

THE TIME MACHINE

april may 17

Bruce Ibbotson calls his MGC GT 'The Truck'. He has had it from new.

The MGC Roadster below was previously owned by Peter Kerr. He sold it to

his friend in S.A, Mike Greenwood, who will lend

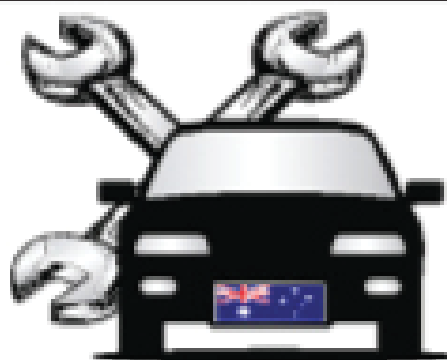
the MGC to Peter at the MG Nationals 2017



The Official
Magazine of the Gold
Coast MG Car Club

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THE TIME MACHINE

The OFFICIAL JOURNAL of the GOLD
COAST MG CAR CLUB INC.

Affiliated with the MG Car Club UK



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The Commitee welcomes your phone calls, but please before 9.00 pm Q time

Greetings all.

The other day I ran into an old friend from my days as President of the Gold Coast Show Society. Now Vince is a accomplished photographer and media expert, a wonderful guy. He proudly drives a bomb. Don't ask me why but that's Vince. I always rag him about his car and try and steer him towards owning an MG. Low and behold he informed me he was considering buying an MG prior his pending retirement. He remembered my enthusiasm for the Club. Luckily I just happened to have had a club membership form in my car which I gave him hoping he will join up as he would make an excellent member.



To grow the club we need new members, new ideas, new helpers. I well understand that many members have done their bit and it's now their time to just enjoy the benefits that the club has to offer. That I get. Part of the job of being president is to ensue we have renewal. With this in mind I ask that anybody who believes that they have a bit of spare time, who would enjoy making a contribution to please contact me. Yes there is a bit of time involved being on the Committee but the satisfaction of making a contribution is well worth the effort.

As the Committee is halfway through its term we can look back with satisfaction at what we have achieved so far. Much of what we do goes unnoticed and unheralded. All committee decisions are reasoned and for the benefit of members. Where changes are made, good reasons for the changes are necessary. As we progress through the year some of these changes will become apparent. As an example we have a new venue for our Display Day. It's perfect for our needs. Our expenditure is within budgeted expectations even after some unexpected costs. Revenue is on target, financial forecasts are positive. I thank our Treasurer, Anita Lachowicz, for ensuring we maintain fiscal discipline and operate within acceptable parameters.

I hope everyone read our last Time Machine Club Magazine, it was a ripper. Particularly the article written by Laurel Godwin "Ladies In MGs."

Driving MG's for the men is pure pleasure but I have often asked myself if my wife Liz is enjoying the experience as much as I am. I hope she is. After reading Laurel's wonderful article about her many experiences, adventures, trials and tribulations, her article has given me a whole new perspective on classic car travel. Many of us never progress beyond the dream of world travel in our MG's. Laurel on the other hand has lived that dream. Laurel on behalf of the club I thank you for taking the time to share your experiences and perspective on being without doubt the most experienced and well travelled MG co-pilot in the world today. I and all members salute you and eagerly await that must read book that has to be lurking within you.

Knowing David's love of travel I am sure we haven't heard the last of your adventures.

Congratulations to all those club members who attended last months Natter Night. Wasn't it wonderful to see the clubroom full. We had a packed house which is an indicator of the health of the Club. Mike Jones our guest speaker lived up to his reputation as a informative and entertaining guest speaker. My thanks go to the committee and all those members who worked so hard to ensure the night was the success it was. For our April Natter Night we have our other globetrotting club member, John Crighton, who will talk about his latest adventures driving his MG in the wilds of South America. That's a night not to be missed.

We have so much coming up with our runs and trips away that it's just great to be a part of such a vibrant club. For our new members please join in and experience the joys of being a member. So that it for me, until next time, "let's go and have some fun."

President Peter

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great eastern fly-in 2017

For a run with only a few weeks notice, the Club was well represented with over 20 MG being displayed, but not all were from our club.

Around 10 MGs meet with some members of the Antique Auto Club and the Mini Club at Hungry Jacks, in Mudgeeraba, prior to 7am (Moya complained it was too early a start) when we headed down the M1 / Pacific Highway at our own speed to Broadwater, NSW, arriving at Evans Head around 2 hours later, depending if you were in a T Type, MGA, MGB or a Modern MG and the speed (ie. 80 or 110kph) you considered safe.

On arrival at Evans Head Memorial Aerodrome we met other club members who had either come down on Saturday or earlier on Sunday. The Club was again allocated the prime position in the "Drive-In" display.

The Great Eastern Fly-in is held annually over the first weekend after the New Year and attracts pilots, their families and friends from around Australia. The main attraction is the handling and aerobatic displays by the numerous Warbirds in attendance. These included YAK3, YAK52, Mustang, Mallard, Winjeels, T28 Trojan etc. Sunday is the main day and also when car clubs from the Gold Coast and northern NSW (Coffs Harbour, Grafton, Lismore and Ballina) come together for the "Drive-In" display.

The day was HOT and sunny, and yours truly being a passenger in Allan Ross's TF, got a bit sunburnt on the left side of the face and neck on the way home, before we put the hood up, after stopping to help Bruce Bishop ring the NRMA to get a lift home after his MGB stopped running numerous times in 1km. Bruce remembered the spare fuel, but not a funnel or his wallet and phone.

Stuart Duncan





*'Twas a hot day down
at Evans Head. Glad to
have umbrellas!*

mid-week run - j anuary 11

Sunshine greeted participants at the start of the January mid-week run: hot, blazing sunshine so typical of the Gold Coast's steamy January climate. Undaunted, quite a few decided to enjoy the day with their tops down as we departed Arthur Earle Park at Nerang.

We've started many runs from this park but just who was Arthur Earle? Arthur Earle was a grazier/realtor who came to the Gold Coast in 1964. He purchased about 3000 acres of land situated between Nerang and Mudgeeraba and set about dozing a track through the middle of his land.



That track eventually became a busy road and when it was linked up with the cuttings of the old railway line, it formed part of today's Pacific Highway.



Our drive through Advance Town, Gilston & Worongary led us through some well-travelled hinterland back roads before swinging through Mudgeeraba, Bonogin and Tallebudgera. Then it was on to Palm Beach for a morning tea stop to inspect Bill Budd's amazing collection of classic cars and motoring memorabilia.

Bill, a retired Queensland rail coach builder has been restoring cars for around 40 years. While his collection is largely made up of American classics, he's also accumulated several others including a delightful little Austin 7 tourer and a Holden Special sedan from circa 1956, once very common but how many do you see on today's roads? His American cars range from a very early Buick, complete with gold plated door handles, to a selection of very desirable Mustang convertibles,



Pontiacs, later model Buicks, a rare Ford pillarless hardtop and others, all in road going condition. An MGB also featured in the collection.

Aside from the cars, there was an incredible collection of bonnet mascots, lights, old car radios, early TV sets in working order from the late 50s plus a wealth of Route 66 and Marilyn Monroe memorabilia from the 50s and 60s.



Bill had very kindly erected some portable shade tents on his back lawn so everyone could cool down as they enjoyed morning tea beside the canal.



Then it was back on the road for a swing through Currumbin Valley before climbing the twists and turns of Tomewin Mountain road. We've travelled this road on a number of occasions in recent months but on this occasion, we took a right turn about half way up to plunge down Bains Road into a steep valley. Crossing a little

wooden single lane bridge we found ourselves back on Currumbin Creek Road before proceeding to the Palm Beach Sports Club at Salk Park for lunch.

I must say that by lunch time, everyone welcomed the air-conditioned club house and quite a few managed to quench their parched throats at the welcoming bar.

Overall, a delightful mid-week run with a real twist in being able to enjoy the Budd's truly remarkable collection of cars and memorabilia.

A big vote of thanks to the Cogzells, who not only planned this run but whose long-term friendship with the Budds facilitated our incredible experience



The Emperor



At Bill Budd's
car collection
and other
interesting
collectables



midweek run - february 9

Our starting point was at Upper Coomera Community Centre for the Fish, Chip and Seafood run organised by Denis Thomas.

Due to the very hot weather of previous day and the forecast for a very hot day (35) for this run, a disappointing 14 cars assembled. There were not many MGs as some members chose to bring their daily drive cars as they had air conditioning and wanted to stay cool.

After the usual announcements, updates, jokes, etc. we headed out of the park on our way to Bochow Park at Lyons Crossing on the Nerang/Murwillumbah Road, via Reserve Road, Maudsland Road, etc. for our morning tea stop.

After morning tea we headed out to the lunch stop at Tweed Maritime Museum park on Kennedy Drive. The run went to Tyalgum towards Murwillumbah, through the canefields, North Tumbulgum, into Hogans Road and then into the park for the lunch. Very scenic and winding MG roads.

Lunch was catered for by 'Scales' on Kennedy Drive, the choices were - hot fish, chips and calamari, or cold seafood of oysters, Moreton Bay bug and large fresh prawns, at a well priced \$15 pp.

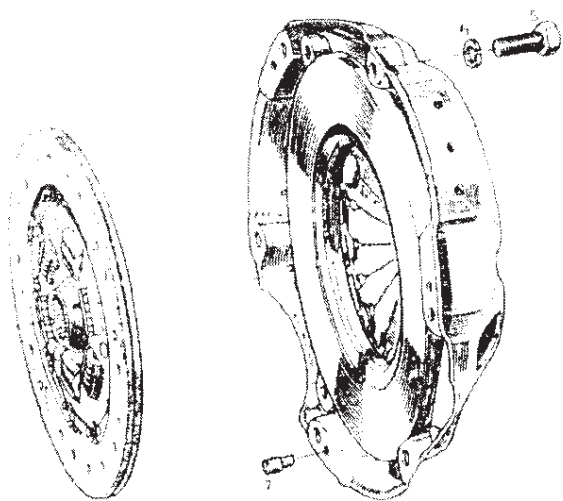
On behalf of those who attended, I would like to thank Denis for a very enjoyable day out.

Bruce Bishop

midweek run - march 8

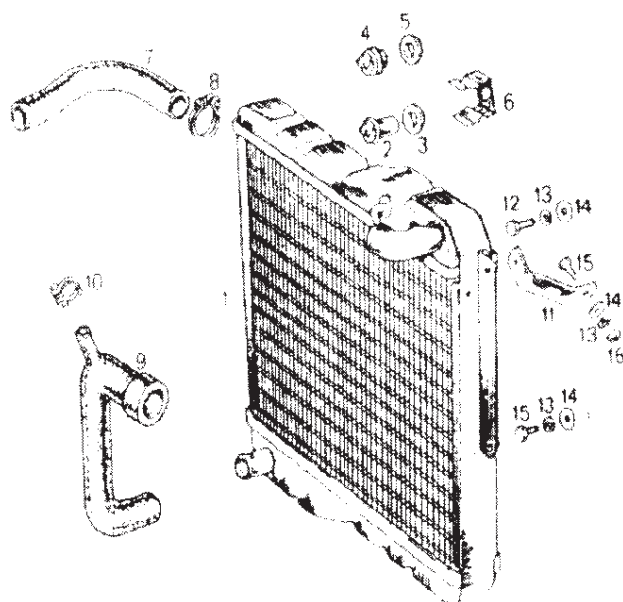
On a lovely sunny, but breezy Wednesday morning we gathered at Winders Park Currumbin and shared the chatter and laughs. Jim then welcomed all to Peter and Jill East's annual run and presented his obligatory (good) joke. At 9.15 we set off in 18 cars up the Currumbin Valley past the Eco Village with lovely shadows of the sunlight through the trees towards Tomewin for a very pretty climb up over the mountain range. Bruce Bishop had a little trouble with his car, quickly remedied by Andrew Allen's great knowledge, and Bruce was soon on his way.

Over the mountains which were a beautiful blue, and down through the cane fields, we drove on through Chillingham to morning tea at Tyalgum. Peter and Jill donated a bright red Silverstone cap as an additional raffle prize - thank you both. The monthly raffle was won by Jim Lutherborrow and Laurie won the prized cap - quickly commandeered by Kay - thank you again Peter and Jill.



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DELIVERY AUSTRALIA WIDE

After morning tea we headed east through rolling hills towards Uki and a very picturesque run towards Murwillumbah. We always comment how beautiful this area is. From Murwillumbah we turned north on the Tweed Valley Way and followed the river to the Condon Sugar Mill then out to the coast, running up through Cabarita, Casurina to Kingscliffe where we had a picnic lunch in the beautiful new Jack Bayliss (Northern) Park.

As always, the Wednesday run was lots of fun, with a very happy group of MGers.

Laurie and Kay

by-law no 8 - point score schedule

1. All events that have points allocated will be marked with a P in the Club's Calendar.
2. Points are awarded and recorded by the Vice President or Club Captain to members competing for the various annual awards on the following basis:

Sunday & Wednesday Runs

1 point	Attendance in a car other than an MG
3 points	Attendance in an MG
5 points	Attending and writing up for TTM
8 points	Organizing the run and attending
10 points	Organizing, attending and writing up

Other Runs

2 points	Leading a run to a pre-organised event
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Week End & overnight runs

10 points	Organising a week end or overnight run. (Attendees are given points as above)
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Competitive (those events that require level 2 and above CAMS licence)

3 points	entering a competitive event in an MG
4 points	3 rd fastest in a competitive event in an MG
6 points	2 nd fastest in a competitive event in an MG
8 points	Fastest in a competitive event in an MG

The Time Machine

3 points	Writing an article (topic that is relevant to the MG marque) that is published in the TTM
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National Meeting

5 points	Attendance at a National Meeting in an MG. (All attendees receive equal points – those who gain a position in their class are rewarded via the Nat Meet trophies)
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Natter Nights, General Meetings 0 points

information for fellow motoring enthusiasts

Upon reading the Dec-Jan 17 TTM relative to the story “Car import laws changing”, I thought I would do an article which is dear to my heart, I am a member of AMAA (The Asbestosis & Mesothelioma Association of Australia Ltd). Asbestos is a naturally occurring substance that has been mined for thousands of years. During the 20th century, with its extraordinary properties and tensile strength it was widely used in Australia as the key ingredient in numerous products. The World Health Organization has stated, ‘There is no minimum safe exposure level for any form of asbestos fibres’. There is between 15 to 50 years latency period from exposure to the onset of asbestos related disease. In Australia over the past few years the number of confirmed cases of Mesothelioma (the most serious form of Asbestos disease) have more than trebled to over 700 in 2015 and around 3000 in America and is on the increase, another sad fact is the ages of victims is reducing, a number of 25 plus year olds.

Whilst there is a large amount of research taking place there is no cure for Mesothelioma and a terrible statistic is, that from diagnosis the average life span is around 9 to 11 months. Our Authorities maintain that it will peak in about 2020, however with many millions of tons of the product still out there in all communities this could be debatable?

Why am I providing this information you might ask? It is known that all cars manufactured prior to the late eighties had brake pads, clutches and exhaust systems that contained asbestos. It is also known that when brake pads were being replaced in these cars the people doing this would, in cleaning the area, grab the air hose and blow the dust away sending asbestos fibres all through the work shop.

In 2003 Australia placed a total ban on the importation of any goods containing asbestos. In 2015 it was discovered that children’s crayons imported into Australia contained asbestos this was confirmed by the ACCC. In July 2016 roof panels being used on the construction of a Children’s Hospital contained asbestos. The workers were exposed when using grinders to cut and install the product. In 2016 insulation being used in a very large building being constructed in Brisbane was found to contain an extremely high percentage of asbestos. Again in 2016 portable camps imported into Australia were found to have sheeting containing asbestos. In 2015 a high rise being constructed on the Gold Coast found that all the kitchen cupboards were made from a product containing asbestos, all were removed and new ones installed.

Now the important one. In 2012 about 20 thousand plus vehicles were imported in to Australia and the clutches, brake pads and exhausts contained asbestos.

It is not known if or how many of the vehicles had remedial work done as the recall was voluntary. As I understand all of the above mentioned items originated from China.

I ask the question and I am not trying to frighten people, if the above items were some how able to get past our authorities how many other items such as replacement brake pads, clutches and exhaust systems for any vehicle including our beloved MGs have made their way into Australia? This item has been compiled for your awareness of the dangers of asbestos and the need to take care when performing maintenance on your car.

Manufacturers of asbestos products and our Authorities have known since 1894 that asbestos was injurious to human health.

Trevor Jones

insurance for mgcc members travelling to the uk with their cars

Dear Friends and MG Colleagues

As an MG Car Club member myself since 1974 (and currently a Vice President) as well as being co-founder with my wife of this business, which was started in 1985 with a classic car insurance scheme to help grow the MG Car Club in the UK, I am writing to all Australian and New Zealand Centres to advise that we are able to insure Club members who bring their MGs to the UK and Europe in our summer months. We have been doing this for MGCC and Austin Healeys for a number of years on an ad hoc basis, but it would be useful to know and plan if we know there are going to be a number and, in return, give you an indication of premiums.

At this stage, all we need to know is are any members coming this year (2017) or next (2018) – if so roughly how many and when? The more advanced information we have we can be better organised to ensure documentation is emailed before departure. Also, the more that come will, hopefully, assist premiums!

Similarly, if transit insurance is required for the container shipment let us know also, and this aspect can also be dealt with.

Our telephone number is [+44 1376 574025](tel:+441376574025) and email info@peterbestinsurance.co.uk

I hope you find this information helpful – any other related questions please ask.

Kind regards,
Peter Best Managing Director

Cut off date for next magazine 10th May 2017

Articles, letters to the Editor and suggestions from members are most welcome.

Email the Editor - Carole Cooke
- cazcooke30@gmail.com

Membership: \$70 per year (due June 30)
Joining Fees: \$20 per person

Membership forms available on our website
- www.goldcoastmgcarclub.com.au

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It is a pleasure to meet new members, we hope to see you as regular participants at our many outings. You will find us friendly, so just make yourselves known!

GOLD COAST MG CAR CLUB INC

The Secretary,

P.O. Box 1018, Southport Qld 4215

Membership at 1 November 2016

Active 157 Family 124 Life 7 Honorary 4 TOTAL 292

The Life Members of the Gold Coast MG Car Club are -

Murray Arundell, Rob Baylis, Carol Brookman (dec), Bruce Corr, Marie Conway-Jones, Jim Haines, Phil Redding, Jeff Sattler

a fitting update

Tyres; they're the sort of thing we hate having to buy when the time comes around but something we all need to select very carefully.

I've had a bit of a love affair with Pirelli tyres ever since fitting them to my Mk 111 A.H. Sprite way back in 1969. The Cinturatos were among the first radial tyres available and their performance and roadholding left the standard Dunlop B7 cross plies for dead.

Browsing through the last few issues of The Time Machine my attention was drawn to Longstone Classic Tyres' ad for Pirelli Cinturatos. Thinking there might be an Australian distributor, I e-mailed Pirelli Tyres in Italy to check it out. Notwithstanding the time difference, they pinged back an immediate reply saying that they had no Australian distributor for Cinturatos but suggested I contact Longstone Classic Tyres in Doncaster, UK.

On checking out Longstone's web site I noticed that they had a special offer on Cinturato CA67s that had been re-manufactured with the classic tread pattern to suit the original 165 X 14" factory supplied wheels. Tempting; and the more I contemplated it the more I convinced myself that it was time to fit a new set of tyres to my car.

However, back when I first bought my MGB I had fitted a set of oversized 185 X 14" rims and tyres (Pirelli P400 whitewalls) because at the time I was told that the 165 X 14" wheels and tyres had been discontinued and the larger wheels and tyres were the only size I could buy. So I checked out Moss Europe and lo and behold, they had a special offer on 165 X 14" chromed wire wheels now being re-manufactured in the UK by MWS Wire Wheels : And they use stainless steel spokes that won't rust. Bingo!

Well, I bit the bullet and ordered the new wheels on the premise that I wouldn't order the tyres until I knew I had the wheels. Exactly one week later five boxes, each containing a beautiful shiny new chromed wire wheel, were duly delivered to my front door. I must add here that the landed price was slightly inflated as I had to cough up for GST on that shipment. Stung by Australian Customs!

Back to the Pirelli web site to confirm details for the tyre order. Now at this point I must say that I discovered an absolutely marvellous U-tube video linked to Pirelli's Cinturato web site. It's called 'The Hare and the Tortoise', it runs for about 30 minutes and it follows the progress of an E-Type Jaguar convertible and a Pirelli delivery truck as they both travel from the South of Italy to the Northern border. A great little promotional video with some amazing Italian scenery. I'll say no more but you can find it at: www.cinturato.net. After watching it, what else could I do but to contact Longstone Classic Tyres.

Tom Homan was extremely helpful, advising on the correct sized Michelin inner tubes as suitable Pirelli tubes are not currently available. The order was shipped the same day through DHL Express, whose brilliant on-line tracking system allowed me to track the exact location of the tyres at every hour of the day and night until they arrived at my front door just seven days later. This was an amazing feat when one considers that the weather in The Midlands in mid-December was foul & freezing and DHL was coping with a huge volume of overseas Christmas parcel deliveries.

Well, I guess by the time this goes to print, 54 MGB will be showing off some flash new wheels. Unfortunately, the lovely blonde in the Longstone ad didn't come as part of the special offer. I'd rather see her in the passenger's seat than under the car but she'd probably only complicate things on the home front anyway.

Fit and forget! No way; but I am looking forward to finding out if the driving experience is as good as I remember it.

Charles Dickson

if only y

While rummaging through my collection of automobilia recently I happened upon an old catalogue of vehicles offered in a Pickles Veteran, Vintage and Classic car auction I attended at the 1981 Sydney Motor Show. I had dutifully recorded the prices attained for each of the 96 lots offered. Today, the results make for interesting reading. Listed here are the descriptions and prices bid/achieved for each of the MGs offered. Maybe, one or more of these cars now resides within our club:

Lot 43: 1954 MG Magnette, 4 Door Saloon Engine: BP 15GA 32333
Registration: MG 2781 Restoration History: Restored 1978-80 Description: Immaculate black duco & chrome work completely restored. Original valve radio, tool kit, handbooks. General Comments: Possibly best in Australia. Potential concours winner. **Price Achieved: Sold at \$5,400**

Lot 54: 1953 MG Midget TF 1250 Engine XPAG/TF/31646 Registration: AQ 0416 (Tasmania) Restoration History: Unknown Description: Straight body, tight doors, good woodwork, instruments. Red vinyl interior not original and in poor condition. Extras: Brooklands aero screens & tonneau. General Comments: Car is very original. Has been mechanically overhauled 1973-74. Speedo reading 77,000 miles. **Price Bid: \$9,000 (referred to vendor)**

Lot 55: 1953 MG Roadster TD Mk II Engine: 29600 Registration: (Unregistered) Restoration: Chassis up. Off road for 10 years. Description: Red as new. New beige leather interior. General Comments: Restored to as new condition. **Price Bid: \$8,500 (referred to vendor)**

Lot 59: 1950 MG TD Engine: 981 Registration: TD 845 Description: Immaculate. Red interior. Perfect. General Comments: Concourse winner 1978
Price Achieved: Sold at \$11,250

Lot 67: 1957 MG Magnette ZA Series Engine: 10353 Registration: KBM 438 Description: Four door saloon, salmon. Grey leather interior. Fog lights fitted. Restoration: Completely original. General Comments: Immaculate. Interior as new. Mechanically perfect. **Price Bid: \$4,000 (referred to vendor)**

Lot 69: 1954 MG Midget TF 1250 Engine: XPAG/TF/36283 Registration: TF 1954 (Tasmania) Description: Red. Immaculate. Black vinyl interior. Wood rimmed wheel. Tonneau fitted. Restoration: Restored 1975 in South Australia. Darlington auto tune. General Comments: Perfect restoration despite non-original colour combination. **Price Achieved: Sold at \$13,600**

Lot 70: 1947 MG TC Roadster Engine: XPAG 9915 Description: BRG as-new. New, light green leather interior. Restoration: Chassis up over 15 years. Most parts new. General Comments: Car is like new. **Price Bid: \$15,300 (referred to vendor)**

Some of the other 'ones that got away' also make for interesting reading:

How about these:

Lot 72B: 1966 Ferrari 330 GT 2 + 2 Sold for \$15,000

Lot 73: 1954 Porsche Speedster Bid to \$11,000 (referred to vendor)

Lot 73A: 1959 Lotus Elite Mk II Sold for \$12,300

Lot 73C: 1962 Aston Martin DB4 Vantage Sold for \$18,500

Lot 78: 1970 Jaguar Series 2 E-Type Coupe. Concourse winner. Bid to \$17,000 (referred to vendor)

Given the prices being achieved today, these auction results seem amazingly inexpensive. Ah-the wisdom of hindsight!

Charles Dickson

shitbox rally nz 2017

\$410,000 raised for cancer research



Marian and I participated in the 2017 Shitbox Rally New Zealand. We called ourselves The Outhouse Rodents. The rally started in Christchurch on 25 February and finished a week later at the same spot, having covered 3000km some of the most beautiful driving roads in the south island.

Why the name? Around 10 years ago the rally organiser (James Freeman) lost both his parents to cancer. They died within 12 months of each other. His way of dealing with the tragedy was to set up a regular fund raising car rally. There has been an Australian 'Box' rally ever since.

The concept is that each participant has to raise \$4000 in donations to the Cancer Council, and turn up in a car for which they have paid no more than \$1000, registered and on the road. Hence the name 'Shitbox'. They then set off outback on some of the roughest and remote roads available. Being 'shitboxes', some cars don't make it.



All a bit of an adventure, and lots of fun. All funds raised go to the Cancer Council. Crews are responsible for their own costs (travel, car, fuel, meals and camping), plus an entry fee.

This was the second time the event was run in NZ. The rules were amended a tad – clearly

nobody would pay a lot of money to ship their shitbox to and from NZ, so James

arranged for Manheims, the auctioneers, to come up with enough cars of a suitable degree of unreliability for all crews. We only got to see our cars the day before the rally started.

Marian and I found ourselves the proud (temporary) owner of a 1998 Nissan Primera with only 245,000 km on the clock. Flat battery and flat tyre, but so? And the auto transmission was a bit dodgy. But, to its credit, it started every morning, and it finished the distance. We managed three flat tyres in one day, and another two on the final day, and on one particularly steep hill it 'declined to proceed' and had to be put on a trailer. But apart from that it all went along swimmingly.



The roads in NZ were much kinder to the cars than we have to deal with in the Australian outback. We had lots of gravel roads, but generally they were in good condition. As a result there were very few car 'deaths'. Lots of mechanical issues arose, but not much that was terminal.

The car in the accompanying photo is NOT on a road. The (young) driver was way too close to the car in front on a dusty road and did not realise until too late the car in front had gone around a bend. They found themselves heading down a very steep slope and were fortunate to have landed on a relatively flat section.



John and Marian Crighton

new member - dr allan stirling

I am originally from Scotland and trained as a surgeon finishing up the early part of my surgical training in Aberdeen before moving out to Rockhampton as a surgeon in 2006.

I then went on to begin a career as a University lecturer at Bond University here on the Gold Coast where I am still based.

I have had a varied car history with a Lotus Elise, a couple of Jeep Wranglers and a Mercedes SLK. I've never owned an MG in the past and bought my 1959 MGA roadster last year. It's not quite stock having been used for racing in Victoria and having the two aeroscreens. I'm currently in the process of doing a complete restoration teaching myself as I go. I look forward to meeting other car enthusiasts and particularly those who have restored MGA's.

I include a photo before and 'at present' photo of my project.

Kind regards,
Dr Allan Stirling



From the Sydney Morning Herald this photo of Clare Hollingworth who died recently aged 105 in Hongkong. In 1939, as a reporter for the Daily Telegraph she spotted the german Army on the Polish border three days before they invaded Poland.



notice to all members

Tasmania Nationals 2018

Be part of the big event for 2018. Be part of a great club adventure. Join the lucky fifteen cars who will be part of the Gold Coast MG Car Club Tasmanian Nationals Team. There is three parts to this story, getting there, exploring Tasmania and the return adventure home.

Contact: President Peter Johnston for your priority Ulverstone motel booking at; pe.johnston04@gmail.com or phone me at 0417769680 to learn more. New members most welcome.

President Peter.

the great jail break run 3rd-7th october 2017

Revisit those hard bygone days at Trail Bay Jail at South West Rocks NSW.

We leave the Gold Coast on the 3rd of October and travel the back roads of northern NSW visiting quaint rural towns to arrive at Grafton for the first night stay.

The 4th will find us motoring along the foothills of the Blue Mountains meandering our way to historic Dorrigo before dropping down to Bellingen then onto the Coast to Nambucca Heads for lunch. The afternoon will see us settled in South West Rocks for two days of exploration with a Presidents Dinner planned for the second night

The 6th will be the start of the homeward leg. Again we visit historic towns as we make our way to Tenterfield for our last nights stay before travelling back down the range home.

This is a not to be missed trip designed for classic cars.

As there is limited rooms we need names now.
Contact me on: pe.johnston04@gmail.com or 0417769680



coming

Noggin & Natter Night at the Clubrooms - Friday 7th April

6:30pm for 7:00pm Start. Admission \$10 Chicken, Caesar Salad, Potato Salad, Traditional Coleslaw and Sweet Rice supplied. BYO Drinks Come and enjoy the company and hear John Crighton give an interesting talk on his and Marian's Inca Rally as only John can. NUMBERS FOR CATERING By Wednesday 5th April 2017 to John Talbot by email ejohntalbot@hotmail.com 0421185419. **Could Members please remember to wear your NAME BADGE**

P - Midweek Run - April Fools Run - April 12

Meet at Hinterland Park, Hardy's Road, Mudgeeraba. 7.30 am for N&N. Leave at 9 am. BYO morning tea and Pub or Club lunch. Numbers to Marie and Harry Darke by the previous Monday on thebreed@bigpond.com please.

P - LSIM Doggy Run - 30th April

Hosted by Jim & Moya Haines. Full details will be emailed later

P - Midweek Run - May 10

Meet at Hinterland Park, Hardy's Road, Mudgeeraba. 7.30 am for noggin and natter and then leave at 9 am. BYO morning tea and lunch. Your hosts are Marilyn and John Muirhead. No need for numbers.

P - May LSIM Overnight Bushrangers Run - 27&28 May 2017

The Bushrangers Run will leave Arthur Earle Park at 9:00am We will be staying at the Gatton Motel Gatton. They have 20 rooms at a cost of \$120pn [Queen Room). Rooms have to be booked with 50% deposit by the 7th May 2017. **Gatton Motel Phone No 0754621333.**

P - Midweek Run - June 14

Meet Arthur Earle Park, Nerang M1 exit 71, to depart at 9.00am west. BYO morning tea @ Beaudesert Jubilee Park (McKee St) Those who wish could meet at the above for 10.30am departure. Pub lunch at Harrisville, **R.S.V.P. numbers to Jim and Moya - jasperhaines@bigpond.com or ph. 0414324166.**

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P - Christmas in July Midweek Run -12-13 July

Overnight at Montville. Meet at BP Coomera at 8.30 am for 9 am start. BYO morning tea and BYO or bought lunch. Reservation required by email to jameslutherborrow@bigpond.com Deposit amount and final costs to be advised to those registering.

CHRISTMAS IN JULY OVERNIGHT RUN. 12 - 13 JULY 2017

AGAIN WE ARE OFF TO MONTVILLE FOR OUR ANNUAL CHRISTMAS IN JULY RUN , OUR EIGHTH. IT IS FOUR YEARS SINCE WE LAST HAD OUR XMAS IN JULY RUN TO MONTVILLE, AND LIKE BEFORE THE RUN IS PROVING TO BE POPULAR.

SO GET IN EARLY AND EMAIL YOUR INTEREST TO JIM AT jameslutherborrow@bigpond.com. FURTHER DETAILS REGARDING THE PAYMENT OF A DEPOSIT AND FINAL PRICING WILL BE EMAILED TO THOSE REGISTERING WHEN NUMBERS HAVE BEEN FINALISED.



ELEVEN MEMBERS HAVE BOOKED SO FAR, SO BE QUICK.

P - Points earned towards the Roger Thompson Tray. This is the founding President's trophy and is awarded to the most successful MG, namely the car that earns its owner the max number points by attendance at Gold Coast MG Car Club events.

**Our Club Captain will confirm all event details
when they come to hand.**

New Members

We are pleased to welcome the following new members to our Club and hope to see them participating in our events

Dr. Allan Stirling
Peter and Christine Stovold

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The photos in the magazine have been contributed by Carole Cooke, Peter Kerr, Dave Godwin, Malcolm Robertson, Stuart Duncan, Bruce Ibbotson, John Crighton, Dr. Allan Stirling, the Internet



centenary of m.g.

proposal from the pre-war mg register to the mg car clubs of australia

Introduction

Through a combination of ignorance, apathy and well-intentioned enthusiasm, the MG world is being led to believe that the first MGs were created in 1924. First, in ignorance, British Leyland's marketing department adopted 1974 to "celebrate" the 50th anniversary with the release of suitably jazzed up "Jubilee" MGBs, and matching regalia, to boost flagging sales. Then, despite knowing better, in apathy, the MG movement in the UK failed to correct this error when they had the chance with the result that now, in the 21st century and with well-intentioned enthusiasm, the new owners of the hallowed MG trade mark, a Chinese firm with no English heritage, is proclaiming it has been manufacturing MGs "since 1924" and the MG movement is lining up behind this commercial marketing slogan to adopt 1924 as the historically accurate date.



Established 1965

The year 1924 might have been acceptable for the global celebrations of MG90 in 2014, but it is completely unacceptable for the forthcoming Centenary of MG in several years' time. Cecil Kimber would be turning in his grave. The correct year for the start of M.G. production is 1923 and the Centenary needs to be celebrated in the correct year, 2023.

Proposal

The Pre-War MG Register of Australia, as researchers and documenters of the early history of MG in Australia, urges the MG Car Clubs of Australia to adopt 2023 as the correct year for the auspicious M.G. Centenary and to declare that the National Meeting in 2023 will be one of the earliest of many international celebrations acknowledging both Cecil Kimber's genius and the creation of the M.G. motorcar.

The Facts

The facts are as follows:

Firstly, when contemplating the start date for M.G. car production, the logical choice would be the point at which M.G. cars were first available for sale, and fortunately, there are documents that provide us with precise details on that that subject.

The Morris Garages, Oxford, supplied bespoke coachwork built on chassis from various motor car manufacturers, but most commonly Morris. These cars were sold as Morris.

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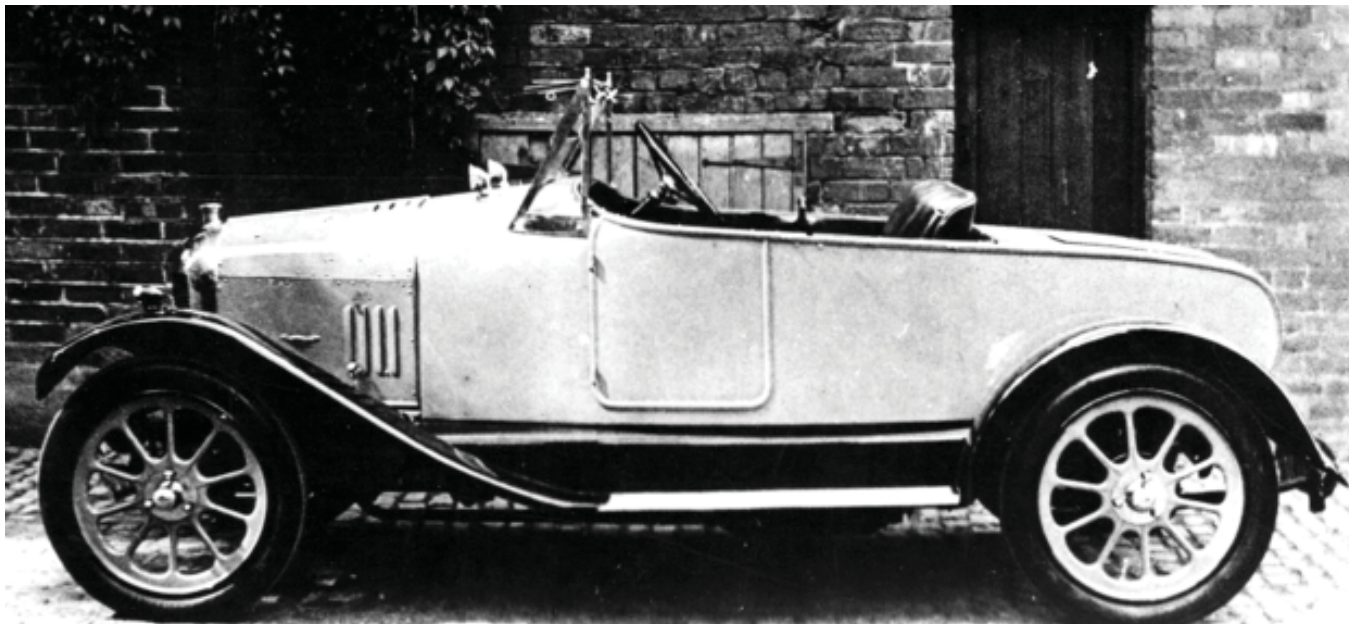
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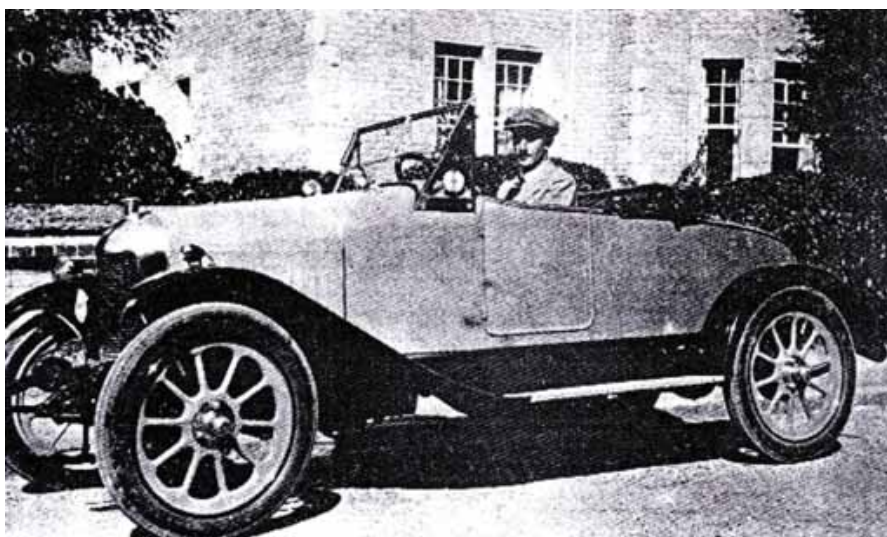
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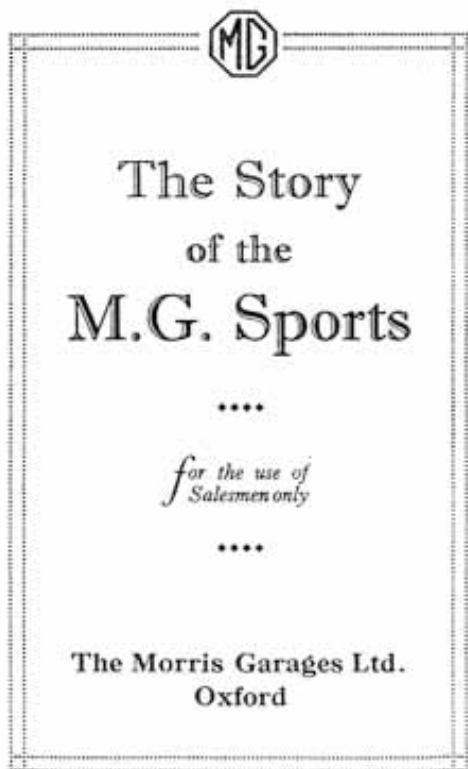


Then in 1923, under Cecil Kimber's leadership, the Morris Garages did something different. They introduced the M.G. octagon emblem, used for the first time in an advertisement in March 1923, and they produced for the first time a sporting 2-seater car, built on a Morris chassis, but advertised as "The M.G. Super Sports Morris". This was the first time the letters M.G. were used to identify a motor car.



The "M.G. Super Sports Morris" cars bore coachwork by Chas. Raworth & Sons of Oxford, and today, the Early M.G. Society in the UK identifies these cars as 'Raworth M.G.s'. The cars carried features which were to become iconic M.G. details, such as the distinctive triangulated windscreen pillars and marine-style scuttle ventilators.

A batch of six Raworth M.G.s was made but unfortunately none survive. The first person to buy one was a young Mr J. Jemson, a student at Pembroke College, Oxford, who bought his M.G. Super Sports Morris registered FC 5581 on June 1st 1923. Another was purchased on August 6th 1923 by another student at Oxford University, Oliver Arkell (right) from the Arkell brewery family. Arkell's car was finished in yellow and black and was registered FC 5855.



The next line of sports cars produced by The Morris Garages, the very stylish Bullnose 14/28 M.G. Super Sports of 1924, 1925 and 1926, still gave a nod in the catalogue to their parent chassis, the Morris Oxford 14/28.

Secondly, in which year did The Morris Garages Ltd consider that M.G. production began? In January 1928, a guide book entitled "The Story of the M.G. Sports" was issued by managing director Cecil Kimber to Morris Garages salesmen and the very first line of the "Introduction" page says "When the M.G. Sports Cars were first introduced in 1923 ...". So as far as Cecil Kimber and M.G. were concerned, there was no doubt that production began in 1923.

Thirdly, in his authoritative book M.G. by McComb, author Wilson McComb relates that Cecil Cousins, who "was there at the start" and went on to be the development guru at M.G., assured him that "the Raworth Super Sports were the first Morris Garages products that may be considered M.G.s."

Conclusion

As the above discussion shows, and there is more supporting information available in Jennings and Barraclough's seminal work, Oxford to Abingdon, and in the files of the Early MG Society in the UK or the Pre-War MG Register of Australia, there can be no doubt that the facts support Cecil Kimber, Cec Cousins, Wilson McComb and many other key M.G. personalities, who all agreed that M.G. production began in 1923. It follows that the Centenary must be in 2023.

Recommendation

It is recommended that

- the MG Car Clubs in Australia discuss this issue within their own Clubs before the delegates' meeting at the MG National Meeting in Adelaide on Tuesday 18 April;
- at the delegates meeting, the MG Car Clubs of Australia agree that the Centenary year for MG is 2023 and begin planning for appropriate celebrations;
- the MG Car Clubs agree that the National Meeting in 2023 celebrate the Centenary of MG with a special display of MGs through the ages, perhaps in association with the Concours event.

50th anniversary of the mgc



The MGC was a 2912 cc, straight-6 version of the MGB sold from 1967 and produced until August 1969 [19] with some sales running on into 1970. The car was given the model code ADO52. It was intended as a replacement for the Austin-Healey 3000 which would have been ADO51 but in that form never got beyond the design proposal stage.

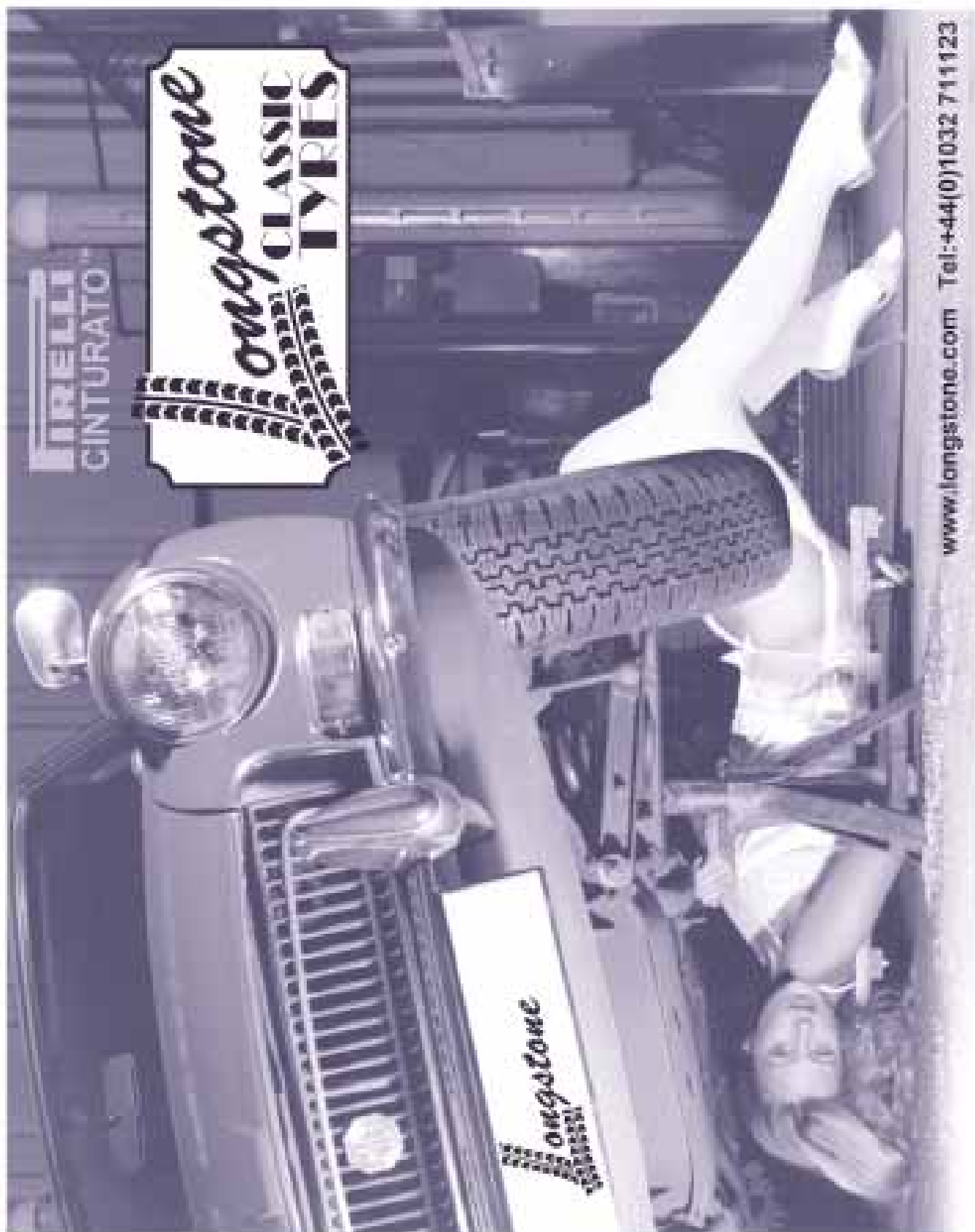


The first engine to be considered was an Australian-designed six-cylinder version of the BMC B-Series but the production versions used a 7 main bearing development of the Morris Engines designed C-Series that was also to be used for the new Austin 3-litre 4-door saloon. In the twin SU carburettor form used in the MGC the engine produced 145 bhp (108 kW) at 5250 rpm.[20] The body shell needed considerable revision

around the engine bay and to the floor pan, but externally the only differences were a distinctive bonnet bulge to accommodate the relocated radiator and a teardrop for carburettor clearance. It had different brakes from the MGB, 15 inch wheels, a lower geared rack and pinion and special torsion bar suspension with



telescopic dampers. Like the MGB, it was available as a coupé (GT) and roadster. An overdrive gearbox or three-speed automatic gearbox were available as options. The car was capable of 120 mph (193 km/h) and a 0–60 mph time of 10.0 seconds.



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The heavy engine (209 lb heavier than the 1798 cc MGB engine) and new suspension changed the vehicle's handling, and it received a very mixed response in the automotive press. The MGC was cancelled in 1969 after less than two years of production.

Bruce Ibbotson's 'Truck'

Today the car is considered very collectible and the main causes of the poor reputation relating to handling have in the main been overcome by better tyres and subtle modification of suspension settings. Simple tuning of the under-developed straight six is also com-



mon and simple modifications to head, exhaust and cam release approx 30 per cent more power and torque than original.

At the time of the car's launch the manufacturers stated that the Austin-Healey 3000 would continue to be offered as a

parallel model priced on the domestic market at £1,126, compared to the MGC's £1,102.

In 1967 HRH Prince Charles took delivery of an MGC GT (SGY 766F), which he passed down to Prince William 30 years later



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70th anniversary of the mg y-type

The overhead cam MG engines were scuttled by Leonard Lord, the Austin man, in 1935. He declared all MG production must use items from the Morris bin. The 1st MGs produced were the S,V, & W saloons and they were fitted with pushrod OHV engines in accordance with the edict decreed by the new MG boss, Leonard Lord. Following the demise of the 3 saloons, MG decided on a new compact sedan. It was labelled Y as X was already in use.



The YA & YB saloons were produced, and the subsequent ZA & ZB saloons followed to complete the series.

The Y Type one and a quarter litre MG saloon was on the drawing board from 1937 and ready for introduction in 1941. Codenamed EX 166, it was really an MG version of the Morris Eight Series E and was designed by Syd Enever and Alec Issigonis in the Morris design studio at Cowley as Lord had shut the MG office. The war put paid to plans for a 1941 launch and the MG did not see production completed until 1947.



The all steel body closely resembled the Morris, but had suitable modifications to the front and rear to give it a traditional MG appearance. Alec Issigonis created the new independent front suspension system of coil spring and wishbone. Another first was the rack and pinion steering.

The separate chassis was also new and differed from the Morris one, with the frame having a welded box section with 4 cross members and it was under-slung at the rear with leaf spring suspension. Damping was by Luvax Girling double lever arm, piston type dampers at the front with single arm dampers at the rear. The new system was carried forward into the MG TD, TF, MGA, & MGB up to 1980.



The chassis design included the fitting of a Jackall hydraulic jacking system like the pre-war saloons and became standard fitment on the Y-Type. The TD used a modified Y chassis and engine and was fed by twin carbies. The Y-Type only scored one carby and with a 21 cwt weight, performance was far from brisk. Today, later MG engine modifications overcome the above. It was an ideal cruising car and the MG had a high degree of comfort and luxury.



Peter & Delia Rayment are neighbours of mine, and they drove their Y saloon from the Sunshine Coast to Perth and back to attend the 2016 MG Nationals in Perth. Delia has described it all but we don't have room to print it all. I can forward her story to those interested.

Many Y type features are worth noting. The opening front windscreen, telescopically adjustable steering column and rear window blind all enhanced the specification of what was already a luxury vehicle.

The Y-Type gave a smooth ride with excellent roadholding and at the time was considered exceptionally comfortable compared to its rivals. With a luxury leather interior and walnut dashboard, it received a warm welcome from the motoring press and public alike, when it was announced in the spring of 1947 at a price of 672 pounds including purchase tax. Build numbers were: YA 6158, YB 1301, and YT 877. The open 4-seater tourer YT was introduced in 1949 and was intended for export only. US sales flat lined. The Y Type was discontinued in both England & Australia in 1953. Press comments included: 'new independently sprung model' 'performance figures are outstanding for a luxurious 11 HP saloon'.

Peter Kerr

GCMGCC member Stuart Duncan happily displayed his YT (not fully restored yet) at TYme Canberra



pre 56 mg rally february 2017 whanganui, new zealand

Laurel and I had pre-planned 2017 a year ago, but a curved ball was to enter unexpectedly...

The Pre 1956 MG Register of New Zealand hold their gatherings every two years and as the Gold Coast MG Car Club is the host club for our next Australian Pre War Rally, it sounded like a good idea to visit the New Zealand event to see how they do things, to meet the people and to invite them to our Australian event!

So the airfares, hire car and motels were booked in double quick time and off we flew – into the Windy Capital, Wellington, in perfect weather!

As I have said so often before, it's the MGs that bring us together but the people that make us want to keep coming back! Gary and Heather Wall, near Wellington, owns 5 TA's and another 5 SVW's – namely SA's, VA's and WA's – plus a few others! Can you comprehend maintaining that many pre WW2 cars! And he very generously invites people from around the world to drive them to the Pre 56 Rallies... This year, he had drivers from the UK, USA, Holland, Australia and New Zealand.

Laurel and I had the pleasure of meeting Gary and Heather and the other 10 couples in Martinborough and again in Napier at the annual Art Deco festival and later at Whanganui (pronounced "Wong-a-nui") at the Pre 56 Rally, so the international MG Family expands once again! Gary was kind enough to lend us a Wolseley for Art Deco.



The Art Deco Festival was a real hoot! Males and females were equally keen to dress in their 1930's costumes and to strut around on show while taking part in the many festivities that were on offer. A highlight for the Chaps was the classic car display and drive-pass through the centre of town (including approximately 20 Pre War Bentleys and 30 MGs), while the Ladies enjoyed the shops, the fashion shows, the dancing and the street entertainment.



After 3 days of serious socialising, we all left Napier for Whanganui, with Laurel and I visiting a car grave yard at Horopito, en route, that is hard to describe adequately in words... Thousands of classic cars are parked in fields and sheds with many more thousands of parts on shelves, in boxes or piled up for the informed customer to rummage through for that elusive part for an obscure car that one has been looking for during a lifetime! The expression "Trash for some; treasure for others" certainly applies here!



Whanganui – What can I say!!! A beautiful river setting; colonial buildings; Maori churches and MGs on every corner! The organisers, ably led by Michael Anderson, did a sterling job of keeping us involved and entertained from Monday to Friday – a full 5 days!

The motorsport events included an observation run – a good way of getting one's bearings around the area. Then came the motorkhana on a grass field, with 4 tests to be repeated twice – and what impressed me was the enthusiasm that the early 1930's M Type, L Type, K Type, N Type and F Type drivers displayed along with those in the newer MGs – including the TCs, TD's, TF's and MGAs.



Next was the Autocross – a sprint around a sealed car park! Would this be allowed in Australia? I don't think so! Peter Cook, Overseas Director of the MG Car Club of the UK said that it definitely would not be allowed in the UK! However,

everyone gave it their best shots and there were no incidents to report, so maybe we are too over-regulated in Australia and the UK after all?



On the social side, we were taken up the Whanganui River in a paddle steamer; driven around the town in a coach with a very informative guide; enjoyed register dinners and the Presentation night with dancing. Towards the

end of the festivities, I was given 10 minutes to extol the virtues of our own Pre War event planned for Yamba, northern New South Wales, to those present at the Rally, in the hope that a few will bring their MGs to the Angourie Rainforest Resort in October this year. Watch this space!



All up, Laurel and I have made many new MG friends, enjoyed the Art Deco festivities at Napier, learnt a lot about Whanganui and witnessed a very well-run Pre 56 MG Rally! In perfect weather... What more could we ask for! Is this MG Heaven!



Our special thanks go to Michael and Elaine for including us in all the arrangements, even though we entered very late and were driving a plastic car, and to Gary and Heather for their generosity by including us in their group of world-wide friends in everything they had organised for them.

Its special people like these and others that keep the MG marque and mystique alive and humming for the rest of us MG Nuts to enjoy!

Dave and Laurel Godwin



Age-old deficiency

IT'S about time the authorities did something about older drivers on our roads.

For far too long older drivers have caused havoc as they hog the left lane, stick to the speed limits (even the road work limits) and stop at stop signs, causing great inconvenience and often preventing others from doing whatever they like.

Another major concern is that by avoiding fines and demerit points, they are not doing their bit for the revenue of our state, and are therefore placing a further burden on younger drivers.

Until older drivers can prove that they are proficient at weaving in and out of traffic, driving while texting, tailgating, using drugs or doing burnouts, they must be banned from holding a licence.

Doug Money, Oak Park



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For Sale

MGB Model No. YGNN3 car No. 2410. Chassis No. 18AUH16344 (1965/66) The MG was modified in 1989 by my brother in law (mechanic). I have all relevant paperwork for the modification. 2.6 litre Mitsubishi astron motor coupled to a 5 speed Borg Warner gear box. The brakes have a booster and dual circuit master cylinder. It has wire wheels and has been registered since year 2000 and driven a few times weekly ever since. I would like to sell it unregistered as some of the window rubbers etc have perished. I am still driving it and it goes well and has been very reliable. There is no rust that I know off and only a couple of cracks in the doors near the quarter window. I am looking for \$8000 for it. Robert Fromm. Mobile 0427888076



:MGB 5 main bearing reconditioned short motor. Block has been resleeved to std size. Fitted with all new parts and conversion gasket set. The engine is fully balanced. Price is **\$3350-00**. Contact Keith Ings on 0414349918 for more details.

Reconditioned Cylinder head. Pressure and Crack tested. Fitted with exhaust seat inserts for unleaded fuel Reground face. **\$650. Contact Keith Ings on 0414349918.**

::MGF I have a red MGF 1999, recently serviced in excellent condition, garaged at Evans Head in NSW. Registered to 1.09.17, 163,000 km, asking price \$6,950. My email address is traceyezzy@bigpond.com or phone 0438446809.



:MG RV8 1995 Model, Woodcote Green. 42,800km Full Service History & Books. Fully Complied by RV8 Aust. Paint, Body work, Interior & Hood all in excellent condition. New: Tyres, Exterior Chrome Fittings, Brake Master Cylinder, Fuel Pump & Front Coil Springs. Unregistered and garaged at Maroochydore SC. Good Condition **\$32,300. Contact Gary Deane 0437554207**



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