his first contact with MG was designing the ZA Midget panels.

He worked briefly at Aston Martin before joining MG to work on the MGA Twin-cam and the MGA Coupé. Don was also involved in the various record breaking and prototype

Rover in 1994 there was finance available to produce a new car, and the Rover 75 was the result of BMW backing and Rover engineering.

This is the story of the Rover 75 and its various offspring, including the MG variants. This was one of the first cars designed digitally where designers of various components worked concurrently and the complete model was stored electronically.

The DVD includes many interviews with MG-Rover personnel to bring the story to life. There is much discussion of the engineering disciplines involved in designing the cars.

Late in the program the MG ZT sedan and wagon were added and then the engineering team took a huge leap of faith in adding the 260 V8 versions with rear wheel drive. Fortunately the car had always had an embryonic 'transmission tunnel' even



Left to right: Syd Enever (retired Chief Engineer), Don Hayter (Chief Engineer), Terry Mitchell (Chassis Engineer) and Jim O'Neil (Body Engineer)

cars built during his time, EX 175 (the MGA), EX 179 (record breaker similar shape to EX 135) and EX 181 (the 'Roaring Raindrop').

Plans to replace the MGA were based at first on a re-bodied MGA chassis. Failing to achieve the required package space Syd Enever, the Chief Engineer, decided to change to a monocoque construction and Don Hayter and Roy Brocklehurst designed the car which was to become the MGB.

Once the MGB was released for production, Don became progressively more involved with changes to meet US safety legislation including seat belts and rubber bumpers.

In one of his books, he relates a story relevant to Leyland Australia. The first Leyland P76 prototypes were built at MG in Abingdon and MG Development staff were involved in testing P76 cars at MIRA and on the open road. I worked on the P76 at MIRA and it was, in the British context, a fairly plain looking thing and would not have been noticed out in public, even undisguised.

In 1973 Don was promoted to Chief Design & Development Engineer and lead the various MGB developments and also early work on a proposed mid-engined replacement (ADO 21 described in October's G-Torque).

To meet tough US emission legislation, it was proposed to re-engine the MGB with the 'O' series engine. This was a single overhead cam version of the old 'B' series and twin carb and fuel injected versions were built into a group of prototype MGBs.

When the Abingdon factory was closed, these cars were scrapped. Chief Engineer, Don was able to arrange for one of these 'O' engined cars to be fitted with the GT V8 engine and driveline. When he bought this from the factory, he became the owner of the only factory built MGB V8 Roadster (pictured outside Kimber House). Don used the car extensively for 33 years and sold it to Edward Vandyk, an MGA twin-cam enthusiast.

Don retired from MG but did not remain idle. He became involved in the conversion of



the Honda Ballade into the UK manufactured Triumph Acclaim and in the design of mobility equipment for sufferers of cerebral palsy and motor neurone disease - projects being funded by the Nuffield Foundation.

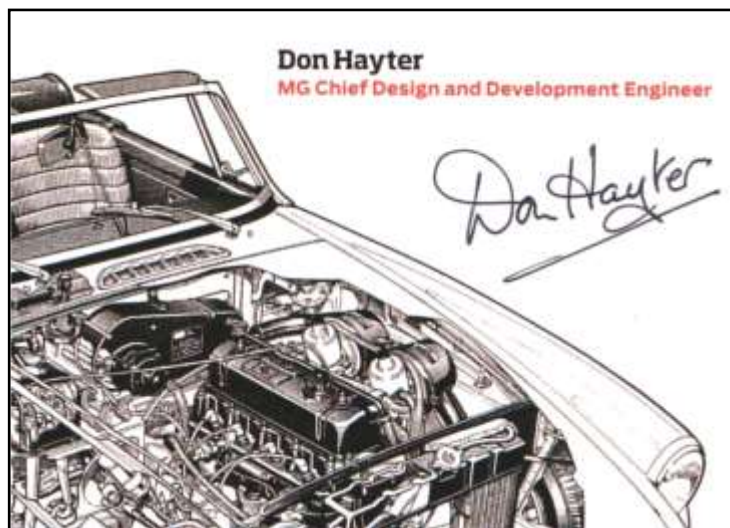
Don Hayter, whose major achievement was overseeing the design of the MGB body, died on the 9th October 2020, at the age of 94 and a convoy of MGBs from the MGCC accompanied him on his last road trip in a Jaguar hearse.

Tributes can be found at:-

<https://www.mgb-register.org/don-hayter-tribute/>

We have two books by Don in our Library: **B24 - Practical Classics Guide to the MGB** (signed by Don) and **B21 - Don Hayter's MGB Story**.

We also have a DVD including interviews with Don: **V48 - MGB 50 (1962-2012) A Year to Remember**, John Lakey.



From the Library

David Hoskins - Librarian **February 2021**

A couple of new books this month, both important works by significant authors.

X123 - MG by McComb, Revised Edition, F.Wilson McComb, edited by Johnathan Wood, Motorbooks, 2004

If anyone wants to buy just one book on the history of the MG Marque, this is the standard work on the subject which I recommend.

As I recounted in the November 2020 G-Torque, Wilson McComb worked for MG from 1959 to 1969.

From Cecil Kimber and the Bullnose MGs of the 1920s, to the thirties Midgets, the Magnettes, the TCs, the MGA, MGB, even the Metro, Maestro, Montego and the re-invented RV8, every twist in the tale was followed by Wilson

McComb. He had an intimate knowledge, not only of machinery but also of the people who created, and some who abused, the marque.

X123 is the revised 2004 edition, updated by Jonathan Wood to include the MGF - this has still not been delivered but is due shortly after the bookseller in Canada shipped the wrong copy.

Malcolm Green

In my list of significant authors of MG books in September 2020's G-Torque I somehow omitted Malcolm Green, who is a regular contributor to 'Enjoying MG' magazine. Apologies to Malcolm but we have at least

bought his latest book. We have two other books by Malcolm in our collection, **P08 - MG Sports Cars 1929-1936** and **T14 - MG T Series Restoration Guide**.

X124 - The MG Story: 1923 - 1980, Malcolm Green, Herridge, 2020

Oh all right, yet another book on the history of MG up to the MGB and variants but, in my experience, each one adds a little to the story. Having now (at last) received the book I have to enthuse over its contents. In 416 pages Malcolm covers the MG history in amazing detail. The text is illustrated by

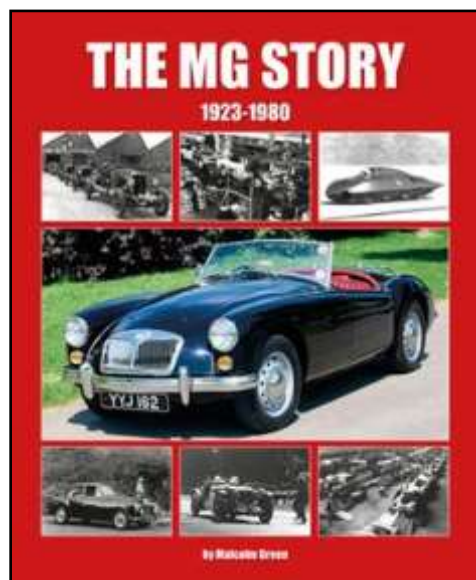
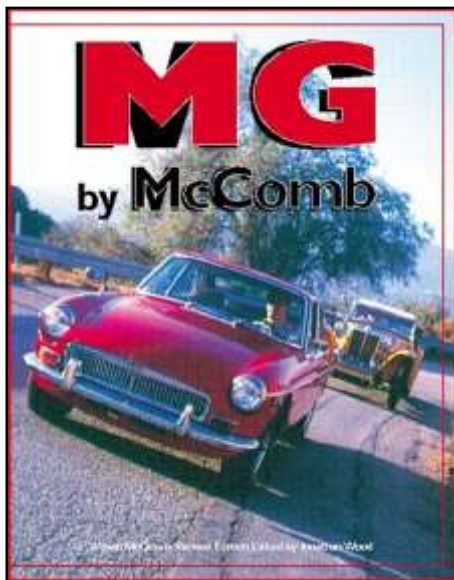
over 700 photos, many of which I have never seen before. Our copy is also signed by the author.

If you read this, together with 'MG by McComb', you would be an expert on MGs! Malcolm

not only details the history, chapter by chapter and model by model, but also gives articles on the Factory, specialist coachbuilders, significant people at Abingdon, races, speed records, major designers and homebuilt specials. He takes us via 200 pages to get to WW II so the pre-wars are covered in some detail.

Haynes Publishing Group sale

Having only just recovered from the demise of Barwon Booksellers, which was our splendid local 2nd hand bookshop, I now have to contend with yet another bibliographical disaster.



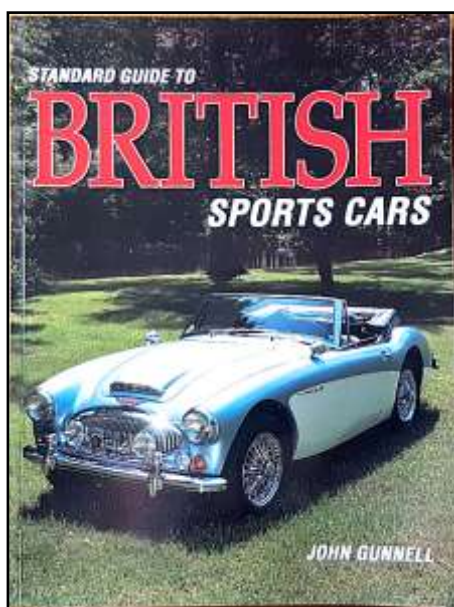
Eight months after the death of founder John Haynes, the famous publisher of huge numbers of workshop manuals and related automobile titles, has been bought by Infopro Digital, a rival French company. Infopro has stated their plan to keep printing existing books but no new titles will be produced in print. All their new manuals will be digital only.

The Haynes International Motor Museum in Sparkford UK is set up as an Independent Charitable Trust so its future should be assured.

Donation from Kevin Simonsen

G234 - Standard Guide to British Sports Cars, John Gunnell, Krause, 2004

Although in many respects this is a typical list of the 'normal' batch of classic British Sports Cars, it also includes a few oddballs such as Berkeley, Dellow, Elva, Marauder, Panther, Peerless and Turner.



Predictably, there are 20 pages on MGs but we are slightly upstaged by 21 pages on Triumphs. As a past TR2 owner I am quite happy about that!

A good survey of the field and well worth a look.

Donation from Peter Jones

100 copies of Octane Magazine

Many thanks to Peter for donating his collection of Octane magazines. We now have 161 copies of the 210 published so far and also have a healthy off-site backup collection. Octane is a high quality monthly which not only contains articles on Classic and Historic cars but also reports on motoring people,, events and even motoring

related items such as watches and cameras. I encourage everyone to borrow a box of copies for a browse.



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current**

