MG Car Club of Queensland Inc.

CONCOURS PROCEDURES MANUAL

Dedicated to Maintaining the Breed

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THE COMPETITION

Concours d'Elegance is a French term meaning literally Parade of Elegance. The event originated in the French capital, Paris, around the beginning of the twentieth century. European couture houses showcased fashion collections in combination with exquisite custom coachwork on automobiles of the day.

Fashion models, dressed in the latest garments, would drive new automobiles up to a reviewing stand. Usually the cars were expensive, being adorned with custom coachwork. In many cases they were one-of-a-kind. The models would then step out and show the car and fashion 'to the world'. Both the cars and the fashions were judged and awards given based on beauty, style and design. The event grew in popularity and spread around Europe with similar events in Italy and England both of which had at that time world class automotive and fashion industries.

The Second World War saw an interruption to such activities, but with a new generation of interest in the 1950's the concept spread further to Australia, Philippines and the United States.

MG Car Clubs formed in Australia from the early 1950's picked up the event as one of their annual features and in 1970 incorporated it as a National event in their Annual National Meetings.

The Concours event in the overall inter-club competition has a slightly different emphasis to the original concept of the Parade of Elegance. Australian MG Car Clubs do have some slight variations on the theme, but basically the National Meeting concept is confined to judging vehicles for their relative merits in terms of finish, originality, cleanliness and appointments. The coachwork design is not a factor, but is for the purpose of determining classes, the determinant of the marque.

Over the years, the class divisions have evolved by determinations of the National Delegates and whilst many entrants see the event as a means of enhancing the value of their car, the basic intent of the Concours is aimed at 'Maintaining the Marque', being an all inclusive gathering of owners (irrespective of the condition of their car) and to foster a preponderance in maintaining the generally high standard of presentation that goes hand in hand with Concours d'Elegance.

Whilst there are restrictions on the number of vehicles that can be entered by each entrant for all other events in the National Meeting, in the case of the Concours there is no limit to the number of cars that can be entered by one person. The only restriction is that each vehicle must be entered by one person only.

NATIONAL MEETING COMPETITION CLASSES

INDIVIDUAL CLASSES

A	Pre-war Touring MG's – Vintage, S, V, W and four seater Magna's and Magnette's plus Tickford TA's and TB's
B	Pre-war MG's under 1000cc including Supercharged cars and cars not in Class A
C	Pre-war MG's over 1000cc including Supercharged cars and cars not included in Class A
D	MG TC
E	MG TD
F	MG TF
G	MGA Roadster (Single Cam)
H	MGA Twin Cam (Roadster & Coupe)
I	MGA Coupe (Single Cam)
J	MGB MKI (Pull out door handles)
K	MGB MKI (Push button handles)
L	MGB MKII
M	MGB BL & Later
N	MGB Rubber Bumper
O	MGB GT MKI & MKII
P	MGB GT BL & Later
Q	MGB GT Rubber Bumper
R	MGB GT V8 & Costellos
S	MGC Roadster and GT
T	MG Midget
U	MGY Saloon & Tourer

V	MG Magnette ZA to MKIV
W	MG Front Wheel Drive & MG Metro
X	MG Specials (Pre MGA)
Y	MG Specials (Post MGTF)
Z	MG Super Specials
Za	MG RV8
Zb	MGF
Zc	MGTF (Modern)
Zd	Post January 2000 Saloons
ZZ	Rolling Chassis

OUTRIGHT CLASSES

01	All classes pre MGA (A to F and U)
02	All classes post MG TF up to 1980 (G to Z)
03	All classes post 1980 (Za to Zd)

DEFINITION OF CLASSES

A. PRODUCTION VEHICLES

1. The original engine block and cylinder head, or one derived from, or of similar configuration with the same basic block silhouette, must be employed. For example, the following engine blocks are equivalent:

   MGA = MGB: Wolseley 4/44 = MGTC – MGTF

2. The vehicle class shall be defined by the body shape.

3. The original type of induction must be as specified by the factory specifications for that vehicle, i.e. vehicles in which standard factory specifications list carburettor(s) must run with carburettor(s).

4. The original configuration of the suspension shall be retained. Modifications to the method of location or control (such as anti-roll bars and panhard rods) are permitted.

5. The original shape and dimensions of the body shall be retained. The removal of the windscreen will move a vehicle to Specials. T-types may lay the windscreen down but not remove it. Bumper bars may be removed or replaced however all other panels are to be standard factory production and the vehicle must run FULL trim.

6. The use of after market panels in fibreglass, aluminium or the like will move a vehicle into Specials, save for when the vehicle is otherwise standard, i.e. Standard wheel size and width, carburation, running gear and ALL trim.

   Note: FULL trim allows for no carpets and replaced seats

   ALL trim is all trim including carpets and original seats

7. Wheels are free, but both wheels and tyres must be legal, substitutions will attract Concours penalties. The use of racing tyres is not permitted and the vehicle track must not be increased by more than 50mm.

8. The original configuration of the braking system shall be retained. Discs replacing drums are not acceptable except where variations of the model within the same class have disc brakes, and then disc brakes may be fitted. The handbrake shall operate equally on both rear wheels.

9. For T-Types and the like guards and bonnet sides are free; but will attract Concours penalties.

10. The use of non-standard cylinder head castings (i.e. not produced by MG, BMC, Leyland or British Leyland) place the vehicle in the “Specials” class.

11. The use of alternative gearbox and alternative final drive is permitted. Ratios are free. The gearbox and final drive are to be in their original location and the use of a limited slip differential is permitted.

B. SPECIALS

MG Specials must be built on an MG body or chassis, and be powered by an MG motor or one having the same basic silhouette. These cars will compete in one of two classes and classification will be by engine type.

In the event of any disagreement, the Eligibility Officer will decide final classification.

1. The MG chassis must be retained or the complete monocoque body must be retained.

2. The “Pre-MGA Special” class will retain four-wheel drum brakes, and use an XPEG or earlier engine (or the appropriate silhouette engine).

3. The “Post-TF Special” class: The type of MG (or silhouette) engine is free. The brakes are free. If disc brakes are fitted to the rear they must be MG discs and callipers.

4. Wheels are free.

5. Tyres for all Pre-MGA Specials must comply with the CAMS manual – Historic cars. Tyres for Post –TF Specials are free.

6. The use of alternative ratios (or alternative gearbox) and alterative final drive ratios (or alternative final drive) is permitted. The gearbox and final drive are to be in their original location and the use of a limited slip differential is permitted.

7. The original type of suspension must be used, and mounted by the original fixing points.

8. Shock absorbers are free.

9. If a P76 or Rover V8 motor is in an MGB, the vehicle is classified as a “MG Special (post MGTF)’.

C. SUPER SPECIALS

1. Any vehicle not qualifying as a production vehicle or MG Special. The vehicle must be based on an MG chassis or an MG monocoque body retaining the basic body tub and must be powered by an MG engine, or one having the same basic silhouette.

2. Brakes are free; Suspension is free; Wheels and tyres are free; Gearbox and differential are free.

3. If a P76 or Rover V8 motor is in an MGB, the vehicle is classified as a ‘Special’.

4. The registration form needs to seek more specific information on what modifications (if any) have been done to a vehicle to enable a decision to be made before the Meeting on what class the vehicle will compete in.

5. The Costello is included in the V8 Class. (Class R).

D. MGB’s

In addition to the Production Vehicle rules MGB’s or MKI & MKII are determined by

MGB MKI	Narrow Transmission Tunnel
MGB MKII	Wide Transmission Tunnel

This can lead to confusion where an MGB restoration has involved the fitting of a new ‘Heritage’ body shell. These new body shells have the ‘wide’ transmission tunnels with no ‘hump’ in the gearstick area. Therefore MGB MKI’s fitted with a Heritage Bodyshell is ineligible to complete in either the MKI or MKII classes, and so has to enter as a Special.

E. PRE-WAR CARS

There are three categories A, B & C for Pre-war cars and the concept of classification by body shape in these classes is somewhat different. Touring cars (which are generally 4 seat body shape), that are fitted with superchargers are permitted to compete in Class A. Otherwise, Pre-war cars in class B & C are categorised by engine capacity.

F. ROLLING CHASSIS

To conform to the “Rolling Chassis” (Class ZZ) category doors and bonnets (with boot lids) must not be fitted. This class along with cars which cannot be Road Registered (Class Z) are not required to be driven to the Concours.

G. COMBINED CLASSES

Some classes (for example Class U) have combined two models (Saloons and Tourer) due to small numbers usually entered. Whilst it is not permitted to combine classes to boost numbers in the class, it is permissible to split models into two categories; if numbers permit. This situation could be envisaged with classes H,O,R.S.Q.V and W. There would however need to be more than three cars in each division for this to be practical. To the contrary if there are more than 6 in the relevant classes, a split would assist judging.

H. ELIGIBILITY

It is imperative that the eligibility for a classification is confirmed on Good Friday at Registration/Scrutineering. Similarly it is equally important that all participants have their cars scrutineered and passed prior to entry to the concours competition.

DETAILED RULES AND GUIDELINES

Whilst there are hosts of helpful hints and guidelines to assist Concours Judges to determine classes and verify originality these are intended as an assistance for judges, not as a sole source of determination. Whilst it is important to have objective means of assessment and commonality across the classes, judges will have to exercise their experience and judgement in application of the guidelines to ensure the satisfactory results. The appendix includes lists (for most classes), of points to be considered in judging and in particular judging and scoring originality. There are also some detailed rules which have been developed and enshrined within the "Rules of running a National Meeting" over a period. These may be added, deleted, amended or clarified in an ongoing sense. These include:-

1. All cars in all events are to be presented for scrutineering at Registration.

2. It is recommended that all cars that are to be judged should have their hood fitted, (cars without a "hood" may loose points, save for Specials and some Pre War cars (Ref 8.). The bonnet lifted and the boot unlocked, to enable the judges to select the six* best cars in that class for judging.

   * - If six are presented and more if the judges so determine

3. Consensus Judging. With the adoption of consensus judging, and to eliminate confusion by judges unfamiliar with this form of judging, a single box only is to appear on the judging sheet. A Concours Judging Sheet and Score sheet is included In this Manual (Appendices 1 and 2).

4. The need for the judges working as a team is to be stressed at the judges' briefing.

5. "Originality" points allocation in the Specials Class. The subject of the relevant points to be allocated under "Originality" on the Concours Score Sheet regarding the "Specials" Class is to be addressed to the relevant judges at the judges briefing.

6. Collection of Judging Sheets. It is imperative that these be collected from car windscreens so that attendance can be verified. The Judging Sheet should be inscribed 'NOT TO BE JUDGED' if judging is not wanted.

7. Judges. Names of prospective judges to be obtained from other Centres prior to the National Meeting.

   In order to ensure the continuing availability of experienced judges at National Meetings, all Clubs are to provide a list of experienced judges (who have judged at National Meeting level), with their preferred class/es, to the Host Centre well before the National Meeting and that three judges would be used in each class.

   Two lots of three judges would judge the three overall (outright classes) cars of the Concours.

8. Judging of Specials. Specials are judged on "the best car on the day". 'Originality' should not form part of the judging on Specials, e.g. they should not lose points for not having a hood. However, the car should have the equipment it is supposed to run with.

9. Rolling Chassis. To conform to the "Rolling Chassis" category, doors and bonnets must not be fitted.

10. Overall Best Car of Concours is split into three sections – one section consisting up to and including TF and the MGY, with post-TF being the second class, and the third section being all vehicles from F's on.

11. Presentation of Concours Trophies. At the discretion of the Host Centre, trophies for the Concours can be awarded on the Concours day rather than confining the presentation to the Presentation Dinner.

12. All cars must be driven from outside the Concours area to the judging position, the only exceptions being entrants for the rolling chassis category and Super Specials that are not road registered. (Classes Zc and Z)

13. A car will not be judged unless a correctly completed Concours Judging Sheet is displayed in a prominent position. The vehicle must also display the vehicle and entrant identification label issued at registration and the scrutineering sticker.

14. Judges will only judge the cars that are in position at the commencement of judging.

15. All cleaning and preparation of cars is to cease at the commencement of judging.

16. No inducements are to be offered to Judges that may influence their decisions.

17. Judging aids (such as photographs, mirrors, ramps, stands, etc.) are not permitted.

18. Unless approached by Judges, entrants are not to engage in discussion regarding their vehicles.

19. Individual Judging Sheets will remain the property of the organisers (or host MG Car Club).

20. MGF Soft Tops are considered the only original fitting for an MGF; hard tops will result in the loss of ORIGINALITY points.

21. MGF/TF Hard Tops

    All (soft top) hoods shall be made available for judging. However the hard top shall be point neutral i.e. not attract or diminish CONDITION AND CLEANLENESS points. Failure to present the soft top may attract ORIGINALITY deductions. It should be noted however that thirty 2004 MGTF Coupes were released in Australia that came with a body coloured hard top as standard and were also fitted with a folding hood.

AWARDS AND TROPHIES

There are no rules to prevent First (gold), Second (silver) and third (Bronze) awards/trophies being presented for all Concours classes. However, there must be a minimum of three in a class before an entry in that class can be considered for the awarding of any individual Perpetual Trophy which is awarded based on results of all competition events.

With the award, points scored and credited to the competitors centre in a National Meeting Concours shall be 1st 9 points; 2nd 6 points; 3rd 4 points, 4th 3 points, 5th 2 points and for 6th 1 point for participation.

Class trophies awarded are retained by the competitor. Perpetual Trophies won by competitors remain the property of the participating MG Centres of Australia. It is retained at the competitors Centre (engraved, cleaned etc.) and transferred to the (next) host Centre two months before the (next) event.

JUDGING

A. ORIGINALITY VERSUS AUTHENTICITY

The meaning and the interpretation of “originality” is the most singularity difficult concept to come to terms with in judging Concours. No two people can even agree on exactly what is meant by the term. In its precise meaning a car can only be deemed original if it is exactly as it was on leaving the factory, i.e. same paint, tyres, batteries, head and so on. Obviously there are now very few MGs that would qualify, even if we ignored consumables like tyres and batteries. We should therefore consider the term as meaning that a car looks as it did when it was built. This does evoke further conjecture as to the degree of finish. How smooth was the paint finish in concealed areas? What was the standard of external paint compared with modern day paint finishes?

We should agree to view the originality item more in the light of “authenticity” rather than pure originality. If say the carburettors are highly polished, the wheels chrome plated, the paint finish rather new, shiny and “plastic” or the carpet trim wool pile in lieu of the corded original, we should judge these as over-restored, but not serious detractions from authenticity. It is more important that when comparing the items quoted respectively, the carburettors are the correct size and model, the wheels have the correct configuration and spoking, the paint is the correct colour and shade for the period and the carpet the correct colour. In this manner we do not encourage over restoration, but don’t penalise it. If it comes to a point of separating two cars with even points score, then the car achieving a standard close to that set by Abingdon would be given the advantage. It is also quite feasible that a regular Concours winning car would be also certainly better finished than when it left the factory new.

B. JUDGES

Judges are selected by the Concours Director from people (usually members/visitors from other clubs) who have volunteered or been nominated (and agreed) to perform the role. The job is somewhat onerous, generally thankless but nevertheless responsible and personally rewarding. Among the duties of the Chief Judge is a responsibility to ensure that Judges selected for the task are capable, experienced and well directed. The consequence of poor execution of the task is at least dissent and can escalate to undesirable problems, even though the rules of the competition require participants to agree on acceptance of Judges decision without right of appeal except for mechanical error (e.g. classification).

At least two judges will assess each class. The Chief Judge should ensure that

1. The cars presented are eligible for the class
2. There are means at his disposal to rule on points of originality
3. Judges are not pressured in anyway by entrants
4. The process proceeds efficiently so as to meet time constraints
5. The format and interpretation of the judging process is common and consistent across the classes.
6. The judges activity is well supervised
7. The completed judging sheets are collected, handed to, and acknowledged by the Director.

The judges shall ensure that the points awarded by them are correctly, clearly and accurately entered on the Judging Sheet. The addition of the total points for each of the 8 sections and the overall total shall be checked/audited by the scorers under supervision of the Director.

It is advised that judges should refrain from comparing scores of entrants or discussing/comparing one entry with another especially within the hearing of another participant. Whilst such comparisons may be a needed and desirable function, it shall be within the realm of the Chief Judge in his task of ensuring a common approach and maintenance of consistency across the classes. However such discussions must be without bias and between Chief Judge and class judges only.

To lighten the task, to develop a capacity and capability for the future, one of the three judges should be a person who is willing but lacks experience and confidence to carry out the task of a Concours Judge. To do so the 'Trainee' should be allocated the task of marking the Judges Sheet. The two experienced judges should make constructive comment and agree on the assessment within the hearing of the trainee so that the exercise becomes a meaningful learning experience for the trainee. This procedure could slow the process if participants remain within earshot, so it is important to choose the words, time and place.

In the most contentious area of all – originality, the judges will have at their disposal these aids: Firstly, their own knowledge and experience. Secondly a Guide to Vehicle Evaluation together with specific model appendices. Thirdly, access through the Chief Judge to expertise provided by a group nominated by the Director who are not actively engaged in judging but are onsite to provide this service.

In using the 'experts' it should be remembered that they may have a car in the class being judged. So in as much as possible, the query should be made at the Concours administration area without identifying which car is being judged. If there is no risk of impropriety by the expert, the item being questioned can be inspected. Judges should use their discretion and assistance of the Chief Judge.

C. APPOINTMENT OF JUDGES

In so far as it is possible the list of judges/classes shall be available and displayed on a notice board at the Registration Venue. It would be further advisable for this list to be again displayed at the Noggin-n-Natter.

This does not preclude that changes or substitutions may be made for many and legitimate reasons prior to the event.

It is further desirable that at least one member of each "judging team", be trained and experienced in the judging process. This is especially important when the format which is undergoing development, has been altered subsequent to the previous years event.

The trained person shall be the nominal team leader of the judging team. This requires the leader to accept responsibility for guiding the other team members but without that person having greater authority in determination of the points score, than any of the other judging team members.

The aim of each member and each team is to achieve the best consensus score result for the cars they are judging.

D. THE ENTRANT

The interested entrant will want to benefit from a judge's knowledge. However it is best not to offer advice if the entrant is prepared to argue. The decision of a judge is final and should not be subject to pressure because of an entrant's opinion. It is essential, however, that prior to beginning assessment that judges examine the Judging Sheet marked by the entrant to ensure all of the information for the car is complete and correct. Draw a line through sections not applicable and delete sections that should not be judged.

E. THE CAR

These guidelines and the accompanying "Training Package" are intended to provide a path that Judges may see and use to perform their task. They are an initial approach, not perfect or proven by use. However, by use, feedback, constructive criticism and subsequent amendment by members will provide a path to continuous improvement of the process in both the Concours judging task and in the preparation of our cars.

The judges should remember their objective

1. Efficiency – competently and quickly score the car

2. Consistency – apply the same standard to each car

3. Repeatability – maintain the scoring criteria

4. Impartiality – Eliminate bias to a particular model or class

5. Objectivity – Judge the car not the entrant

We hope that in the short term judges will benefit by the assistance that the process provides. In the longer term we hope that all cars will be judged by the same rules and standards so that all cars with the same features/defects in different classes, assessed by different judges in all clubs (who adopt this scheme) will all be scored the same points, that the degree of penalty for the same flaw and reward for the same degree of excellence will be consistent, and that most of all competitors will be impressed by the judging process, not depressed by the decision.

In the course of the procedure it is important that penalties be applied in proportion to the importance of the defect or maladjustment. MG's had defects in the manufacturing processes and it has always been meant to be a car to be driven (not a showpiece). We have provided a list of typical faults and a suggested scale of point deduction. Ensure that the penalty is correctly applied in the correct context and not duplicated.

The older the vehicle the more likely it has had a major restoration. It is the responsibility of the owner to present an authentic restoration, it is the responsibility of the judges to recognise and confirm the vehicles authenticity. At all times remember the car is the subject you are evaluating, as it exists, at that particular time. Who owns it is not a factor – know your rules.

F. JUDGING SEQUENCE

The car must be presented with:

1. Bonnet unlocked and raised
2. Hood erected, driver's window open or side curtain removed.
3. Boot unlocked and raised
4. Doors unlocked
5. All personal gear removed
6. Tools displayed on floor of boot (or left in tool box)
7. Judging Sheet on windscreen
8. Handbrake applied, not in gear
9. Keys may be removed from ignition
10. A "DO NOT TOUCH" sign may be displayed on the windscreen

Order of Inspection

Follow the scoring sheet

1. Exterior – Panel fit with everything closed (check underside for authentic material and condition)
2. Interior
3. Boot and toolkit
4. Engine compartment (leave bonnet raised)
5. Underside

6. Mechanical Condition (visual check only)

Do an initial assessment to determine the six best cars by eliminating by whatever means is obvious and fair.

When the top six cars have been selected close bonnets on those not needing further assessment.

G. SCORING

When the judging of a class is complete bonnets, boot lids shall be closed and the Scoring sheet submitted to the Chief Judge at the administration point, who will verify with the Director that all details have been correctly entered and ensure that receipt of the sheets is so marked on the master held by the Chief Judge.

When the initial class winners have been confirmed and announced, the owners will be requested to place their vehicle in the appropriate outright class assembly area.

The process of evaluating the three outright classes will be judged in the same manner as the initial classes. However, the outright and classes score results will remain confidential until announced at the Presentation Dinner. The Presentation Dinner will also confirm class winners and all class trophy winners.

H. AIDS TO ORIGINALITY

A car entered having non authentic components (e.g. incorrect carburettor, gearbox, wheels, etc.) shall have points deducted in the Originality Score.

Items such as:

1. Tow Bars	Only factory supplied tow bars which are optional equipment or authentic replacement of same, will be accepted.
2. Mudflaps	Ditto
3. Batteries	Lucas, Exide and such which was original equipment in MG's are considered expendable. These may be replaced with any brand conforming to original voltage, size and silhouette. Vehicles with original type casing will be given credit.
4. Window Glass	Any window glass that meets the requirements of the original specification of form, fit and colour will be acceptable. There will be no penalty for substitution of windscreens with laminated glass.
5. Tyres	Tyres are considered expendable and may be replaced with comparable or superior equipment of original size and capability with the vehicle. Vehicles with correct casings (e.g. cross ply over radials) will be given credit where applicable. All five tyres on the vehicle must be identical (refer appendix for original tyre sizes).
6. Fire Extinguishers*	There shall be no penalty in judging originality for the presence of Fire Extinguishers.
7. Battery isolator/ fuel cut-off switches	There shall be no penalty in judging originality for the presence of battery isolator and fuel cut-off switches.
8. Alarms/Immobilisers	There shall be no penalty in judging originality for the presence of alarms, immobilisers and or the additional wiring for same
9. Engines	Must be of MOWOG or MG factory origin. Replacement engines must be of the same silhouette and appropriate size, type, configuration for the model and year.

10.	Turn Indicators	There will be no penalty in judging originality for the presence of turn indicators and controls. Cars which have Semaphore arms (Y type and pre war) shall be credited if these are operable
11.	Seat Belts	There will be no penalty in judging originality for the presence of seat belts or harnesses.
12.	Throttle Springs	There will be no penalty for additional return springs.
13.	Bonnet Strap	There will be no penalty for the presence of a bonnet strap
14.	Headlamps	There shall be no penalty for cars that have changed to sealed beams or modern equivalent. Credit should be given if the Lucas glasses are fitted.

* - Regulations regarding the fitting of fire extinguishers insofar as scrutineering is concerned shall be as laid down in the CAMS manual.

I. NON-AUTHENTIC DEDUCTION SCALE

A comprehensive list of deductions is included in the Judge's Guide to Vehicle Concours Assessment. However, the concept should follow the policy:

1. Wrong item or component fitted – 1 point for each item.

2. Incorrect material of manufacture of a minor component – e.g., fibreglass, aluminium, steel, vinyl, etc. in lieu of original – 1 point for each item.

3. Incorrect material of a major component – e.g., fibreglass mudguard, aluminium radiator – 5 to 10 points.

4. Minor items missing from original configuration – e.g., badge or wheel cap, substitute steering wheel – 1 point for each item.

5. Major items missing from original configuration – e.g., hood, windscreen – 5 to 10 points.

6. Seats – Non-standard or upgraded to competition class – 1 point for each set.

7. Hood – Vinyl in lieu of canvass (Wigan) – 1 point.

8. Wheels – Wider rims, additional spokes, chrome plated – 1 point for each item.

9. Windows – Weather shield or sun visor installed – 1 point.

10. Brakes – Fitment of non-standard brake booster – 1 point.

11. Shock Absorbers – Fitment of non-standard (telescopic) shock absorbers – 1 point.

The cumulative total of deduction points in any judging section should not exceed the total for that section. Nor is it envisaged that overall originality points should be less than 100 points overall.

OFFICIALS DUTIES AND RESPONSIBILITIES

A. ROLE OF CHIEF JUDGE

The Chief Judge is responsible for organising the judging of all cars in all classes (including outright).

This shall comprise:

1. Guides and Charts

   To supply judges with the guidelines of judging, including in the appendix the major points and originality items listings for that particular class. This shall include hints where available to assist separating cars which are level on points.

2. Judges

   To recruit, train and support judges prior to and on the day of the event. To ensure that they are not interrupted or harassed in the execution of their duties. To supervise and oversee the progress of their assessments.

3. Adjudicate

   Assist judges with points of originality. To have at his disposal expertise in the form of experienced (senior) judges, manuals, and means of reference for any points of contention or ambiguity. All such points should be noted and referred to the Concours Director for later discussion and manual updating.

4. Score Sheets

   Collect the sheets completed by the judges and submit to the Concours Director for acknowledgement, checking and recording.

5. Judging Aids

   Allocate to judges all of the stationary, tools books and aids that may be available and to recover all items at conclusion of the event.

6. Debrief

   To submit to the Director a brief summary of the judges performance, their problems and any shortcomings exposed in the process. The intent here is not a witch-hunt, but a constructive means of improving both the quality of the system and the standard of judging.

B. ROLE OF CONCOURS DIRECTOR

The Director is wholly responsible for the running of the event. This covers the pre-event planning, the venue, the layout, the provision of signage, appointment of Chief Judge, selection of experts to assist the Chief Judges. If the event is conducted under a CAMS permit, the director must be a CAMS licensed event director to level 3.

It shall include organising printing, circulation and distribution of all training material, manuals, judging aids and advice toward the compilation of the Supplementary Regulations, the trophy awards and compilation of the scores, points and printing of final results.

It shall prior to the day involve checking the venue, setting out class positions and verifying access to same.

On the day it shall include organising the traffic marshals, the ushers, formal introduction of the Chief Judge to the judges, organising the checkers/tellers/administrative assistants compiling the scoring lists and

submitting same to the data input personnel. Liaising with the PA announcers, the associated function organisers and ensuring all volunteers' needs are catered for (eg. cool drinks).

At the end of the event, organise collection of all signage and support equipment, clean up site, sign off with Chief Judge and National Meeting administrators.

JUDGES GUIDE TO VEHICLE EVALUATION

A. ENGINE COMPARTMENT

Despite the difficulty in maintaining an engine compartment, cleanliness and condition of painted and other surfaces of the engine compartment of a car prepared for Concours should be excellent. There are as many points available in this area as there are for the car's exterior (150)

1. Bright and Unpainted Metal

    a) Inspect copper lines, plates, master cylinders, carburettors, transmission dipsticks, valve covers, radiator and radiator overflow tank caps, hydraulic lines, hose clamps. All of the abovementioned parts should be clean. Remember that engines will vary in amount of bright work.

    b) Be sure to watch for (and deduct points for) non-standard chroming and polishing or finishes of any sort that depart from the original character of the vehicle.

2. Exhaust Manifold and Exhaust (Down) Pipes

    a) Inspect the casting for authenticity, overspray and rust.

    b) Extractors are aftermarket addition. Deduct points for non-originality then condition as before.

3. Sheet Metal (Firewall, Radiator etc)

    a) Inspect the general condition, cleanliness and authenticity of the chrome, metal and paint. Check authenticity of replacement materials used.

    b) Particular attention should be paid to the firewall, radiator shell, fans and fan shrouds, splash pans, air cleaner housings, battery tray and mudguard valances.

4. Engine block and attachments

    a) Check paint colour and base block silhouette;

    b) Verify colour-coordination of water pump and oil pump (where applicable), rocker cover (and cap), radiator fan and pulley;

    c) Labelling, decals and plates.

5. Electrical components – Check: -

    a) Generator, alternator, brand and colour;

    b) Distributor, including cap and spark plugs and leads;

    c) Starter motor brand and colour

    d) Wiring harness, braided or vinyl taped.

6. Hoses and pipes

    Check condition and compliance or radiator and heater hoses, fuel lines and capillary tubing.

7. Carburettors

    Check size and brand complies, cleanliness including air cleaners.

B. INTERIOR

1. Trim

   Inspect general condition, fit, colour scheme and material covering panels. Door trim, pockets, cables and hinges, for fit, cleanliness and adjustment. Check if under dash trim panel in place (when applicable).

2. Hardware, Steering Wheel, Instruments

   a) Inspect for authenticity of items considered. Consider overall appearance and cleanliness. Check the condition of chromed items. Consider if the fascia (and console if appropriate) is of the correct configuration for the model (i.e. if painted, is it the proper colour) and is in good to excellent condition.

   b) Instruments – Inspect for authenticity of instruments. Is the instrumentation complete? Are there any items missing from the fascia such as switches, cigar lighter etc.

   c) Steering Wheel. Inspect for authenticity of replacement items. Is the Wheel correct for the model on which it is installed?

3. Headliner or Underside of Top

   Underside of top should be clean without wear or padding. Inspect for authenticity of materials, fit and design. Models with headlining or a headliner should b e checked for fit of the headliner as well as cleanliness.

4. Seats and Squabs (Seat Backs) Leatherwork

   Inspect for authenticity and design (i.e. proper number of pleats, or smooth seat if applicable) refer Appendix. Look for tears, fading, cracks and peeling. Consider seat backs, as well as seat belt condition.

5. Carpeting or Rubber Matting

   a) Inspect for authenticity of replacement materials. Proper colour, cut and fit. Look for cleanliness, wear and scuff marks on foot pads and pedal rubbers. Be sure to look behind the seats.

   b) Floor under the mats to be clean, free of rust and painted in the required colour.

6. Door Panels and Armrests

   Inspect for authenticity of replacement materials and design as well as condition and cleanliness. Proper fasteners of the correct size should be fitted. If appropriate, look down into the map cases on the doors and when fitted, inspect the underside of armrests.

   Handles to be of correct materials and authentic design, condition and cleanliness

C. BOOT

1. General Condition and Cleanliness

   Inspect for authenticity of replacement materials. Be sure boot appointments are correct, such as trim panels, carpeting or vinyl matting, spare tyre well and painted compartments (i.e. underside of boot lid, petrol tank etc).

2. Spare Tyre Including Cover and Wheel

   a) Tyre should be of correct size and type as per exterior set with correct lockdown and cover if authenticity requires.

b) Additionally, ascertain that spare tyre cover is of authentic materials and of correct design and for the car.

3. Tool Kit, Jack and Hammer, Owner's Handbook (completeness and condition), Starting Handle etc. Tools as supplied at the time of purchase should be displayed in the boot, toolbox (where provided) or clipped in its intended position.

D. EXTERIOR

1. Condition of body, paint, top, tonneau, boot cover and side curtains

a) Body, Inspect for authenticity of body panels. If replacement panels have been used, ascertain authenticity of materials (i.e. no fibreglass). Look for excessive misalignment of doors, bonnet and bootlid. Check for rot, dents and determine if the body has been altered in any respect from the original design. Check door seals/inch mounding for fit and condition.

Include condition of all rubber mouldings and mounts, gaskets and windscreen wiper blades – no deterioration or cracking.

b) Paint. Consider overall appearance while inspecting for authenticity originality of colour. Include depth of finish and look for nicks, stone chips, scratches, checking or crazing of the paint.

Over spray on a repainted car may be noticeable on the chrome trim, rubber mouldings or in the engine compartment due to improper masking.

c) Soft-top cover, Side curtains. Inspect for authenticity of materials, appearance (especially cracks, peeling and tears) and cleanliness. Include in your evaluation the fit of the top, free of ripple, clarity of windows, condition of frame and paint condition. Side curtains should have good alignment without gaps, clarity of windows and without fraying or chips of paint.

2. Chrome work including Accessories

(a) Inspect for authenticity of chrome work. Common flaws are discolouration, pits, scratches and corrosion. If items have been re-chromed, look for grid marks, major changes in coloration (i.e. nickel showing through) and loss of definition through over-working in preparation for re-chroming. Inspect accessories for originality as per factory or dealer installed optional equipment.

Hubcaps, knock-ons or nuts should be in good condition, well chromed and no signs of hammer damage or lever marks.

3. Condition of Wheels

a) Inspect for authenticity of choice and condition of paint. Consider the rim itself – is it dented or scratched? Include In your evaluation whether spokes of wheels have any road grime. Determine if the correct size and type of wheel is on the car.

4. Condition of Tyres

a) Inspect for authentic tyres or replacement with comparable or superior equipment of proper size and compatibility with the vehicle.

b) Look for abnormal wear, blemishes, chunking of tread, scuffing and presence of valve caps. Consider cleanliness and appearance. Take into consideration that most cars were available from the factory with either black or white wall tyres.

5. Glass

a) Any window glass that meets the requirements of the original specifications on form, fit or function (colour) will be acceptable.

b) Consider the clarity of the item, check for scratches, pits, discolouration or separation of the laminated layers, which often happens in the corners of the windscreens.

6. Underside and Suspension

a) No rust or oily film. No flaking paint

b) Exhaust of uniform colour, no leaks or flaking paint, authentic configuration of pipes, muffler and mounts.

c) Gearbox of correct type. Minimum leaks, no wear on linkages or mounts

d) Correct differential, no leaks or paint damage

e) Brake lines show no rust or leaks.

f) Engine free of oil, fuel and water leaks, paint even with no chips

g) Wheels – check inner wheel rims and brakes for oil and grease throw-out

h) Suspension to be free of grease and leaf springs free of rust.

E. APPENDICES

In addition to the above information the following appendices and attachments are provided to assist:

1. Concours Judging Sheet

2. Concours Score Sheet

3. Originality Guides

a) Pre-war cars

b) MG TC

c) MG TD

d) MG TF 1250 – 1500

e) MGA Roadster, Coupe, Twin Cam

f) MGB MKI Roadster

g) MGB MKII Roadster

h) MGC Roadster & GT

i) MGB GT & V8

j) MG Midget

k) MGY Sedan & Tourer

l) MG Magnette, 2 series

4. Original Equipment – Tyre sizes

5. Authentic Paint Colours

APPENDIX 1 – CONCOURS JUDGING SHEET

MG CAR CLUB OF QUEENSLAND Inc.

CONCOURS JUDGING SHEET

Registrant's Name:……. Entry No.:…….

Club Name:…….

Class:……. Model:……. Registration No.:…….. Year:…….

TOTAL POINTS SCORE: | **PLACE:**

(Maximum points 600)

NOTES FOR ENTRANTS:

Cars must be presented with:

- Judging sheet with entrant details completed on windscreen. If judging is not wanted, write 'NOT TO BE JUDGED' on the sheet.
- Bonnet unlocked and raised.
- Hood erect, driver's window open (or side curtain removed).
- Boot unlocked and raised.
- Doors unlocked.
- All personal gear removed.
- Tools displayed on floor in boot (or left in tool box).
- Handbrake applied, not in gear.
- Keys may be removed from the ignition.
- 'DO NOT TOUCH' sign may be displayed.
- Judging aids (such as photographs, signs, mirrors) are not permitted.
- All cleaning and preparation of cars to cease at commencement of judging.
- Unless approached by Judges, entrants are not to engage in discussion regarding their vehicles.

Judging sheets remain the property of the MG Car Club of Queensland Inc.

APPENDIX 2 – CONCOURS SCORE SHEET

CAR No. _____

	CONDITION & CLEANLINESS	ORIGINALITY
	Needs attention ... Excellent	Not original ... Original
EXTERIOR	10 12 14 16 18 20	0 2 4 6 8 10
PANEL WORK and FIT		
PAINTWORK and BRIGHTWORK		
RUBBER and SEALS		
WINDSCREEN and WINDOWS		
WHEELS and TYRES		
	TOTAL EXT: (Maximum 100)	**SUB-TOTAL:** (Maximum 50)
INTERIOR	10 12 14 16 18 20	0 2 4 6 8 10
DASH, WHEEL and INSTRUMENTS		
SEATS and TRIM		
FLOOR and CARPETS		
HEADLINER / SOFT TOP		
BOOT and TOOLKIT		
	TOTAL INT: (Maximum 100)	**SUB-TOTAL:** (Maximum 50)
ENGINE COMPARTMENT	10 12 14 16 18 20	0 2 4 6 8 10
PAINTWORK		
BRIGHTWORK		
ENGINE		
HOSES, FUEL SYSTEM, etc.		
ANCILLARIES and WIRING		
	TOTAL ENG: (Maximum 100)	**SUB-TOTAL:** (Maximum 50)
UNDERSIDE	10 12 14 16 18	0 2 4 6 8 10
CHASSIS / FLOORPAN		
UNDERGUARDS		
RUNNING GEAR		
EXHAUST		
SUSPENSION		
	TOTAL UNDER: (Maximum 90)	**SUB-TOTAL:** (Maximum 50)
MECHANICAL CONDITION		
Visual check only	**TOTAL MECH:** (Maximum 10)	**TOTAL ORIG:** (Maximum 200)

APPENDIX 3 – ORIGINALITY GUIDES

The cars produced by "The MG Car Company Ltd" were from the outset, Morris derivatives. From 1922 when Cecil Kimber succeeded to General Manager of William Morris's Morris Garages of Oxford, and up to 1928 when the A Type was announced, the models closely resembled the Morris Cowley and Chummy models, i.e. with the exception for 'Old No. 1" ("Old No. 1" was built from non-standard components in 1925 for the express purpose of Cecil Kimber's participation in the 1925 Lands End Trials). The early cars apart from this noted exception could scarcely be called original. However Kimber had a vision, which saw his talent build cars that were unique, and despite pressure (especially from 1938 onwards) to utilise standard Morris components, they were always just that bit different and trend setters in the world of sports car manufacture.

For the purpose of aiding and guiding judges in Concours events (and for that matter, guides for eligibility), lists have been prepared which are pointers to originality for the various marques. Unfortunately, one can never be sure that the items listed are unchallengeable. But these are like any quality document, subject often to review, update and improvement.

In Australia particularly, changes were made in many of the model ranges over the eighty-year span that were not reflected in the original factory production. This was particularly so pre-war, because most cars were imported in chassis form. The differences were also significant with the advent of the MGAs assembled in Australia and most particularly with the MG Midgets. But these variations and differences serve to promote healthy debate among the MG enthusiasts in Australia, and this provides significant rationale for continuing the Concours competition in the MG Car Clubs activities.

The Following Originality Guides are Included:

(a) Pre-war cars

(b) MG TC

(c) MG TD

(d) MG TF 1250 – 1500

(e) MGA Roadster, Coupe and Twin Cam

(f) MGB MKI Roadster

(g) MGB MKII Roadster

(h) MGC Roadster & GT

(i) MGB GT & V8

(j) MG Midget

(k) MGY Sedan and Tourer

(l) MG Magnette 2 series

Note: The information contained in the following pages are obtained from a number of sources, some of which are conflicting. In compiling the following, we have used what we believe are the most reliable sources, but discrepancies can occur. This is confirmed by Abingdon workers who have stated that there was no thought given to what was the right or wrong part or right or wrong colour during the assembly process – they simply used what was in the parts bin at that particular point in time. Therefore, the following is intended to be a guide to judging originality rather than an unambiguous list of correct or incorrect points.

PRE-WAR CARS

In Australia the pre-war cars are grouped (for Concours purposes) into three classes. This may not be the ideal method of classification, as the differences do not comply with the classification guidelines that categorize models in accordance with their body silhouette. To provide an originality guide for the pre-war cars it is probably simpler to regroup the cars even though the groups differ from that used for classification. The first category encompasses cars known (in the UK particularly) as the Triple Ms (MMM). These are the Midgets, Magnas and Magnettes, and include sports car, tourers and racing models built between 1928 and 1937.

The second category comprises the other half of the pre 1937 family tree, the MG Saloons. These cars had distinctive and elegant body styles that were not mere modifications of the MMM cars. The final pre-war category consists of the TA and TB models. These cars were unique and more closely akin to the rest of the T Series, rather than to the MMMs.

Although there were odd cars brought to Australia fully assembled in the early 1930s, it was not until 1932 that agents were appointed to add the MG Marque to their Morris range. For those who did 'go it alone' the import duty on complete cars was so severe, that it resulted in cars being imported without coachwork. As a consequence there are many 'original' pre-war cars that have little more than an engine, transmission, chassis and radiator assembly that were common to the model.

As tariff protection eased, some complete cars were introduced. However it is estimated that of the three hundred pre-war cars that remain in Australia, the majority have 'special' or 'replica' bodies fitted. Consequently there are many differing interpretations of originality. Very few cars would be exactly as they left the factory, but notwithstanding this, most have been restored to resemble precisely their original configuration. Many have also been restored to comply with their Australian coach builders (eg C.F.S. Aspinal of Armadale, VIC).

Consequently, in listing indicators of originality, the pre-war range requires greater latitude. Some general points applicable to all models:

1. Bolts used would have been 'blackened' steel.
2. Chassis and axles were generally black painted.
3. Some chassis were cellulosed to match body colours.
4. Components such as carburettors, water pumps, cam covers and copper pipes were not highly polished.

ENGINE COMPARTMENT

1. Engine blocks of MMM cars were painted red (similar to shade of MGB), SVW cars were green and racing shop engines were painted blue. There was no particular shade of green or blue and customers could (at extra cost) specify any colour of their choice. The green standard recommenced with the TA production.
2. Water pumps (where fitted) were unpainted alloy castings on MMM models. On other models, they were painted engine colour including fan blades.
3. Generators and starters were painted black; mostly Lucas but some MMMs had Rotax that look externally identical.
4. Exhaust manifolds were cast iron and finished in stovepipe black or aluminium sprayed.
5. Water outlet and inlet pipes were plain rubber and the hose clips on all pre-war cars were of the 'pig-tail' type.
6. The firewall was black painted or natural plywood with a galvanised iron facing the engine compartment.
7. The steering column tubes were originally black painted but adamant steering columns were polished nickel, and from Marles Weller boxes, were chromium plated.
8. There were no choke return springs on MMM carburettors.
9. All electrical components on D, F, J and L were black Bakelite; on the K, L & M they were brown.
10. Tecalemit Oil filters were fitted to PLK, KN & M, and Purolator on TA, TB, SA, VA & WA models.

INTERIOR

1. Seats were leather faced and originally had pneumatic cushions but made way for foam rubber (which is most likely at this age).
2. Seats had the usual (mostly same colour) piping and PVC or Rexine side and rear facings.

3. Most two-seat cars were fitted with separate seats with a bench style squab. The squabs had 'ears' to cover the squab adjustments.
4. Door trims and side panels were faced with Rexine.
5. Four seaters had bucket seats in front and many two seaters were specified or altered to this standard and were all leather covered.
6. Carpets where fitted were generally black. However where specified (particularly the SVW range) were matched to the upholstery colour.
7. Instrument faces were generally black up until P & N types which were brown. The SVW range had quite lavish cream and gold faces. All were Jaeger branded.
8. All hoods were originally black Wigan and had Rexine half tonneaus covering the hood when folded.

EXTERIOR

1. Chassis is exposed or visible in many places. It should be painted black excepting for racing cars (eg K3) which had the chassis painted body colour.
2. Bodies and wings were originally painted with cellulose. This is not as important as the colour choice (see Colours Listing). The colour should match the 'period'. Where duotone colours were used, the body and wheels were in the lighter shade with the wings and chassis the darker colour.
3. Up to 1933 wheels were painted to match body colours and subsequently painted silver, except where ordered painted to match the upholstery.
4. Fittings eg. fuel filler caps, radiator caps, aero screens and mirrors were generally specified by the purchaser. Quick release type caps were often fitted by the factory for a small additional cost.
5. Cycle guards were 'normal' for all sports cars up to the L type (1933) when the long flowing type of wings was first introduced.
6. The only external (visible) difference between the TA and TB were the wheels: TA side laced (up to TA 1769) and TB centre laced, and the bonnet bulge for the generator – larger and higher on the TA than the TB.
7. The Lucas 'Altette' horn (where fitted) had six chrome dome nuts with distinctive scallops (Post-war models had plain dome nuts).
8. Lucas headlamp shells on M, D, and F & J were painted body colour with a chrome-plated rim. Later models were all chrome.
9. Lucas 'King of the Road' headlamp medallions must be able to be read when standing in front of the car.
10. Door hinges on D, F, and J & L were painted body colour. All others were chrome plated.

UNDERSIDE AND SUSPENSION

1. Chassis (see Exterior 1)- generally black.
2. Under floor- matt or satin black.
3. Differential and front (beam) axle- satin black.
4. Shock absorbers: -
   Harford friction type on M, D, F, J,L & P (front)
   Harford duplex on K3, KN, NA (front), NE (front) and Q (front)
   Luvax Hydraulic P(rear), N(rear), Q(rear)
   Luvax (finger tip control VA)
   Girling Vane type TA, TB, SA
   Girling Piston type WA
5. Exhaust system (where underfloor) was Burgess type rigidly mounted for MMM, flexible (rubber) for Ts.
6. Steering on M & D types was by adamant, on J,L,K and early PA, Marles Weller, late PA, PB, J4, TA, TB, VA, Sa and WA had Bishop Cam. The F & K3 had a Special 'Cam' box.

TOOLS

An extensive range was originally supplied with Pre-war cars.

MG TC

Engine Bay

1. Up to around TC5100/TC5200 the engine colour was dark grey. After this (around XPAG 6000), engine colour was red.
2. Tappet cover was silver grey/green pressed steel. Alloy covers were used on XPAG2020 to XPAG2965 (approx. TC1425 to TC2370).
3. Tappet side plate painted engine colour.
4. The scuttle had deeper fluting on models up to around TC5000, after that fluting was shallower. Up to TC5742/TC5590 colour was light grey. Thereafter, colour was same as body.
5. All scuttles have mounting holes for the oil tin and carrier, but may only have been present on early cars.
6. Battery box is painted black, including underside of lid.
7. Toolbox is lined with white felt. The underside of the lid is painted black.
8. The fuel pump was SU with brass base up to around TC4407 and alloy base thereafter.
9. The generator was painted black with cast iron pulley also black up to around TC5100. After that the pulley is alloy. There was a bakelite cover over the terminals. The voltage regulator was Lucas RF91 up to TC4407 and RF95/2 after that.
10. The coil was Lucas Q12 with lip at the top, painted black. Distributor Lucas DKY4A. Spark plug leads were black with red banded bakelite caps on spark plugs.
11. Fuel bowls overflow pipes are copper routed to the front and down the front of the engine bearer plate and held at the bottom by a double clip under bolt.
12. The carburettor butterfly spindles were joined by a rod and lever system up to about TC5700, and rod and 'W' clips thereafter.
13. Air cleaner painted black with small instruction label attached. Held onto tappet cover by two metal straps under two bakelite nuts with brass thread inserts.
14. Water pump painted engine colour and fitted with grease nipple. Fan blades are black.
15. Radiator painted black with dual-wire type hose clips.

Body

1. Wood sill up to TC4837, metal covered thereafter. Sill plates plain metal with no writing.
2. Radiator slats are same colour as trim.
3. Radiator shell is open at bottom of crank handle opening.
4. Badge Bar mounting brackets curved in and painted body colour. Bar itself is chromed.
5. Number plate holders were painted black. Front has a raised rolled edge and held in place by two bolts. Rear plate is rectangular with flat face and 90^0 turned edges. Plate offset to mount D lamp. Bolted to end of chassis.
6. Rear view mirror chrome Lucas 160 with curved mirror mounted RH side of windscreen.
7. Windscreen wiper arms are held by cones screwed into outside of arm.
8. Horn is mounted on RH side. Altette HF1234. Early horns had rounded body. Later horns had piece out of top. Painted black with chrome ring, crackle finish on inner plate. Centre nut chromed and outer nuts have pointed heads and not fluted.
9. Fog light mounted on LH side of Badge Bar. FT27 fitted up to TC4739 and more rounded SFT462 thereafter.
10. Headlights Lucas MBD 140 8 inch diameter. Earlier cars up to about TC1850 had flatter lens with 'U' shaped pattern and flatter edge to rim. Later cars had rounded lens with 'cats eye' type pattern and "Lucas" written vertically. (Replacement lens had name written horizontally.)
11. Tail light is Lucas ST51 with steel back plate painted black and chrome body. Brass knurled nut.
12. Fuel tank ends are painted with chrome surrounds. Fuel tank straps are painted body colour. Fuel cap has chrome trip lever with MG logo.
13. Handbrake greaser is located under running board. Nipple fitted to triangular plate held by two screws with copper pipe to brake cable.

Interior

1. Dashboard is honey walnut veneer, book matched up to around TC5500, after that rexine covered. Wood dash has black centre panel with white lettering. Rexine dash has bronze coloured panel with black lettering. Same details also apply to colour of map light bases. The six bolts holding the instrument paned on are black in both cases.
2. Scuttle masking board is 1/8 inch plywood covered in black rexine.
3. Fuel light on early cars (up to about TC800) had 'PET' on amber background. After this, had 'FUEL' on green background.

4. Instruments are ammeter (Lucas BM4, +20 amps), oil pressure (Jaeger with long arrow type needle), ignition/light switch (type PL6 straight handle, black with white lettering inside chrome rim), horn button/dip switch (black on chromed ring plinth with white letters ‘D’ & ‘H’, large button and short body).
5. Steering wheel is black plastic coated aluminium with three spokes. Chrome hub with MG logo.
6. Carpets are black unbound with short pile. Driver’s side carpet has rubber heel mat with MG logo facing outward.
7. Seats leather with 8 pleats on each base and 22 on seat rear. Early cars had seat backs to the floor.
8. Sidescreen box is lined in black felt.
9. Hood on early cars up to around TC2850 were black. Later cars had fawn coloured hoods. Hood bow mounting was changed about TC5562/TC5113.
10. Rear windows changed from twin to single windows around TC3400/TC5113.
11. Tonneau has only 4 clips.

MG TD

Engine Bay

1. Engine colour and sump red. Tappet cover is metallic silver.
2. Tool box lid painted gloss/satin black inside. On later cars, the Chassis Number plate is located under the lid.
3. Oil filter cartridge painted metallic green.
4. RH radiator stay kinked.
5. 8 post relay cover cadmium plated.
6. Rubber covers over solenoid and starter contacts for battery cables.
7. Bonnet catches holding bolts are dome headed.
8. Fuel overflow pipes from carburettors are brass, vertically turned to exit through hole in engine mount turning vertically for ¾ inch.
9. Oil filler cap held with plated chain.
10. Fan blades are painted black with the hub and water pump same as engine colour.
11. Clutch rods are painted black.
12. Special plate at starter for return spring to accelerator arm.
13. Bayonet caps for battery cables. Battery is rubber cased with external links. The battery securing brackets/hook bolts are painted black. The battery tray is timber and painted flat black.
14. The cables (battery to starter switch and starter switch to starter motor) were brown coloured braided cloth.
15. Radiator hose clips are of dual-wire type.
16. Exhaust manifold is aluminium sprayed.

Body

1. Radiator slats are same colour as trim.
2. Piping same colour as body.
3. Headlights are Lucas with globes, not sealed beams (see point 14, Section G, Part 3). Later models have chrome plated headlamps. No “King of the Road” medallions.
4. Overriders may or may not have rubber packers to bumpers.
5. Door tread plates are plain. There is no “MG Car Company” etched into the plate.
6. Door hinges are painted body colour.
7. Fuel tank ends are painted with chrome surrounds. Fuel tank straps are painted body colour.
8. The windscreen rubber to be 28mm wide from screen.
9. Hubcaps have MG logo filled in red. Tyres are cross ply.
10. Tail light wiring harness clipped to lower inner guard bolts.
11. Underbody floor boards painted flat black.
12. Exhaust system painted flat black. Exhaust is held by plate on side of gearbox.
13. All steelwork under car is flat black. Chassis/suspension bolts under car originally black steel. Cadmium plated bolts are now used but incorrect.

Interior

1. The dash centre is gold metallic colour. The main dash is upholstery trim colour.
2. Speedometer and tachometer had flat dials to 1951 then dished. Later models had oil pressure and temperature gauges.
3. There was an underdash panel on 1952 – 1953 models.
4. The hood frames were light tan/mushroom coloured. The top bows were felt covered. From 1952-53, there were 3 bows.
5. The steering wheel is light brown (not pearly). The steering wheel centre and hub are metallic gold.
6. The patent plate is located on the side curtain.

Running Gear

1. Shock absorbers black front and rear. Green replacement front.

MG TF 1250 – 1500

Engine Bay

1. Engine colour and sump red. Tappet cover is metallic silver grey.
2. Tool box lid painted gloss/satin black inside.
3. Oil filter cartridge painted metallic green.
4. 8 post relay cover is cadmium plated.
5. Clip to hold tachometer cable at entry to firewall.
6. Rubber covers over solenoid and starter contacts for battery cables.
7. Bonnet catches are cadmium plated, locating plates body colour.
8. Air cleaner covers are held by cadmium plated hex bolts. Front bolt to hold air cleaner to carburettor is extended hex bolt with a screw slot.
9. Fuel overflow pipes from carburettors run down to gather and to exit through hole in engine mount turning vertically for ¾ inch.
10. Dust cover plate on clutch and brake housing to side of housing.
11. Special plate at starter for return spring to accelerator arm.
12. Wiring attached to steering rack with two aluminium tie straps. Wiring is held to engine panel sides with black spring clips.
13. Oil filler cap aluminium, held with plated chain.
14. Fan blades are painted black with the hub and water pump same as engine colour.
15. Clutch rods are painted black.
16. Bayonet caps for battery cables. Battery is rubber cased.
17. Phillips head countersunk self tappers with cut tips, cadmium plated, around radiator shell.
18. Radiator hose clips are of dual-wire type.
19. Exhaust manifold is aluminium sprayed.
20. Front support bar to mud guards painted black.

Body

1. Piping same colour as body. Piping where engine panels butt to radiator shell are short pieces.
2. Louvers under mud guards are body colour, held with Phillips round headed cadmium plated screws.
3. There is an apron piece below the radiator (usually missing).
4. Front and rear bumper bar spaces are aluminium or black, larger ones to the rear.
5. Overriders do not have rubber packers to bumpers.
6. There are flexing gaps in the body tub below rear of the doors.
7. The TF 1500 only has rear reflectors.
8. Front of mud guards are recessed and inclined for bumper bar spaces. Sweep of the front guards and running boards should be smooth, not saw tooth.
9. Door hinges are painted body colour.
10. Fuel tank ends are painted with chrome surrounds. Fuel tank straps are painted body colour.
11. The windscreen rubber to be 28mm wide from screen.
12. TF 1500 wheels (from TF6887) have deep dished centre hubs. All had 48 spokes.
13. Four aluminium tie straps to differential housing for brake lines.
14. Two aluminium tie straps for wiring harness at rear for tail lights. Tail light wiring harness clipped to lower inner guard bolts.
15. Underbody floor boards painted satin/flat black. Chassis/suspension bolts under car originally black. Cadmium plated bolts are now used but incorrect.
16. Exhaust system painted flat black. Exhaust is held by plate on side of gearbox.

Interior

1. The dash centre is gold metallic colour. Chrome surround on dash centre.
2. The main dash is upholstery trim colour (not body colour), as is scuttle underside and glovebox lining and underside.
3. Trip meter reset cable projects under passenger glovebox with spacer and held with clip and small hex headed bolt.
4. The steering wheel centre and hub are metallic gold.
5. Clamp around leather gaiter at base of steering column.
6. TF 1500 has a dipping Lucas rear vision mirror, gold body with a chrome surround. TF 1250 (and some early 1500s) had non-dipping.
7. Carpets are black, plush and unbound, except behind handbrake. Foot piece to passenger side on top of carpet and carpeted separately.
8. The hood frames and side curtains were light tan / mushroom coloured.
9. Tonneau frames at rear of seat are main dash / body colour.

10. Side curtain hinges are held with four hex head bolts and nuts. Hinges are 5/16 inch knuckle, three joints to each.
11. Side curtain compartment is painted matt black, four panels with differential access.
12. The patent plate is located on the drivers side curtain.
13. Seats have two lift-a-dot fasteners to each, below the tonneau rails, for the tonneau. Seats screwed down at rear.
14. Passenger door lock has a snib lock lever.
15. Tank straps are 5/16 inch BSF Phillips head, painted to match the upholstery.

Running Gear

1. Cylinder head has AEF 118 stamped in.
2. Shock absorbers unpainted alloy body with black lever arms. Green replacement?.

MGA Roadster, Coupe and Twin Cam

Engine Bay

1. Engine colour red, including head, tappet cover, heat shield, inlet manifold, dip stick, vacuum pipe, top hose mount and water pump banjo.
2. Cylinder head has '15' on 1500 and 1600 cars, and '16' on MKIIs (not '18').
3. ID plates are located on firewall. Body number should prefix with 'B' on 1600 and later cars. Patent plates on tappet cover.
4. Coil is silver with Lucas decal.
5. Control box 1500's should be silver colour (not chrome plated).
6. Exhaust manifold is unpainted (black acceptable).
7. Fan can be black, engine colour or yellow, depending on model.
8. Heater pipes are natural copper finish. Heater or heater blanking plate is black.
9. Oil filler cap should be original plated type, not MGB or chrome.
10. Pedal cover and heater cover are black. Pedal cover surround plate should face up, not down.
11. Wiring harness is cotton braided of colour black with white slashes. Individual wires are colour coded cotton covered. Replacement harnesses and late 1600 Australia-only cars wiring harnesses were wrapped in black insulating tape.
12. Speedo cables are grey, not black.
13. Fuel hoses should be braided.
14. All catches are painted body colour.
15. Bonnet has a wooden stiffener with anti-vibration felt behind it. Bonnet support rod is black.
16. Brass plate with firing order on inlet manifold. Spark plug leads have numbered yellow rings. Spark plug connectors are suppressor type.
17. All guard bolts protruding into engine bay should be bright zinc and have pointed ends.
18. All carburettors have brass damper tops.
19. There is a felt strip on the bonnet where it meets the radiator. Radiator hose clips are of dual-wire type.

Body

1. Lower sill finisher strip should be fitted from car 19949 and painted body colour.
2. Original bumpers are curved and not flat, and painted silver-grey on the inside.
3. Indentation on rear beaver below bumper.
4. 1500s do not have reinforcing on air vents.
5. Rubbers should be fitted behind overriders.
6. Mudguards and grille piping should be grey. Grille piping should terminate beneath grille in line with each of two small chrome bolts.
7. The tail light plinths are black on the 1500, grey on the 1600.
8. 1500 side curtains were flap type until Oct 1956, when sliding curtains were offered as an option. Flaps should have a chromed, spring loaded damper. Sliding curtain frames were vinyl covered. Aluminium type was available with hard tops. Steel side curtain frames painted black were factory replacements.
9. Hood fabric was vinyl, normally black but other colours were optional on UK manufactured cars.
10. Wire wheels were standard on Australian built cars, optional on UK built cars. Wheels painted silver-grey on 1500s up to car number 48730 and had 'MG' on knock-ons. Chrome wire wheels were not a standard option.
11. Headlights to car number 58918 were Lucas with replaceable globes, thereafter sealed beams.
12. Fog lights were optional on all models.
13. Number plate backing plates should be fitted front and rear, painted black.
14. The underbody was proof coated (sealer/stone guard/sound deadening) under boot and transmission tunnel. Underbody floorboards are painted black.
15. Gearbox is aluminium. Rear axle is black.
16. Springs and metal parts are black, including brake parts. Original shock absorbers are alloy with black arms. Replacement shock absorbers are green.
17. Anti-sway bar was optional from car number 66574.

Interior

1. UK built cars have leather on all wearing parts and rails on top of doors, and vinyl on all edges and back of squabs. Australian built cars were all vinyl interior.
2. Vinyl covered dashes have chrome around speaker panel and chrome cover strip surrounding bottom of dash. Radio blanking plate is body colour, except for vinyl covered dashes.
3. Turn lever is black and shorter than T-series. Knob lettering is white.
4. There is piping above and below crash pad on top of dash.
5. Rear vision mirror is gold coloured.

6. Auster plate on inside of windscreen.
7. 1500s have unadjustable steering columns as standard, with adjustable columns a factory option. 1600s have adjustable columns.
8. Carpets fitted with felt underlay on front tunnel. Binding on centre tunnel, oil flap and around crossmember only. Heel mat on driver's side, sewn in and of cross-cross design.
9. Seal should be fitted between wood and battery cover. Battery cover is painted body colour.
10. Floorboard screws have cup washers.
11. Hood bows should be grey or beige in colour with overlay on each bow. Black was used on factory replacement bows.
12. Door hinges are body colour. Door catches are zinc plated, including catch on door itself. There is a grommet fitted where door pull passes through trim.
13. Boot is not carpeted. 1600 MKIIs can have carpet mats in the boot, except Australian 1600 MKIIs which have grey Hardura.
14. Spare wheel cover is grey vinyl (some UK cars may have carpet).
15. There is a felt strip fitted in the gap between boot floor and body. There are two felt pads under the spare wheel.
16. Tool roll is strapped to top of the spare wheel.
17. Boot lid has a wooden stiffener with anti-vibration felt behind it. Boot support rod is black.

MGB MKI Roadster

General

Models: MGB MKI (Pull out door handles), 3-bearing 18G/18GA engine, Car numbers GHN3 (YGHN3 for Australian built cars) 101–48765, production from 1962 to mid-1964.
MGB MKI (Push button door handles), 5-bearing 18GB engine, Car numbers 48766–138799, production from Oct 1964 to Oct 1967.

Optional extras: Wire wheels; radio; heater/demister; oil cooler (standard on export cars); brake vacuum booster; overdrive from Jan 1963; folding hood; colour-coded hood and tonneau.

Engine Bay

1. Engine colour red. MG badge and patent plates are riveted to top of tappet cover in early models, and stuck on in later models.
2. Engine number is stamped onto RH-side of block just below head joint. It takes the form: 18 (for 1800cc), G (for MG), A/B (for 3-bearing engine/5-bearing engine), U/R/A (for manual/overdrive/automatic), H (for high compression), followed by the engine number.
3. Car number is located on RH-inner guard forward of the radiator. It has the prefix: Y (for Australian assembled cars), G (for MG), H (for 'B'-type engine), N (for 2-seater), 3 (for 3rd series), followed by the car number.
4. Brake and clutch master cylinders have metal caps (early models), and plastic caps (later models).
5. 12 volt positive earth electrical system. Generator (not alternator) of type Lucas C40/1, with voltage regulator located on upper-rear RH-inner guard. Generator painted same as the engine colour. Support strap from rear of generator to oil cooler pipe.
6. Inertia-type starter motor (spring mechanism can be viewed from RH-side of engine beside gearbox), with separate push-button starter solenoid mounted on RH-inner guard below regulator. Starter painted same as the engine colour.
7. Distributor is Lucas with micro adjustor. Spark plug leads come out of the side of the distributor cap. Spark plug connectors are 90^0 bakelite with built-in suppressors and exposed connectors. Leads are numbered with slip-on sleeves and are separated with a black plastic bridging strip. The coil is a Lucas HA12 attached either to the engine mount under the generator or upside down on the RH-inner guard forward of the voltage regulator.
8. Mechanical tachometer on 18GA engines. Electric tachometer on 18GB engines.
9. The oil filter is a Tecalemit canister-type (not spin-off cartridge) on the RH side of the engine forward of the distributor and starter motor, and painted same as the engine colour.
10. The oil filler cap is metal prior to Feb 1964 and black plastic in later cars.
11. The oil cooler located in front of the radiator has a double flange on the top and bottom on the 5-bearing 18GB engines. On the 3-bearing 18GA engines, it only has a flange on the bottom.
12. The radiator has the filler vent to the rear of the radiator bulkhead (different to MKIIs). Radiator hose clips are of dual-wire type. Three-bladed radiator fan painted yellow. Some early cars had a six-bladed fan as a leftover from the MGA.
13. The carburettors are twin 1½ in. S.U. Type HS4, fed by braided fuel-lines. Prior to Feb 1964, crankcase ventilation breather outlet pipe from tappet cover was vented into the front air filter. From Feb 1964, this was replaced by a closed-circuit breather (crankcase ventilation) control valve, connected to a breather outlet pipe on the left front engine side cover, feeds into the centre of the inlet manifold. (This valve is often removed because of NLA parts and tuning problems.)
14. Exhaust manifold is cast iron, coloured black.
15. Bolts in mudguard water channels painted body colour.

Body

1. Push-button door handles introduced Apr 1965.
2. The front park light/indicator assembly is located 2 inches away from the grille. The park/indicator light combination has the indicators in the inboard position.
3. The grille slats were separate riveted stainless steel on the pull out door handle 18GA cars. On the push button 18GB cars, the grille slats were made from one-piece pressed aluminium.
4. Rear bumper infills between the bumper and body just inboard from the tail lights were painted body colour until end-1963 (28264). Thereafter, they were polished aluminium.
5. No reversing lights until late 1967.
6. Petrol cap is a vented non-lockable type with grooves around the circumference.
7. The soft-top hood is all stitched (not welded). It was initially single stitched, but was replaced after about 12 months by double stitching. Standard hood was of the pack-away type with breakdown bows, with a permanently attached folding soft-top optional. Standard colour is black, with optional coloured hoods

and tonneaus until Dec 1966. The hood studs on the rear deck are fully covered with the hood erect. All hood bows up to the end of the 1970 year model are light grey in colour.

8. On pull out door handle 18GA cars, standard wheels on UK cars were ventilated 4-stud steel disc of size 4Jx14, with optional wire wheels of size 4½ Jx14. Tyres were initially 5.60x14" crossply, later 155x14 radial. On push button 18GB cars, wheels were 5Jx14, with 165x14 tyres. Australian cars had wire wheels painted silver-grey. Chrome wire wheels only offered as an option from Oct 1965 to June 1971.
9. Centre lock wheels had chrome winged spinner knock-ons. They do not have the MG logo but have "undo" with arrow and "right" or "left" on RH and LH sides respectively.
10. Headlights are Lucas-type sealed beams (not halogen).
11. The bonnet is aluminium (MKII bonnet is steel).
12. The underbody was proof coated (sealer/stone guard/sound deadening) then painted body colour.
13. Underbody front cross member has towing eye in centre. From Nov 1966, towing eye deleted and replaced by lashing brackets on front and rear bumper bar brackets on export cars.
14. Exhaust, with two mufflers, is painted flat black.

Interior

1. The centre tunnel is narrow (compared to the MKII), with a pronounced hump at the gearshift area. The gearshift on non-overdrive cars has a forward bend midway up the shaft, overdrive cars have a straight gearshift. The chrome bezel around the gearshift hole is oval (not round as in MKIIs). The gearshift knob is black teardrop shape with the shift position engraved in white.
2. The dash is painted in black crackle-finish paint. All switches are toggle type, except for late models which had round knob pull switch for headlights. Push type windscreen washer pump.
3. Early cars had British Jaeger instruments, later cars Smiths instruments. The chrome finisher was deleted from the inside of the instrument hood from mid-1963. Tachometer has '4 CYL POSITIVE EARTH' label on face.
4. The choke control knob can have various patterns. Early cars have a white C engraved on it, later cars have a circle (sometimes with an arrow for lock position) with a 4-bladed fan.
5. The radio speaker grille is anodised gold coloured.
6. The steering wheel is 16½ in. black plastic (uncovered) with 3 chrome plated rods in the (approx) 20-to-4 position, and 2 chrome rods from the centre to the bottom.
7. Optional ashtray on the tunnel forward of the gearshift, standard on Australian cars.
8. The door waist rail capping has a small tab at the rear.
9. The tunnel has fitted carpet with separate moulding around the gearshift hump. The rear inner guards have moulded carpet, as do the lower part of the rear seat squabs. There is no carpet on the floor or in the boot.
10. Seats are non-reclining. The inclination of the seat backs can be adjusted by 2 screws on the lower back frame. UK cars have leather seats (on the wearing surfaces), Australian cars vinyl.

Running Gear

1. Engine: 4 cylinder OHV "B" series motor, 1798 cc capacity. Both 18GA and 18GB engines had the same capacity. Cast iron block and head.
2. Gearbox: 4 forward gears with synchro on 2nd, 3rd and 4th. Optional overdrive on 3rd and 4th operated by switch on the RH side of the dash. Reverse gearshift position is to the left and back.
3. Banjo-type rear axle, which is smaller than the Salisbury-type rear axle fitted to the MKII (changed to Salisbury-type rear axle in Oct 1967). The differential housing pressing is smaller when viewed from the boot area.
4. Suspension: Front independent coil springs and lower wishbones, upper leaver-arm double-acting Armstrong shock absorbers. Shock absorbers originally green (black acceptable). Rear semi-elliptic leaf springs with double-acting leaver-arm Armstrong shock absorbers. Optional front anti-roll bar on roadsters until Nov 1966, then standard. All suspension black with zinc plated nuts and bolts (not gold).
5. Brakes: Lockheed hydraulic, 10¾ in. discs front, 10 x 1¾ in. drums rear. Optional power booster.
6. Fuel tank: 10 gallons (MGA) on 18GA cars, held with two straps. 12 gallons on 18GB cars (from May 1965), bolted directly to boot floor. Painted black.

MGB MKII Roadster

General (see notes on MKI for basic data.)

Models: Car Numbers GHN4 138800-187210, production from Oct 1967.

1. MGB MKIIs have wider transmission tunnel with no hump in the gear stick area to house the new all synchomesh gearbox and LH overdrive.
2. The front park light/indicator assembly is located 1 inch (compared with 2 inches for MKI) away from the grille.
3. Engine designated 18GD/18GG.
4. Negative earth electrical system. Alternator (initially Lucas 16AC then 16ACR from 1969) replaces generator. Pre-engaged starter (initially Lucas M418G, then 2M100 for 1973 model).
5. Crankcase ventilation control valve deleted on 18GG engine (Sept 1968). Crankcase ventilation hoses now feed directly into carburettors.
6. Radiator filler vent is now forward of the radiator bulkhead.
7. Reclining seats became standard with chrome adjusting lever on side of squab. Colour contrast piping deleted.
8. Heater standard from Nov 1968. Early models had Air Box only.
9. Revised door trim, with black recessed plastic pull handles for door release and separate door close pull handle.
10. Salisbury-type rear axle.

Car Numbers GHN5 187211-218999, about Oct 1969.

1. Revised recessed radiator grille with black slats and chrome ‘sideways-D’ strip superimposed. MG octagon in centre of grille.
2. New flatter style tail light assemblies.
3. BL badges attached to front wings.
4. Steel bonnet replaces aluminium bonnet.
5. Brake booster now standard on UK cars. Brake booster was never fitted to Australian factory cars, but could be dealer fitted with a PBR kit.
6. Alloy-look (painted finish steel) spoked (with holes) leather covered steering wheel. Horn switch incorporated into indicator stalk.
7. Dash switches replaced by rocker switches.
8. Seat trim now Ambla. Optional headrests.
9. Introduction of Rostyle pressed steel disc road wheels. Radial ply tyres were optional but became standard from Aug 1973.

Car Numbers 219000-258000, Aug 1970.

1. Redesigned folding soft-top, with lower profile.
2. Rubber faced overriders.
3. Engines painted black instead of red.
4. Telescopic struts for bonnet and boot.
5. Steering column locks introduced.
6. Alloy-look (painted finish steel) spoked (with holes) steering wheel and centre horn push.
7. Map light operated by door switch.

Car Numbers 258001-294250, production from Aug 1971.

1. Redesigned dash, with fresh air vents in the centre of the facia, with radio and some switchgear moved to centre console below dash.
2. Introduction of centre arm rest with storage container between seats.

Car Numbers 294251-360300, production from Oct 1973..

1. Revised radiator grille, similar to MKI but with black mesh insert replacing slats.
2. Steering wheel has slotted spoked. Slots deleted from June 1973.
3. Gear lever knob is simulated leather.
4. Arm rest door pulls.
5. Number plate lamps moved from overriders to rear bumper.

Car Number 360300, last of chrome bumper cars, Sept 1974.

Optional extras: Chrome wire wheels; radio; heater/demister (standard from late 1968); overdrive (although an option, it was more of a standard feature); folding hood (standard from Aug 1970), automatic transmission (up to 1973, then deleted).

MGB Rubber Bumper Cars

Car Numbers GHN5 360301, first of the rubber bumper cars, Sept 1974.

1. Black bumpers fitted with steel reinforcement and strengthened mounting points. The front mounting chassis rails are visible in engine bay.
2. Ride height is 1 inch higher than chrome bumper cars. Correct ride height has horizontal lower wishbones. If ride height is lowered, bottom wishbones point upward towards the wheel.
3. Single 12 volt battery fitted.
4. Steering shaft has small universal joint (no circlips) fitted into deeper recession in firewall.
5. Wire wheels were not available (except on LE models). Most common wheel was Rostyle, which could be painted or chromed (optional).
6. Engine painted black.
7. From June 1975, after car numbers GHN5 380278 (tourer) and GHD5 379495 (GT), overdrive became standard equipment in UK cars.
8. Radiator mounted same as earlier MKII cars up to car number 386600. After this, the radiator was moved forward as in the MGB GT V8 cars.

August 1976

1. Front anti-roll bar increased in diameter. Rear anti-roll bar fitted as standard.
2. Electric radiator fan fitted (single fan in the UK and twin fans in US cars).
3. Radiator header tank fitted.
4. New facia console with electric clock.
5. Different steering rack with smaller diameter 4-spoke steering wheel.
6. Overdrive switch mounted on gear lever knob.
7. Halogen headlights fitted to UK cars.
8. Tinted glass fitted to GT.
9. Carpet on floor, 2-speed heater fan, and pedal pad position altered.

April 1977

1. Inertia reel seat belts fitted.

January 1978

1. Twin door mounted speakers and aerial fitted as standard.

June 1980

1. Rear fog lights fitted to UK cars.

October 1980

1. Limited Edition (LE) cars GHN5 522581 and GHD5 522422 on (last 1000 cars). Tourers painted Bronze and GTs Pewter Silver. Both had body stripes, front spoilers, alloy (or wire on the tourer) wheels, with distinctive badges.

Car Number GHN5 523001 (tourer) and GHD5 523002 (GT), last MGB produced, Oct 12, 1980.

MGC Roadster and GT

General

Models: Roadster: 1968 MY Model (Oct 1967 – Oct 1968, Car Nos. 101-4265), 1969 MY Model (Oct 1968 – Sept 1969, Car Nos. 4266-9099). Total production 4,542.
GT: 1968 MY Model (Oct 1967 – Nov 1968, Car Nos. 101-4235), 1969 MY Model (Nov 1968 – Sept 1969, Car Nos. 4236-9102). Total production 4,457.
(Although the last car number was 9102, only 8,999 MGCs were actually built according to Abingdon production records.)

Optional extras: Wire wheels (painted or chromed); radio; heater/demister (standard on export cars); overdrive; automatic transmission; heated rear window (GT); rear seat cushion (GT, standard on export cars).

Note: A number of dealers, the most notable being University Motors, offered new dealer modified vehicles. University Motors claims to have modified 176 cars, over 80% of which were GTs, and no two were exactly alike. Such modifications were wide and varied, such as different grilles, two-tone paint, and engine work including extractors (sometimes with dual exhaust pipes) and head work. Such vehicles, although 'original', may not conform to all the originality points listed below.

Engine Bay

1. Engine colour silver-green metallic. Early models had the tappet cover painted in black crackle-finish, later models have the tappet cover painted the same colour as the block.
2. Engine number is stamped onto RH-side of block just below head joint aft of the alternator bracket.
3. Car identification numbers are located on LH-inner guard aft of the radiator bulkhead.
4. From chassis number 1139, fitted with Benelux type master cylinder and the master cylinder box modified to suit. On RH drive cars, brake booster is located on LH side footwell bulkhead. On US spec cars, 2 boosters were fitted, one on the RH side footwell bulkhead and the second one bolted to the bracket under the bonnet prop locating bracket on RH inner guard.
5. 12 volt negative earth electrical system. Alternator of type Lucas 16AC. On 1968 cars, a separate voltage regulator was located on the bracket on the RH inner guard above the coil. On 1969 cars, the regulator as incorporated into the alternator.
6. In 1968 cars, the wiring harness was braided cloth. In 1969 cars, the wiring harness was wrapped in black insulating tape.
7. Pre-engaged starter motor Lucas type M418G. The Lucas HA12 coil is attached to the RH-inner just guard forward of the firewall.
8. The oil filter is a Tecalemit canister-type (not spin-off cartridge) on RHS of engine, and painted same as the engine colour.
9. The radiator has the filler vent located above the front of the inlet manifold, with the expansion tank low on the LH inner wing just aft of the radiator bulkhead. The fan is 6-bladed painted yellow.
10. In the 1968 model, the heater water valve is mounted on the heater box. In the 1969 model, the heater water valve is located on the LH side of the cylinder head.
11. All water hose clips are of dual-wire type.
12. The carburettors are twin 1¾ in. S.U. Type HS6, fed by braided fuel-lines. On 1968 cars, a closed-circuit breather control valve, connected to a breather outlet pipe on the right rear engine side cover, feeds into the centre of the inlet manifold. On the 1969 model, the breather pipes feed directly into the carburettors.
13. On RH drive cars, the inlet manifold is square shaped. On US spec cars, the inlet manifold is curved. Other differences also apply to US spec cars in terms of breathing and cooling equipment.
14. From car number 4567, the front wiring harness has a plate fitted to protect it from the bonnet latch.

Body

1. While outwardly similar to the MGB, apart from the bonnet bulge and 15 in. wheels, the MGC body is completely different forward of the 'B' pillar, including the cockpit floor. This was necessary to accommodate the torsion bar suspension and larger engine. For example, the floor area under the seats is raised to accommodate the torsion bar mountings, and the front cross member and inner wings are unique to the MGC.
2. On 1968 model cars, the front park light/indicator assembly is located 2 inches away from the grille. On 1969 model cars, the assembly is located 1 inches away from the grille. The park/indicator light combination has the indicators in the inboard position.
3. The grille is similar to the MKI MGB with slats made from one-piece pressed aluminium.
4. The bonnet is aluminium with a bulge capped by a chrome strip.
5. Petrol cap is a vented non-lockable type with grooves around the circumference.
6. Number plate backing plates should be fitted front and rear, painted black.

7. The soft-top hood is all stitched (not welded). The standard hood was of the pack-away type with breakdown bows, with a permanently attached folding soft-top optional. The colour is black. The hood studs on the rear deck are fully covered with the hood erect.
8. Standard wheels on UK cars were ventilated 4-stud steel disc of size 5Jx15. Tyres were 165x15 radial. Chrome wire wheels of same size were optional.
9. On 1968 model cars, the centre lock wheels had chrome winged spinner knock-ons. On 1969 model cars, they were octagon shaped. They do not have the MG logo but have “undo” with arrow and “right” or “left” on RH and LH sides respectively.
10. Headlights are Lucas-type sealed beams.
11. From car number 8333, front towing eyes replaced by lashing brackets.
12. Door mirrors were not standard, but an option. They are of different style to the MGB mirror, having a longer swan-neck style arm.
13. Sunroofs were never fitted by the factory, but were a dealer option, the most common style being the Webasto style.
14. The underbody was proof coated (sealer/stone guard/sound deadening) then painted body colour.
15. Exhaust system painted black.

Interior

1. The dash is painted black crackle-finish paint. Instruments are Smiths. From car number 4126, temperature gauge reads C-N-H.
2. The choke control knob has a white C engraved on it.
3. The radio speaker grille was anodised gold coloured.
4. The gearshift knob is a small black ball with the shift position engraved in white. The chrome bezel around the gearshift hole is round.
5. The steering wheel is 16½ in. black leather covered with 3 chrome plated rods in the (approx) 20-to-4 position, and 2 chrome rods from the centre to the bottom.
6. Seats are leather, with vinyl behind the seat backs. On the 1968 model, seats were non-reclining. On the 1969 model, the seats backs can be adjusted via a chrome lever on the inner side of the seat back, and the seats are more heavily padded. Rear cushion was a factory option in the GT.
7. There is an ashtray on the tunnel forward of the gearshift and offset to the RH side.
8. From chassis number 1541, roadsters were fitted with plastic rimed rear view mirrors.
9. The tunnel has fitted carpet. The rear inner guards have moulded carpet, as do the lower part of the rear seat squabs.
10. There is rubber matting on the floor (thicker than MGB mats). There is no covering in the boot, but the GT has a fully carpeted rear.
11. The trim finishing moulding around the doors is of a velour (feltex) type, rather than rubber as in the MGB.
12. Interior trim up to car number 4235 (roadster) and 4265 (GT) had contrasting piping, e.g. black cars had black/white piping, black/red piping or red/black piping. All GTs had grey headlining except Sandy Beige and Metallic Golden Beige which had beige headlining. All roadsters from 4236 had all black trim and carpets, and GTs from 4266 had all black trim and carpets with grey headlining except Sandy Beige which was also available with mushroom trim and brown carpets.

Running Gear

1. Engine: 6 cylinder in-line OHV 29G series motor, 2912 cc capacity. Cast iron block and head.
2. Gearbox: 4 forward gears with synchro on 1st, 2nd, 3rd and 4th. Optional overdrive on 3rd and 4th operated by switch on the RH side of the dash. Reverse gearshift position is to the left and back. Different gear ratios between 1968 and 1969 models.
3. Salisbury-type differential. Different final drive ratio between 1968 and 1969 models.
4. Suspension: Front longitudinal torsion bars with telescopic shock absorbers and anti-roll bar. Rear semi-elliptic leaf springs with double-acting leaver-arm Armstrong shock absorbers. All dampers painted black.
5. Brakes: Girling hydraulic, 11.06 in. discs front, 9 x 2.5 in. drums rear. Power boosted.
6. Fuel tank: 12 gallons, painted black.

MGB GT and V8

MGB GT 4 Cylinder

General

Models: Oct 1965 first GT produced (Car Number G-HD371933)
No front anti-roll bar. Salisbury-type rear axle (not on Roadster)
April 1967 (Car Number G-HN3132923) Wire wheeled cars
April 1967 (Car Number G-HN3139215) Disc wheeled cars

Refer to MGB Roadster for additional points.

MGB GT V8

General

Models: Aug 1973 first V8 production produced (Car Number GD2D1101G)
Car Number GD2D11248G - Rear number plate lights moved from Overriders to Bumper.
Car Number GD2D11825 - Oil pressure/ water temperature gauge changed.
Car Number GD2D11956 - Last chrome bumper car. (No cars built with numbers 1957 – 2100 inclusive.)
Car Number GD2D12101 - First rubber bumper car.
Car Number GD2D12632 - Last 1975 model car. (No cars built with numbers 2633 – 2700 inclusive.)
Car Number GD2D12903 - Last car produced, Sept 1976.

Engine Bay

1. Car number located on front mudguard near oil filter.
2. Early cars had a guard panel at the top rear of the radiator. On later cars, this was deleted.
3. Oil filler cap was grey. (Rover engines had orange caps.)
4. Genuine oil dipstick had a white plastic top.
5. Twin SU HIFG carburettors. Air cleaners were grey hammertone finish. Inlet disc sponges light creamy beige. Inlet manifold from carburettors to inlet distribution manifold was black. Distribution manifold was grey. Aluminium engine block was not painted. Sump was black.
6. 12 volt negative earth electrical system. Alternator of type A C Delco. Lucas distributor.
7. The throttle cable was not attached to the pedal box (4-cylinder cars were) and the casing was pale duck egg blue (turquoise).
8. Plug leads and rubber ends were black. Distributor cap was black.
9. No rubber buffers were fitted between 2nd and 3rd bonnet bolts.
10. Expansion tank was black with a cadmium plated cap.

Body

The early chrome bumper cars were identical to the 4-cylinder cars except for a V8 badge on grille, tailgate and passenger mudguard, and with a BL badge also on the mudguard.

1. Overriders on chrome bumper cars had rubber inserts.
2. Park/indicator lights on front guards should be mounted with the orange indicators closest to the grille.
3. Rubber bumper cars had full orange coloured turning lights recessed into the front bumpers.
4. Underbody was proof coated (sealer/stone guard/sound deadening) then sprayed body colour.
5. Bonnet felts were black or dark grey in colour with 2 inch diameter holes to clear the dashpot covers and an oblong cut 6 in. x 1½ in. to clear the passenger side of the radiator.
6. Wheels were 14 inch x 5J composite alloy centre with steel rims.

Interior

All cars were equipped with 140 mph speedometers and tachometers amber lined at 5200 rpm.

1. All cars after GD2D11825 had oil pressure gauges from 0 – 60 psi and C.N.H. temperature gauges.
2. Steering wheel had 3 solid aluminium spokes in a leather covered wheel with a centre MG logo.
3. Transmission tunned was carpeted.
4. Sill panels were covered in rubber.
5. Floor mats were rubber.
6. The centre seat cushion section was fabric with the edges and back of seat matching vinyl.
7. Gear change knob was black leather with shift positions engraved on plastic insert on top.

Running Gear

1. Engine: V8 cylinder OHV 3528 cc capacity. Aluminium block and heads.
2. Gearbox: 4 forward gears with synchro on 1st, 2nd, 3rd and 4th. Laycock overdrive on 4th only.

3. Suspension: Front independent with coil springs. Lever-arm dampers with anti-roll bar. Rear Salisbury-type differential with semi-elliptic leaf springs and double-acting leaver-arm shock absorbers.
4. Brakes: Hydraulic, 272 mm solid discs front, 254 mm drums rear. Power assisted.
5. Chrome bumper cars had two 6 volt batteries. Rubber bumper cars had one 12 volt battery.

MG Midget

Models

MkI GAN–101 to GAN2–25787

1. Engine 948cc.
2. ¼ elliptic rear springs.
3. Combined brake/clutch master cylinder.
4. Rubber matting.
5. Sprite MkI dashboard.
6. 2 spoke steering wheel.

MkII GAN3–25788 to GAN3–52389

1. Engine 1098cc.
2. Semi-elliptic rear springs.
3. Wind up windows.
4. 3 double spoke steering wheel.

MkIII GAN4–

1. Separate brake and clutch master cylinders.
2. Reversing lights from Sept 1967.
3. Change from vertical flow to cross flow radiator late 1967.
4. Red and black trim only. Red deleted Dec 1968.

See detailed points below.

Facelift MkIII GAN5–

1. New grille in pressed black metal.
2. Waist trim and bonnet strip deleted.
3. Flatter rear lights.
4. Slim line bumpers.
5. Rear bumper in two parts with number plate lights on end.
6. Telescopic bonnet and boot supports from June 1970.
7. Heater and blower units combined into single unit Sept 1970.
8. New reclining seats with horizontal fluting in black only Dec 1968.
9. Heat embossed interior trim, plastic winders and door pulls.

See detailed points below.

All English MKIIIs has steel disc wheels. Wire wheels were factory option. All Australian built cars had wire wheels. In Dec 1968, eared knock-ons were changed to octagonal knock-ons.
Alternators were introduced to Australian built cars from YGN/1000 (April 1969) and UK cars from GAN5–128263 (Dec 1972).

MkIV GAN6–

1. Engine Triumph 1493cc.
2. All synchro gearbox.
3. Inertia reel seat belts on English cars from April 1977 (GAN5–193666).
4. Black polyurethane bumpers.

Detailed Points, MkIII Midget

Engine Bay

1. Engine should be either 12CC or 12CE and painted light metallic green with MG label on tappet cover.
2. ID plates mounted on firewall on left side.
3. Engine breather hose only from timing cover and connected to PCV valve or carburettors.
4. ‘Cooking Pot’ air cleaners with “Coopers” labels.
5. Thermostat cover is flattened and should align with radiator inlet pipe. Radiator fan is six bladed yellow plastic.
6. Oil cooler hoses retained by bracket on fan shroud to clear air ducting.
7. Washer bottle mounted on radiator shroud panel on left.
8. Air ducting is ribbed black plastic pipe, with a plain section about 12ins long in the centre.

Body

1. Bumper bars are thick both front and rear with chrome overriders and chrome finisher on support bracket to body on rear bumper mounts.
2. Chrome strip along waistline each side and chrome strip on bonnet.
3. Rounded rear tail lights. Reverse lights are clear.
4. Grille has vertical alloy bars with central chrome badge plinth and polished alloy surround.
5. Panel fit is even around car, bonnet closes within 1/8" of grille badge plinth, seams between sill and A-pillar and rear guards filled but still clearly visible.
6. Fuel cap is locking with swing aside key cover in centre.
7. Underside painted body colour.

Interior
1. All interior trim black. Early cars had white piping in sears and door trims. Later cars only had piping on seats. Carpet black edged in vinyl.
2. Winged MG badge in centre of dash panel below ignition switch.
3. Choke control knob engraved with white fan and circle with lock position. Air vent marked 'A'. Push type windscreen washer pump.
4. Hood frame grey, with elastic tension strap in centre.
5. Early cars had chrome window winder handles, later cars black plastic.
6. Later cars may be fitted with half round ashtray above gearbox on firewall.
7. Gear knob is black teardrop shape with shift pattern engraved in white.
8. Steering wheel is three spoked wire type with horn in centre.
9. No carpet in boot.

Running Gear
1. Exhaust pipe black, with one muffler painted silver behind rear axle.
2. Shock absorbers green in colour.
3. All underside brackets, rear axle, front suspension and fuel tank painted black.

Detailed Points, MkIII Facelift Midget (same as MkIII except for the following)
Engine Bay
1. Engine is 12CE.
2. Engine breather hose from timing cover to Y-junction pipe to carburettors.
3. Washer bottle mounted on passenger footwell.
4. Later cars had integral heater and fan box.

Body
1. Bumper bars are thin, full width front and split rear with chrome overriders and rubber inserts.
2. Flat faced tail lights.
3. Grille is black mesh pressing with badge in centre and chrome strip following grille shape.
4. Chrome strip along top of sill. No chrome strip on bonnet. Sills painted matt black below chrome strip. "MIDGET" letters on each sill.

Interior
1. Door panels and seats has 'heat pressed' pattern.
2. Hood frame black.
3. Steering wheel has alloy spokes with five holes in each spoke. Horn and dip switch on column.

MGY Sedan and Tourer

Engine Bay

1. Except for the dip stick, there should be no chrome in the engine bay.
2. Tappet cover is painted silver-grey. Engine side panels painted engine colour.
3. Sump has no fins with flat bottom.
4. Fan blades are painted black.
5. The distributor does not have a micro adjuster. Spark plug leads come out of the side of the cap horizontally. Ignition coil is pointing downwards.
6. Exhaust manifold is aluminium coated.
7. Twin carburettors were never fitted to sedans. Always fitted to YT models. Fuel lines are braided.
8. Inlet manifold is aluminium from air cleaner to head. The MG badge cast into the aluminium was not filled with paint.
9. All piping for the Jackall system should be copper. The fluid tank is painted black, as are the holding brackets. The screw top for the tank is painted red with yellow labels. The pump is unpainted except for the top of the selection pointer which is painted red.

Body

1. Body piping between body and guards and running boards should be Rexine material covered cord usually body colour (not black plastic).
2. Front bumper is secured at two points, at the end of the chassis dumb irons. The holding nuts have chrome dome fittings.
3. YA sedans did not have overriders, but YT cars did. (Do not confuse with TD or TF overriders which are sometimes fitted as replacements.)
4. Headlights can be either chromed or painted body colour.
5. Fog light is Lucas FT57 and later models SFT575, fitted adjacent to the left side of the radiator on a special bracket attached to the bumper. The SFT575 does not have the bar across the centre of the lens. Both are fully chromed.
6. The horn is Altette (like TC but not chromed), fitted under front cross member beneath radiator to the left on a threaded hole, facing to the right.
7. Only one stop light on RH side. The LH ‘D’ Lamp should have a clear glass lens on its left side for a reversing light.
8. Windscreen wipers should be chromed flat steel with rubber inserts. Should not be spring loaded.
9. Wheels are steel disc. Wire wheels were not an option.

Interior

1. All carpets are black in colour. Carpets are fixed to floor with six (three each side) black metal edge retainers.
2. Seats are leather on wearing surfaces. Seat legs are chromed. The seat sides should not be chromed.

MG MAGNETTE 2 SERIES

General

Models: ZA, production from 1953 to 1956
ZB, production from 1956 to 1958
ZB Varitone, production from 1956 to 1959

Optional extras: Whitewall tyres; radio; heater and fresh-air ventilation (export cars). Flashing indicators in lieu of trafficators (ZB standard home market cars only). Flashing trafficators standard on Varitone home and export models.

Engine Bay

1. ZA engine is 1500cc, ZB is 1500cc. This is cast on the front LHS of engine block under manifolds. Engine colour is red.
2. ZA has twin 1.25" SUs; ZB and ZBV have twin 1.5" SUs
3. Ignition coil is mounted in a bracket on generator on RHS of engine block.
4. Tappet cover has engine and patent plates riveted on either side towards rear.
5. Clutch slave cylinder is mounted on centre top of gearbox just behind mounting plate.
6. Air cleaner: all models have one oil bath cleaner mounted above the tappet cover. The ZA's cleaner is taller than that of the ZB and ZBV which is wider and flatter than the ZA's.
7. Windscreen washer: is vacuum operated from manifold. ZA bottle is round, ZB is square. Bottle mounted in a cradle on RHS inner guard. Position varies. ZA has a suction bulb unit mounted above the centre of the bottle's lid, while other models have two hoses attached to elbows on the lid.
8. The radiator fan is painted engine colour.
9. Exhaust manifold is black.
10. Brake master cylinder is black with zinc plated steel cap.
11. Bonnet opening rod is black, with zinc spring clip and spring. The bonnet main spring and latch is body colour.

Body

1. Trafficators are fitted to all ZA and export ZB models.
2. Home market ZB and all ZBV models have chrome covers fitted over the trafficator slots. These models have factory fitted flashing indicators. Front parking lamp and rear indicator used as flashing indicator also. An accessory indicator can be mounted in a rubber mounting block above the stop-tail lamps, with the rubber mounting block being a smaller version of the stop-tail light mount. Many owners fitted after-market flashing indicators as the factory arrangement was more difficult to see than the after-market arrangements.
3. The ZA petrol flap has a push-button opener, while the ZB and ZBV have a key lock.
4. All the under body is in the vehicle's exterior colour over proof coating.
5. Suspension and shock absorbers are black. Exhaust and muffler also black.
6. Head lights, fog and driving lights are all incandescent bulb Lucas type fittings.
7. Wheel rims are steel slotted with four stud holes, and were originally fitted with 5.50 x 15 cross-ply tyres.
8. Both bumper bars have a pair of over-riders fitted.
9. Small body colour piping around grille and bonnet, front tray to mudguards and mudguards to body near windscreen.
10. The fog and driving lights are mounted on brackets attached to the front over-riders, with the fluted glass fog light on the LHS.

Interior

1. 1953 and early 1954 ZA models have the dash top made from metal painted with wood-grain finish, with face being from walnut veneer and sometimes some bakelite. All other years have top and fronts of dash made from a combination of solid and veneered walnut. Some or all panels of the face of dash could be done in walnut burl.
2. ZA has a large pocket covered in the leather/leatherette trim colour under the dash on the passenger side. The glove box is felt lined with the glove box lid painted brown on the inside.
3. ZB and ZBV have a parcel tray across the car under the dash with space for the heater box under the centre of the dash.
4. All leather seats. The ZA were all one colour, while some ZBs had black leather with white piping. The bottom half of the backs of each bucket seat have carpet attached, the same colour as the floor carpet.
5. All side trims were vinyl to match leather, leather padded rear door pulls, matching coloured rope front door pulls.
6. Centre door post cappings and hood lining cappings are light grey rexine. Felt roof lining.

7. Small gearshift knob in black bakelite with the shift positions engraved in white.
8. All knobs on dash, except heater/fresh-air controls, are engraved in white with letter of function, e.g. C for choke, S for starter.
9. Radio speaker grill is gold in colour.
10. ZB and ZBV steering wheel has deeper dishing than ZA steering wheel. The horn 'ring' on the ZB and ZBV is obviously more dished.
11. The floor of the boot is covered with a dark coloured removable mat, not of carpet, but more like linoleum.
12. The front of the boot from floor to top of petrol tank is covered in black bailey/bitumen board, creased to follow the contours of the tank.
13. Each raised section behind the wheel arches is covered with bailey/bitumen board also with spring clips and or buckled straps to hold the jack, wheel nut brace, pump and tool roll. The jack is positioned behind the spare tyre, while the tool roll and pump on the opposite side of the boot.

Running Gear

1. Engine: 4 cylinder OHV "B" series motor, 1489 cc capacity. (See Engine Bay, point 1 above.)
2. Gearbox: 4 speed and reverse. Hydraulic clutch with slave cylinder mounted on top front of gearbox.
3. Suspension: Independent front with upper wishbone, lower transverse link, and front and rear reaction arms. Live axle with semi-elliptic leave springs. Hydraulic telescopic shock absorbers, with lower sections finned.
4. Brakes: Hydraulic with four drums, 10" x 1.75".

APPENDIX 4 – LIST OF ORIGINAL TYRE SIZES

(Applicable for Concours D'Elegance)

Car	Tyre Size
14/40	4.00 x 19
18/80 and 18/100	5.00 x 19
M Type	4.00 x 27" (Midget); 4.00 x 19" (Magna)
C Type	
D Type	4.00 x 19 Midget
F1, F2	4.00 x 19
J1, J2, J3, J4	4.00 x 19; 4.50 x 19 (J4)
K1, K3, Kn	4.75 x 19
L1, L2	4.50 x 19
NA, NB,ND,NE	4.75 x 18
PA, PB	4.00 x 19
Q Type RA	4.75 x 18
SA, VA	5.00 x 19 (VA); 5.50 x 18 (SA)
WA	5.50 x 18
TA, TB, TC	4.50 x 19
YT, YA, YB	5.26 x 16 (YA); 5 x 15 (YB)
TD	5.50 x 15
TF	5.50 x 15; 5.90 x 15
MGA	5.60 x 15 (option 5.90 x 15, STD on Twin Cam)
Magnette	5.50 x 15
MGB	5.60 x 14 cross ply; later 155 x 14 Radial
MGC	165 x 15 Radial
MGB GT V8	175 HR x 14; later 185/70SR 0 14 in 1979-80
RV8	205/65 VR 15
MG 1100/1300	5.50 x 12 to 1968 then 145 x 12 Radials
MGF	1.8i & VVC Front 185/55 VR 15 ; 205/50 x 15
Metro	155/70 x 12
Maestro	175/65 x 14; 185/55 R15 on Turbo
Midget	5.20 x 13; 145 x 13
Montego	190/65 HR 365 TD
MGF Trophy, Targa 75th Anni. & TF	Front 195/45 x 16; Rear 215/40 x 16

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MG Road Cars Vol. 1 by Malcolm Green

MG Road Cars Vol. 2 by Malcolm Green

The MG Collection by Richard Monk

MG Britain's Favourite Sports Car by Malcolm Green

MG by F. Wilson McComb

MG The Untold Story by David Knowles

The MG Workshop Manual by W.E. Blower

MG Saloon Cars by Anders Ditlev Clausager

The Magic of MG by Mike Allison

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Original MGB With MGC and MGB GT V8 by Anders Ditlev Clausager

MGB and MGC by Jonathan Edwards

MGC Abingdon's Grand Tourer by Graham Robson

MG Car Club of NSW Judging Manual

Maintaining the Breed by John W. Thornley

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