

# THE TIME machine



The Official magazine of the Gold Coast MG Car Club

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The Presentation Lunch was held at Sarabah Winery. Some of the cars that attended. Hope you like red!



December 14 January 15

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# Presidents Report December 2014

It's December already – the heat of summer is sure giving it to us! It was amazing to see how few hoods went up on the last Mid Week run to the Scenic Rim area. We're a tough bunch, really!

Anyway, RIP fought right to the end and I only completed the last repair before driving her to Melbourne and tucking her into a container with her buddies – 3 other MGBs. Thankfully, RIP was not on the top platform. Another container housed another four MGBs – so all eight classic MGs are now well on their way to Santiago, Chile to the start of our Pan America Highway adventure – 33,000km over four and a half months. Bring it on!!!

While I am on the topic of long drives, somewhere in this magazine is an Expression of Interest for those who would like to consider driving to the MG National Meeting in Bunbury, Western Australia in 2016, via Darwin and Broome. Yes, I know it is still 15 months off, but plans have to be made and accommodation bookings secured. That will be my first priority when Laurel and I return from Canada in May, so, numbers of interested people are required before I open it up to a wider group.

As usual, your Committee has been hard at it. John Talbot and his team delivered no less than 8 events in October alone – not only the traditional Mid Week and LSIM Runs but also the V8 Super Car event, the Steam Train event, RACQ Car Show and a weekend with the Sunshine Coast MG Car Club in Caloundra. Thanks HEAPS to all organisers!

Your committee has also made inroads into producing a revised constitution that should suit our current and future operations more closely. John Crighton has penned an update for the TTM as well – thanks John.

With Christmas fast approaching, we had hoped to offer calendars to members with our MGs draped through the pages – but we have run out of time. The idea was to ask members to submit 2 or 3 of their best photographs for consideration but now it seems you will all have 9 months to get your eye in! (A little birdie has told me that Stuart Duncan, our hard-working Webmaster, will rush an edition together for this year – so watch this space)

While I'm on the topic of The Time Machine, I would like to express a vote of thanks to Carole for her dedication and positive attitude as Editor. Members are forever mentioning to me how much they have enjoyed one or the other article in the TTM and Carole is a champion at squeezing articles out of us and including them out for our enjoyment. Thanks Carole!

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As most of you know, Laurel and I will be away from home until mid May 2015, so we wish you all a Merry Christmas, a Happy and Healthy New Year and much fun in your MGs in 2015. Each member of your Committee is professional at the job that they perform and with the wide use of the internet, the running of your Club should continue unabated. Thanks Team!



**Dave and Laurel Godwin**

*There are many reports and photos sent in from all the Runs and events organised since the last Time Machine came out. Thanks to all who have contributed. I have put them in in date order. Editor*

## Cut off date for next magazine - Jan 15

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

Email Carole Cooke - [cazcooke30@gmail.com](mailto:cazcooke30@gmail.com)

Committee meetings: the first Monday of each month at the Gold Coast Antique Auto Club rooms, Mudgeeraba Road, Mudgeeraba, UBD Gold Coast Map 48 A-B 18

**Membership: \$70 per year (due June 30) (\$35 after 31/12)**

**Joining Fees: \$20** Membership forms available on our website - [www.goldcoastmgcarclub.com.au](http://www.goldcoastmgcarclub.com.au)

Membership at 17 Nov 2014	Active	140	
Joint	112	Associate	9
Life	6	Honorary	2
		<b>TOTAL</b>	<b>269</b>

Payments made directly into the Club's bank account must include **payee's name**

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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**

**Email - [goldcoastmgcarclub@hotmail.com](mailto:goldcoastmgcarclub@hotmail.com)**

Opinions expressed in THE TIME MACHINE are those of individual contributors and are not necessarily the opinions of THE GOLD COAST CAR CLUB Inc, or its Committee.



# August LSIM GT Run

15 cars set off from Martin Sheil Park, West Burleigh to Budd Park, Murwillumbah via Tallebudgera Connection Rd, Currumbin Valley and Tomewin Mountain Rd to meet the 5 NSW cars waiting for us. We then drove up Tweed Valley Way, Cudgen Rd and Duranbah Rd to Tropical Fruit World where we had morning tea. After morning tea we went on a guided tour of their Fruit World which of course you had to pay for - it was quite amusing they had a 'special' for visitors, NSW members paid full price and GC members paid less than half price. It was a very interesting tour as I didn't realise how many different varieties of tropical fruit there were.

We then left Tropical Fruit World continuing on Duranbah Rd, Eviron Rd then onto Clothiers Creek Rd which took us back onto Tweed Valley Way just north of Murwillumbah. We travelled through Murwillumbah and onto The Galley Café where we had a delicious Lunch Beef of Bourgeon Casserole or Grilled Barramundi.

Well done Cheryl, looking forward to August 2015.

**John T.**



## Nog N Natter Night - September 19

On this night, a special Presentation was made to Bruce Corr, to not only wish a Happy 90th Birthday, but to also thank him for establishing the Midweek Runs 20 years ago. Bruce has now handed over the organisation of these well attended Midweek Runs to Jim Lutherborrow.

As Marie Conway-Jones has known Bruce the longest, she gave a talk on Bruce's time with the Club, which is on the next page. Thank you Marie



### **Members.**

Being somewhat overcome by the attention for my 90th and my participation in our Club over the years at both the mid-week run and Friday night celebrations, I feel I could have thanked you all more for your kindness and friendship. I should also have mentioned that for 15 of the 20 years of midweeks, I did have Carol's help and input.. And Pam, the special birthday cake was beautiful. So, again, thank you, thank you to each and everyone of you.

**Bruce**

## **Bruce,**

There are three people that have known you since you joined the Club all those many years ago and that is myself, Rob Baylis and Jeff Sattler. We were the babies of the Club, as you always said. Rob and Jeff could not come tonight and send you their congratulations and best wishes. (Just as well, probably the stories we could tell). I know over the years we were always bailing Rob out of trouble.

Rob did say he remembers you turning up in your Magnette one day enquiring about the Club. In the end you said you would give it a go and joined the Club. Rob also recalls you being into photography in a big way.

Over the many years you have always attended as many events as possible, e.g. Pyjama Party, Gambling Night, Priest and Prostitutes Night, Hungie Rock & Roll Night, here in these Clubrooms and I can recall very interesting weekends in the country pubs, one being Boonah and further out west one weekend. There were also other long weekends away up North to Hervey Bay, the boat trip over to the Island. Yamba, you and Carol did come to my rescue, at that one (say no more). Also our Champagne Breakfasts which went most of the day with members dressing up, ladies in long dresses and guys in tuxes. One in particular at the Cascade Gardens.

Our concours were alternated, one year Brisbane, the next Gold Coast at some great venues - South Bank, Brisbane River Bank, etc. and one we did as a day and overnight concours at Cedar Lake, plus presentation. A few sore heads the next day.

An AGM was up at Tamborine Mountain at the Knoll National Park, very early in the morning, another BBQ Breakfast. The list goes on with many other fund raising events for the Club.

Bruce became President from 1982-1990 and again 1997-2000. You were such a great President and an ambassador to the Club. It's been a great pleasure working with you and knowing you all these years.

**Marie Conway-Jones**



# Horse & Carriage Day - Sunday 21 September

Twenty-one members, one guest and 10 MG's from our club turned up at Schuster Park Tallebudgera for the above event. The horses, ponies, carriages and their drivers put on a wonderful display of carriage driving from 10 am. The weather was fine and not too hot. Lunch was provided by the Horse & Carriage Society, after which the MG owners were invited to line up with their cars for judging by the H&C members.

Winner was Marie Darke and son Ben who took home the silver cup, 2<sup>nd</sup> Peter & Jean Lugsden, 3<sup>rd</sup> Annika Graz & Griff Kilbourne and 4<sup>th</sup> Graeme Bumford.

Witches hats were then placed in position for the MG Time Trial which was won by John & Lyn Talbot, 2<sup>nd</sup> Bruce Corr & Doreen Sawtell, 3<sup>rd</sup> Susan Kelman, 4<sup>th</sup> Peter & Laraine Ganderton. Congratulations to everyone who took part.

It is hoped that next year this event can be opened up for more MG Car Club members to attend for a really fun day.

Grateful thanks to the Horse & Carriage Day Committee and Members for hosting this very special day.

## Jean Bailey



**This is what happens when you take an MG-F to a T-Type meeting.**

**Lithgow en-route home**

**Murray Arundell**





# All British Day - September 28

After heavy storms the night before, Sunday dawned clear and sunny. A few of us met at 7am to travel in convoy to St Joseph's College at Tennyson for the RACQ All Brits Show Day. Keith & Jean handed out the instructions to Anita & Gary Lock, Gary Stevens and to Jim and myself as well as to our new member Ed Stuttard who wisely decided to make his own way there. Glen McDonnell joined us there.

It was suggested that Jim should lead the way. As I read the directions to him he kept muttering he would have gone a different route but I insisted we follow what we had been given. Big mistake!! But as we have learned... most of our MG outings turn into an adventure!

Totally missed the turn and had to keep going for miles on the Logan Motorway. At one point when we had pulled over to confer, Gary Stevens said that had he known it was going to turn into a two day event he would have brought Lindsay along!

We eventually made it (by following a Morris 1100 who we assumed was heading to the venue) and I have to say it was an amazing sight! The number of beautiful old cars was just spectacular! The MG's seemed to have the largest number of vehicles on display. I can fully recommend to our members that if they haven't already, they should attend at least once!

Jim was happy to see, and chat to, the owner of the only Reliant Scimitar on display. Some of you may not know but Jim has had such a beast in his garage for 30 years, always telling me he will finish it one day! He seems inspired but...

Jean was a little sentimental at seeing some of the types of cars she and Keith had previously owned. One little car drew a crowd and that was the three wheeled Reliant we know as the Robin!! A lot of us were laughing at the antics in Top Gear when this little machine seemed to tip over on every corner.

It was a lovely day definitely worth the look!

## Moya Haines



# Last Sunday in the Month Run - September



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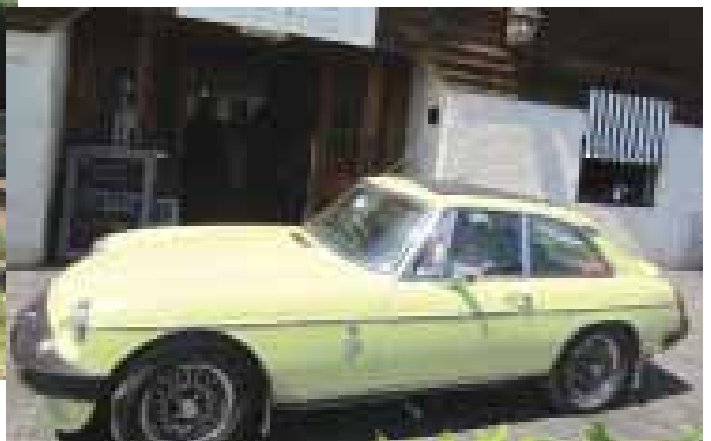
**LSIM  
September  
28**



The photos in this magazine have been contributed by Carole Cooke, June Haynes, Jim Lutherborrow, Laurel & Dave Godwin, Stephen Richards, Robin Godfrey, Wim Van Den Braassem, Jim Haines, Windmachine, NAMGAR



# Presentation Lunch - October 5 - held at Sarabah Winery



*This fellow wanted to  
join in the photos!*



# Perpetual Trophies 2014 -

## Awarded to MG members at the Presentation Lunch

### 1. THE ROGER THOMPSON TRAY

This is the founder President's Trophy and is awarded to the Most Successful MG Car, namely the car that earns its owner the maximum number of points during the past year. (The Corr's and Weenink's have again asked to be excluded from the results)

And the award went to Sam Everitt

### 2. THE VOEVODIN TROPHY

This trophy is awarded for the highest points earned by a T Type MG

And the award went to Neil Weenink

### 3. MAINTAINING THE BREED TROPHY

This trophy was given by the Hiley family of Abington Motors. It is awarded for Maintaining the Spirit of MGs, either by personal effort or for an outstanding restoration.

And the award went to Gary Lock

### 4. SATTLER TROPHY

This award has previously been awarded to Men's Competition Champion.

And the award goes to Sean Moroney

**5. CONWAY-JONES SHIELD** – For the Best Female competition Competitor.

This was not awarded this year

### 6. THE PRESIDENTS TROPHY

Introduced by Murray Arundell, this award is for the member, who in the Presidents opinion, has contributed most to the Club during the past year.

And the award went to Marie Conway-Jones (Pictured)



### 7. CONCOURS TROPHIES

**MODERN MG AWARD** - The Best Post 2000 Concours Car of the Day

And the award went to Robert Gibb

**JOHN THORNLEY BOWL** – Post TF Concours Car of the Day

And the award went to Robert Gibb



**ABINGDON MOTORS TROPHY** – Pre-MGA Concours Car of the Day  
And the award went to Don Smith

**IAN FINLAYSON TROPHY** - Most Improved in Motor Sport  
And the award went to Graham Vaughan

### THE DISPLAY DAY WINNERS WERE -

T- Types	Don Smith
MGA	Robert Gibb
MGB Mk1	Sam Everitt
MBB Mk2 and onwards	Sid MacKenzie
MGBGT	Marvan Sattler
MGB GTV8 MGC MGRV8	Barry Beaman
MGF and FTF	Robert Gibb
Modern Sedans	Keith Ings
MG Midget	Anita Lachowicz



## Midweek Run - October 8

On a picture perfect, bright shiny Gold Coast morning, the proud owners of 26 MG's gathered at Winders Park, Currumbin for a catch-up and the obligatory joke, well presented by Jim Lutherborrow, before departing at 9.15. We headed south, enjoying the sights, sounds and smells of the bush. Through Dungay to Tumbulgum then onto Tweed Valley Way towards Kingscliffe and Cudgen and ultimately to Hastings Point for morning tea.



We enjoyed our morning tea break in the delightful park on the river as families with littlies splashed in the sparkling water. Many envious members congratulated Lyn Talbot on winning the raffle which was an MG shoulder bag direct from the UK, kindly donated by Stuart and Lesley Duncan. Thank you very much Stuart and Lesley.

After morning tea we continued down the coast to Pottsville, through Mooball and then over the Burringbar Range towards Uki.



On the bumpy Bakers Road, we could smell the piggery before we saw it, then we enjoyed the winding roads and beautiful rolling green hills, a little hazy from the smoke. On through Murwillumbah and to a hearty lunch at the Tumbulgum Tavern. A wonderful run, on a spectacular day, thank you Gillian and Brian Hockey for another great day.



**Laurie and Kay Roberts'**



# Combined Warwick Steam Train Run - Gold Coast MG Car Club with Gold Coast Antique Auto Club - 17th - 19th October



We met at the Clubrooms Mudgeeraba. What a perfect day, for motoring! Approximately 16 cars, with 4 from the Antique Car Club with some special antique motors. I loved the Panther.

We cruised through to Jubilee Park in Beaudesert for morning tea. Then on to the famous Maryvale Hotel for lunch. It never fails. Left there and proceeded on the Cunningham Highway to Warwick to the Horse and Jockey Hotel Motel to book in and await the train station opening so we could purchase our tickets for the following day's travel. We all relaxed and met up for drinks and nibbles at 5pm and caught up on the days travel highlights and then went in to dinner. A great night.

All were up bright and early the next day for departure at 7.15 by bus. John Talbot had negotiated a very reasonable price with the bus company for us to be picked up and dropped off again that evening on arrival back on the train. Good one John.

The atmosphere at the station was exciting as the steam arose from the main engine. I'm not sure I would like to have had my washing out though when she fires up. "All aboard," the little man said with his hat and whistle, then off we went. The train was full with approx. 200 passengers. How exciting. It took me back many years to the train travel my family did.

Heading toward Stanthorpe with the kangaroos keeping up the pace, past Morgan Park Raceway, familiar territory for some of members, for competition.





Through several tunnels, one being 272 metres long and past the highest point in Queensland The Summit 935 metres.

Morning tea was a highlight as the ladies came out with their delicious homemade goodies... then on to Wallangarra where half the station is in Queensland and the other half in NSW.

A delicious roast meal was served with the best roast pumpkin I have ever tasted.

After lunch we viewed the museum with all the interesting history of the train service and the many uses of the station... especially during the war. What an interesting day. very enjoyable.

For those of us who could fit it in... there were the ladies again, with afternoon tea. The volunteer group were just the nicest people and kept us up to date on the highlights of the trip. A lot of laughs. Most of us were all very tired and full of food and settled for an early night.

The journey home was through Queen Mary Falls where we had morning tea. The biggest pink scones I have ever seen were served with jam and cream. ROLLING out to the car we left via Boonah leaving the rest to go to lunch via Rathdowney Hotel.



I will never get tired of the countryside on the way back as you come down from Queen Mary Falls” So picturesque. What can you say it doesn’t get much better than that.

So thanks John T and Peter from the Antique Car Club for a well organised and very enjoyable weekend.

### **John and Marilyn Muirhead**





# V8 Supercars GC600 Superfest

16 Of your Club members had the opportunity to represent the Gold Coast MG Car Club at the V8 Supercars GC Superfest during October in Surfers Paradise. We lined up in amongst 75 other vehicles and displays to carry one or two V8 Supercar drivers each – one sitting in the passenger seat and the other sitting on the rear support of our MGs.

What a party and what good exposure for our Little Club!

Up front, we had flag bearers leading the Australian Army Band with Lady Brabham travelling in a 1932 Chevy! Then followed Miss V8 Supercar and numerous classic cars, cheerleaders, classic buses and fire engines and finally, horses and dogs from Outback Spectacular! What a wonderful extravaganza to display the offerings of our wonderful club.









I just wanted to thank you so much for all of your assistance with the V8 parade convertibles. The drivers were just fantastic with beautiful vehicles to carry the drivers. We have secured 2 free tickets to the V8 Supercar race weekend. Please let me know if you would like these free tickets... .

Scott McDuff



# Pan American Highway in Classic MGs

Planning this monumental trip has been an exciting experience for us all! More so because everyone is contributing towards the many facets that require attention, making us feel like a cohesive team.

Basically, the group consists of one MGA (RIP), five MGB's and two MGBGT's. Except for the Herlihys, the group travelled together through Africa in 2012 from Cape Town to Cairo and on to Longbridge, UK over a 3 month period, so one could say that we know each other reasonably well – which is always a blessing considering what else can go wrong on these long-distance adventures in classic MGs.



*Above - RIP arrives home after the rebuild*

*Below - Dave applies the newest stickers to RIP for this adventure*



Our Pan American Highway adventure has been 2 years in the planning. The 8 MGs are lashed down in two containers. Now it's time to complete our preparations. We all remember the stress we suffered through Africa as a result of a few of the MGs breaking down multiple times a day and not one of us want to have a repeat on this journey through South America and Central America to the USA and Canada over a 4 month period starting 5 January 2015.

To give you some idea how seriously we are taking this 33000km adventure, most of us have removed our motors to replace clutches and service our gearboxes

and fettle our cylinder heads. We have also rebuilt brake master cylinders, professionally cleaned radiators, replaced most shock absorbers, fitted all-terrain tyres, fitted two-way radios and given our MGs a thorough tune up and an oil and grease service.

In addition to the preparation of our MGs, we have had to organise shipping to Santiago, Chile, shipping from Columbia to Panama across the Darien Gap and shipping home from Vancouver. Then there is the issue of a carnet for the cars,



vehicle insurance, personal insurance, vaccinations, attending first aid courses, flights, visas, managing agents in each country who are responsible for booking our hotels and adventures en route and the other myriad of tasks that have to be performed before we can even set off on this adventure.

A brief outline of our trip is as follows:

We collect our MGs in Santiago and head south through Chile until we reach the 1000's of islands at Puerto Montt, at which time we island-hop through national Parks until we are forced to cross over the Andes into Argentina. We have been warned that we will confront cold, gale force winds as we continue south through Terra del Fuego and cross the Magellan Straits to Ushuaia, the southern-most city of the world. After a well earned rest, we do a U Turn and head northwards along the eastern side of the Andes, through more National Parks and past glaciers to Mendoza, the wine region of Argentina and on to Bolivia and Lake Titicaca, at an altitude of around 4000m. From here, we visit Machu Picchu and the Nasca Lines before continuing northwards again through Peru and Ecuador to Cartagena, Columbia.

The Pan American Highway is broken by a 50 mile stretch of swamp land in northern Columbia, so we will have to ship our MGs across the Panama Canal to Panama and continue northwards through such Central American countries as Costa Rica, Nicaragua, El Salvador, Guatemala, Belize and Mexico before entering the USA and heading via the Grand Canyon and Pikes Peak hill-climb near Denver to Mount Rushmore and the Boeing Museum at Seattle, arriving in Vancouver, Canada tired but hopefully, HAPPY! Wow!

Some of the Adventurers are talking about continuing up to Prudhoe Bay, Alaska while others are planning on storing their MGs in the Vancouver area until the spring of 2016, when they intend returning and driving along the Trans Canada Highway to MG2016 at Louisville and on to Ottawa and Halifax, before returning along the Blue Ridge Parkway, Texas and the western section of Route 66 to LA and home – but that's another story for another year.

**Dave Godwin on behalf of the MG Adventurers.**

# The Haynes International Motor Museum

## Yeovil, Somerset, England

Haynes is best known for their workshop manuals which they started publishing in 1960. The first manual was for the Frog Eye Sprite. Since then the company has continued to grow, now producing other motoring related publications complemented by books about other wheeled vehicles, DIY, Health and other subjects. It has two publishing centres, one in Somerset in England, the other in Los Angeles; manuals for Australia are produced in the US.

Interestingly, the preparation of a manual starts with the purchase of a car which is then systematically dismantled and reassembled, the whole process being documented and photographed.

The Haynes International Motor Museum is the largest in the UK with 400 cars on display, the earliest being an 1898 Daimler Wagonette. As one would expect there is a full range of all the well-known makes plus others probably unknown to most people. The displays are divided into Halls specialising in specific eras, types or topics. The museum recently reopened after a five million pounds total rebuild and is a pleasure to view. One final exhibit, an example of a Morris Garage, will not be completed until mid-2015.

It is claimed that every one of the exhibits is driven once a year. As the major artery from London to the West Country, the A303, passes the entrance to the Museum; I wondered if the old bangers, supercars, single seater racing cars etc mix it with caravans going on holiday!

Our New Forest MG Car Club group had arranged a visit on 25<sup>th</sup> September as a change from the usual Noggin and Natter at the Hare and Hounds. No plans had been made for a group run which is probably just as well because the cross-country journey through good but narrow, winding ideal MG country roads could have caused a mobile jam for those going about their business.





I had arranged to travel with another Twin Cam. We left at 9am allowing time for a leisurely run, coffee break (morning tea is an unheard of expression here), and photo opportunities, to arrive at Yeovil about 11.30ish.

A perfect day dawned. We left on schedule, wending our way through the New Forest, which isn't new at all but a thousand years old, and was originally the private hunting grounds of Kings in centuries gone by. One of the unique features of the Forest is that animals have the right to roam where they please, and they do. Semi wild ponies and donkeys wander across the roads at will with the occasional deer appearing from nowhere, identical to our experiences in the Outback of kangaroos doing the same thing, unfortunately with the same occasional dire consequences.

About half an hour into the journey our plans were thrown into disarray as our chosen route had been closed because of resurfacing work. There were plenty of alternatives but it did mean our break was changed from Shaftesbury to Sturminster Newton. Our journey through Dorset to Somerset, home of cider (here cider is only made from apples, alcoholic pear juice is called perry), took us through beautiful countryside and bizarrely named villages. Puddletown is adjacent to the River Piddle which passes through Affpuddle and Turners Puddle. Tincleton isn't so far away. Cricket St Thomas has nothing to do with the game and Curry Mallet close to Curry Rivel were there long before the colonials ever set foot in India.

We arrived on schedule. After a quick snack at the Museum's café we started our exploration. I'm sad report there were no Holdens but most of you will have recognised cars from your youth.





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Certainly there was an example of the Ford Prefect on which I learnt to drive. MGs were well represented as one would expect but it was interesting to see many less common makes, a De Lorean, Daimler SP250 and others. Two exhibits made a particular impression. The first was a 1.5 litre supercharged F1 racing engine that physically seemed no more than 60cm square which produced 1000HP. The second was a Duesenberg, photo below.

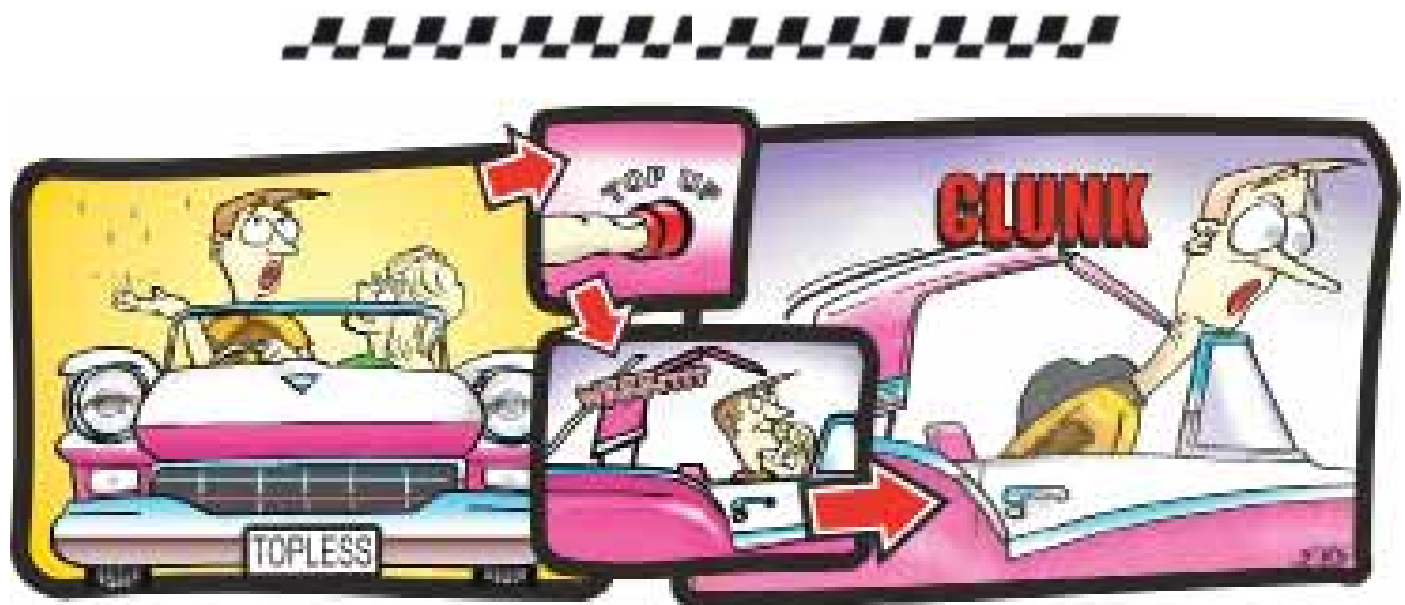
The Museum has something for everyone including an excellent area for children to drive model cars. Even the ladies found something of interest so for any of you planning a trip don't hesitate to include it on your itinerary.



Our trip home was mostly along the same roads but we decided to see if we could get through the morning's closed road, and we did, as it reopened every mid-afternoon to allow the locals home.

Both the Twin Cams had a good run totalling about 160 miles. This was first time mine had been on an extended run here and it was good to give it a blast. My companion had recently returned from a few days in France which is easily accessible by a choice of ferries along the coast. We are already thinking of that, for next year.

**Robin Godfrey**



"I feel rain!..Time to put the top up!"

# MG NATIONAL MEETING

Easter 2015 Friday 3rd April to Tuesday 7th April

*Fun and Friendship  
in the beautiful Yarra Valley*



## THE PROGRAM

Friday	am/pm	Registration (York on Lilydale, York Rd, Mt Evelyn)
	2-4pm	Optional mid speed familiarisation session (no helmets) at Historic Rob Roy Hillclimb (Clintons Road, Christmas Hills)
	pm	Noggin n Natter - Welcome and Opening Ceremony (our theme event) plus Rocker Cover Racing (MGCC Vic Clubrooms, Nunawading)
Saturday	am/pm	Concours (Rochford Winery, Coldstream, Yarra Valley)
	am/pm	Casualties to and from the Concours/Healesville for those wanting time out.
	pm	Free Night/Optional BBO at our MGCC Victoria Clubrooms
Sunday	am/pm	Hillclimb Speed Event and Picnic Day at Historic Rob Roy
	am/pm	Observation Run (Yarra Valley, BJT) concluding at Historic Rob Roy so you can participate in the Picnic Day)
	pm	Free Night
Monday	am/pm	Motorkhana (METEC Driving Centre, Bayswater North)
	am/pm	Kimber Run (Yarra Valley)
	pm	Presentation Dinner (Kamalyka Centre, Ringwood)
Tuesday	am	Farewell Breakfast (York on Lilydale)
	am	Delegates' Meeting (MGCC Vic Clubrooms)



## ACCOMMODATION

See suggestions in Bulletin 1 on our NatMeet website page: [www.mgcc.com.au/natmeet2015/index.html](http://www.mgcc.com.au/natmeet2015/index.html)  
We have listed hosts central to the action.

## REGISTRATION

We are committed to providing you with excellent value for money and are making every effort to keep costs as low as possible. The Registration Fee is not yet confirmed; please watch the website and remember, numbers are capped at 400. An Early Bird Discount Registration Fee will be available from 1 December 2014 to 15 February 2015.

## REGALIA

As with Registration, we are containing the costs of regalia and are very pleased with the quality and design of what we will be offering. This will be available for ordering off the website or with your entry and to be collected at Registration.

## WHAT TO DO NEXT

1. Commit to a fun filled Easter 2015 with your MG Friends from around Australia (the whisper is that there will be a big contingent from the West).
2. Email Rod Wilson our NatMeet Secretary with your expression of interest and automatically be on the distribution list for Bulletins and announcements. [natmeetsecretary@mgcc.com.au](mailto:natmeetsecretary@mgcc.com.au)
3. Book your accommodation.
4. Be ready for discounted Early Bird Registration when we open for business on 1st December.

# Another View of Life

When I met a young woman in her early thirties who had never seen a set of traffic lights I was more than a little surprised.

If you are now expecting me to now regale you with a story of a trip to darkest Borneo you would be wrong. I was in fact less than 200 km due west of Bundaberg and had stopped for something to eat. The locality was small, un-named and consisted of four buildings including the shop which was part of what looked like a farmhouse.

Passing the time of day with country folk is always interesting. You gain another view of life where priorities and values are totally different. Vehicles of any description are mostly viewed as tools to be used to achieve some objective, not to be molycoddled. I wasn't in my MG so my conversation with the lady was fairly general. We had arrived at the subject of traffic lights following a question about where the community went shopping; she volunteered she didn't, others did hers for her. This led to her disclosing she had never been to Bundaberg, her furthest trip west had been to Childers which she thought was large, and had everything she would ever want. She did drive but had never seen any traffic lights. I wondered where and how she had learnt and where she had taken her test but didn't ask. Perhaps she didn't have a licence and just drove locally having learnt in someone's paddock.

I considered how it would be, to be content with what you had grown up with, not wanting to have all the latest gadgets and technology without which the rest of the world seems unable to exist. She volunteered mobiles were useful when there was a signal which were erratic in their locality. They had a laptop but similar comments were made about broadband connections – the national grid had not yet reached them. Local families' entertainment was primarily self-amusement. Most folks played some form of musical instrument, did craft work, listened to the radio, read, watched videos and DVDs, the last two now being replaced by online alternatives which were not always accessible to them for reasons already mentioned.

Throughout our conversation she was not complaining or resentful of her lack of access to all this "stuff", as she called it. She did not consider it essential to her way of life as it had little impact on daily affairs.

I left her after an enlightening twenty minute chat wondering who had the best life, who was most content, who had least pressure and stress and glad that traffic lights had given me a chance see life from another's perspective.

## Oil Leak

# MG Wins 2014 Dunlop MSA British Touring Car Manufacturers Title

The final round of the 2014 Dunlop MSA British Touring Car Championship delivered three enticing encounters, and the MG KX Clubcard Fuel Save team didn't leave empty-handed; a dominant 1-2 finish in the first race enabled the Greatworth-based squad to scoop the prized Manufacturer's/Constructor's title for MG, confirmed by double points scores in the remaining two races.

Winning the Manufacturer's/Constructor's title is the highlight of the three-year relationship between 23 BTCC Champions Triple Eight and resurgent British car manufacturer, MG, which has seen the combination take an impressive 22 victories, 54 podiums, 16 pole-positions, and eighteen fastest laps.

After a stirring qualifying 1-2 the day before, Jason Plato and Sam Tordoff duly converted their one-lap pace into an important race 1-2, their third of 2014, but it wasn't to be plain-sailing. After heavy rain overnight, Plato was bogged down on the greasy side of the track and it was team-mate Tordoff and Championship rival Colin Turkington who powered past into Paddock Hill Bend for the first time. Plato's MG got the better of the BMW before the lap was over and the first of several safety car periods bunched up the pack.



*Jason Plato and  
Sam Tordoff*

*The trouble with bucket seats is that . . . not everybody has the same size bucket.*

*No one has more driving ambition than the teenage boy (or girl) . . . who wants to buy a car.*

*Seat belts are not as confining . . . as wheelchairs.*

*There are worse things than getting a call for a wrong number at 4 a.m. . . like, it could be the right number*



# Steering and Suspension Maintenance for your MG

## (Or how often do you grease your nipples..?)

It's very important that all owners understand the principles of regular and correct greasing of their suspension and steering joints.

All MGs up until the late 1980s have chassis, suspension and steering greasing points (known as grease nipples), these must be greased on a very regular basis to help prevent wear or seizure and ensure full and free movement of that particular component. All are important but in my opinion, the most essential ones to lubricate are those on the steering and suspension joints as these do the most and arduous work.

Do NOT mistake any nipple found on a steering rack as a greasing point, it is NOT...! This is for gear oil only.

The greasing points must be serviced on a very regular basis and a correct procedure is required to ensure full and effective lubrication.

I use a high Molybdenum content grease because wheel bearing grease doesn't have the correct properties and also absorbs water (corrosion is the main failure point of king pins and fulcrum pins).

Regardless of usage, it's good practice to get into the habit of greasing round every month. Jack the car up and safely support the front of the car so the wheels are clear of the ground, this makes accessing all the suspension and steering points a lot easier. With the weight off the wheels and the wheels removed, grease all the fulcrum pin and king pin nipples preferably with an assistant turning the steering as you pump the grease, if you have grease nipples on the track rod ends, do these at the same time. Earlier cars with leaf springs all round will have grease nipples in some of the shackles, these should be done whilst the car is jacked up. Replace the wheels and jack back to the ground. Next, raise the rear of the car and secure on axle stands and remove the rear wheels. Grease the propshaft joints (some cars you may only be able to access one joint.), the handbrake cable and linkage. Replace the wheels, jack back to the ground and tidy up your tools. Earlier cars with cable brakes will have even more greasing points, these will be found on the handbrake cross shaft and on each brake cable, these can be accessed whilst either the front or rear of the car is jacked up. Generally, the earlier the car, the more grease nipples are to be found.

Job done..

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H4 Head Lamp with Bulb MGB	\$66 pr
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# Expression of Interest - NatMeet 2016 - Western Australia

**You may think it is a long time off, but within 15 months, some of you will be en route to Bunbury, by hook or by crook, in your MGs, to check out your MG mates on the other side of the desert!**

Well, here is an option, primarily for GCMGCC members...



Laurel and I are planning on driving Ruby, Laurel's MGBGT, to Bunbury, near Perth, via Darwin and Broome, leaving the Gold Coast early March 2016, in time for the Nat Meet starting on Good Friday, 25 March 2016. All up, this is about 8000km.

I know that March is the end of the rainy season up North and that it could be humid, but Laurel and I cannot spare the time after the Nat Meet to return home through Darwin, so this is our decision.

There are numerous attractions to consider along the way, depending on how much time people have to look; see. As an example, we could visit the Jondaryan Woolsheds, Carnarvon Gorge (go walkabout), Longreach (QANTAS; Hall of Fame), Winton (Waltzing Matilda), Mt Isa, Katherine (Cutta Cutta Caves; Hot Springs) and Darwin (WW2 Museum; a possible fly in point for some partners), before returning to Katherine and visiting Kununurra (Lake Argyle), Derby (King Sound), Broome, Karratha, Carnarvon (Most Westerly town in Australia), Geraldton and The Pinnacles before reaching Perth and Bunbury.

The post-Nat Meet tour of the region concludes on Saturday 1 April, giving people the option of returning to Sydney on the Sunday Indian Pacific train with their MG, trucking their MG home or driving it across the Nullarbor... All options have their attractions!

GCMGCC members are welcome to join us, but just in case we get inundated with requests, we may have to limit the group size or form a second group, which may leave a few days apart – to make booking accommodation easier to organise.

There you have it! This is a very good reason to drive your MGs to the other side of the desert, just because it is there, and because you can!

Happy planning,

**Dave and Laurel Godwin**  
**0412029277**

**[murphgod@hotmail.com](mailto:murphgod@hotmail.com)**

## New Members

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

John and Jenny Wrigley - Reedy Creek  
John Pye - Arundel  
John Rekers - Coombabah  
Jeff and Julie Wicks - Broadbeach  
Brian Noble - Paradise Point  
John Lescohier - Banora Point  
Harry Darke and Yolanda Doak - Mudgeeraba -  
Ted and Patria Stuttard - Runaway Bay  
Grahame Werrell - Burleigh Waters

# LSIM Run - October 26

On a fine Sunday 8 Cars were at Brian Harris Oval for the run. It was unfortunate this run clashed with the V8 races in Surfers Paradise.



}We set off along Peachey Rd, Stanmore Rd to Beaudesert/Beenleigh Rd then right onto Mundoolin Rd. 6kms up the road we turned left onto Kurrajong Rd then at the T junction left onto Millstream Rd, right onto Cedar Vale Rd then crossed the Mt Lindsay Hwy onto a slight bumpy road with loose gravel in parts. We then turned left onto Undullah Rd through the Turf Farms onto Allan Creek Rd then at the T junction right onto Mt Lindsay Hwy for morning tea at the Park beside the Beaudesert Tourist Office.

After morning tea back onto the Mt Lindsay Hwy travelling to Rathdowney, just passed the township we turned right onto Boonah/Rathdowney Rd. We travelled for 35kms and turned left onto Ganthorpe Rd to Mt Alford. We turned left onto the Mt Alford Rd, travelling through unfenced cattle country to Haig Park where the Lake Moogeragh Dam is. We all had our picnic lunch under some huge shady trees.

Thank you Aidan and Dee for a Great Run.

**John T.**







LSIM -  
October 26



# MG Midweek Run - November 12



23 Cars assembled at Coomera Community Centre for the Scenic Rim Run, organised by Denis Thomas. We departed just after 9 am as Denis had said this was close to a 200 mile run.

We drove out through Maudsland, Canungra towards Beaudesert and Rathdowney and then on to Boonah where we had morning tea at the Tourist Information Park.

Stephen Robertson, an Ex-Minister in the Bligh Queensland Government runs the information centre and came out to give us an informative talk on the Boonah area, its history of settlement and how they are now trying to make it a tourist attraction, as the area is dying off, as are most small towns and areas.



The raffle was won by new members, Allan and Leola Ross. Peter and Jill East had returned back from the old Dart, but as they and few others had appointments, they did not continue on to the lunch stop at Beaudesert.

We left Boonah and continued on our way via Mt. Barney and Maroon Dam on some great MG roads (narrow and winding), many one lane bridges and lots of roadwork stops. Denis had driven the run about six weeks previously with the Qld MG Club but at that time there were no roadworks. So the run to our lunch stop took about one hour longer than anticipated.



When we finally arrived for lunch, it was about 1.30 pm and there were only nine cars there for lunch. When I enquired about where the rest of the group were, we found that new member, Brian Noble, had broken down (fuel pump failure) and a few members had stopped to give him a hand but failed to get him going.

He eventually had the RACQ truck tow him back to Paradise Point.

This was a very enjoyable MG run and on behalf of those who participated, I would like to thank Denis for organising a great day out.

**Bruce Bishop**



# Pay Attention!

Yes, I know, talking about the Constitution can easily make your eyes glaze over and your mind slip off to greener pastures. But it is important to take an interest in the rules that govern your club.

The present constitution of our Club is not too bad, actually. However a couple of issues arose at the last AGM that indicated a need for a bit of a fresh look at what we have.

**A sub-committee has met twice already. The key points to emerge so far are:**

- as well as the issues identified at the AGM we might as well have a thorough look at the constitution
- the constitution exists to meet legal requirements, ensure transparency/accountability, and also to give outsiders confidence that they can deal sensibly with us an organisation
- the constitution does not need to involve itself with the detail of how we run the club
- so rather than clutter up the constitution, we should consider adopting by-laws to cover the 'how' of what we are about
- we have agreed to use the Model Rules published by the Office of Fair Trading as start point, and adapt them to cater for our particular needs
- a survey of rules adopted by other clubs reveals a range of different approaches we might consider (for example voting rules, use of proxies, authority of the committee etc)

**The Sub-Committee is starting to look these issues with a view to putting recommendations to members to consider. It perhaps goes without saying, but the sub-committee would welcome any ideas or suggestions!**

**John Crighton**



*The Darke cars at the G C A A C Autorama*

# Christmas in July Run 2015

**Yes folks, it is on again in 2015,  
the Annual MG Christmas in July Run.**

**Dates: Wednesday, 9th and Thursday 20th July,**

We will be leaving from BP Coomera Service Station on the M1 at 8.30 am.  
Morning Tea at a cafe and BYO picnic lunch (although lunch can be purchased if desired)

Venue: A suitably 'cool' mountain retreat yet to be revealed.

Cost will be \$265 per double, \$270 per twin room and \$186 for single accommodation and includes a three course set menu consisting of -

Potato and Leek Vichyssoise and warm Bread  
Roast Turkey and Glazed Ham with Vegetables  
Plum Pudding with warm Custard and Ice Cream  
Tea and Coffee  
and a Full Hot Buffet Breakfast

Reserve your place by email to - [jameslutherborrow@bigpond.com](mailto:jameslutherborrow@bigpond.com)

There are only 26 rooms available so email (not phone) your intention early!





# Invitation to Australia Based MG's to join us in The South Tyrol - June 2015

Hi Mr Peter Kerr,

I wish to extend an invitation to your Members in your Area of Australia to join us in June 2015 for the 3rd Dolomites MG Event, which will be based in a small village near Bolzano – The South Tyrol, which is where I live and use daily my MG ZR.

The event as always is open to all Mg owners in Europe and abroad we usually have a good turnout of MG models and nationalities

I understand it is a long journey from Australia and I am sure that I have planned a very interesting and exciting driving event – it is not a speed rally – to and around the Lakes and Mountains and hopefully including Stelvio and the Cortina area – hopefully snow and road repairs will be finished in time, after the winter!!

This will be all based in a village surrounded by orchard and vineyards – one hotel is a small castle! From here MG's could extend their trip down to Florence or across to Pisa or return via Innsbruck or Bavaria, as we are handily situated.

The dates are Monday 1st June to Sunday 7th June 2015. Entries are by 9th March 2015.

My contact details are below, or for UK based MG's if you wish to discuss details of the event, you may contact Gary McCarroll on 01604 404939. Northampton / UK. Christian Bianco [christian@discohustle.info](mailto:christian@discohustle.info) phone +39 338 314 67 79

So, if you would be kind enough to circulate this amongst your Members I would be grateful.

The pdf-files, can be downloaded from the following webpage:

<http://mg-dolomites.info>

Best Regards

**Christian**





**President Dave's  
1950 Norton ES2  
"Mistress".**

Laurel says that he spends a few hours with her and then he is right for a while...

Mmmm...

*Sister Mary Ann, who worked for a home health agency, was out making her rounds visiting homebound patients when she ran out of petrol. As luck would have it, a service station was not far away.*

*She walked to the station to borrow a can and buy some fuel. The attendant told her that the only can he owned had been loaned out, but she could wait until it was returned. Since Sister Mary Ann was on the way to see a patient, she decided not to wait and walked back to her car.*

*She looked for something in her car that she could fill with fuel and spotted the bedpan she was taking to the patient. Always resourceful, Sister Mary Ann carried the bedpan to the station, filled it with petrol, and carried the full bedpan back to her car.*

*As she was pouring the gas into her tank, two Baptists watched from across the street. One of them turned to the other and said, 'If it starts, I'm turning Catholic.'!!*

- **FOR SALE - MGB GT.** Equally at home on club runs, daily drive or in Regularity at the track. Many thousands spent, new motor and mechanical upgrades. This car is a multi championship winning car in Regularity, just hop in and drive. **Price:\$18,000.**  
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**Phone B/H: 0407 065687**  
**Phone A/H: 02 6645 1663 Email: brucejohnstonmgb@gmail.com**



## From your Club Webmaster.

Members are advised that all web pages are viewable and they do not have to Login to view a page. The Log-in is for web page editors only. **Stuart**

### General Advertising Rates

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Quarter Page	\$80
Business Card	\$55

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PLEASE INFORM EDITOR OF SUCCESSFUL SALES

Ads will be removed after 3 issues of TTM unless requested otherwise

# For Sale

**MGB 1966** Canary yellow and black trim. Boot rack looks sporty and is practical. Runs well but needs some work for RWC. Some rust bubbles on passenger side. Registered but will sell unregistered **\$7900** or offer. Phone **0429096131 John**



**MGB 1964.** Colour Red. Looks and runs beautifully. Same owner for the past 6 years. Reliable and ready to go. **PH .Nick Tyler on 0404 603889. \$15,000**



## MGA BITS FOR SALE

Unless otherwise indicated, all the following are new or reconditioned items. They have become available for sale as a result of largely unnecessary 'improvements' to my 1962 Mark II.

Mild cam (detailed specs available, suit any 3-bearing B Series motor e.g.

MGA, early MGB) **\$300**

Gearbox, excellent condition **\$350**

Electronic fuel pump (SU, +ve earth, as new) **\$125**

Starter motor **\$50**

Generator **\$50**

Oil cooler (new) **\$50**

S/S oil cooler hoses (new) **\$100**

Headlights (60/50w) **\$30**

(pair)

Voltage Control box **\$50**

6 blade steel fan **\$20**

Lucas dist. (side entry) **\$75**

**John Crighton 0418232093**

**For Sale** - Leather tan Italian. Exc. quality. Enough for a small car. **\$200**

**Lyn Talbot. 55789972**

**::Red 2005 MGTF 135.** A rare car. 53,000 kms. Fitted with Bilstein shock absorbers, ITG cold air intake, MGOC sports exhaust. All this tuning gives a huge increase in torque and power. New cam belt and water pump fitted recently. Green Stuff discs and pads. Moving and do not need two cars any more. **\$15,000.**

**John Hornabrook 0419 779566**

**:Wanted** MGB 'pack away' hood (not the newer fold down type). I am particularly after the frame, windscreen cross member and catches; if available the locating brackets that bolt to the B pillar as well. If the vinyl is had it I can use the old roof as a template as I may use a different material.

Contact **John Careless 0413250005 or 0755348986**

**Wanted** – a pair of MGB Spring pans and adjoining arms. To enable fitting of MGB Anti Sway bar to TD. **Stuart 0405 402 745**

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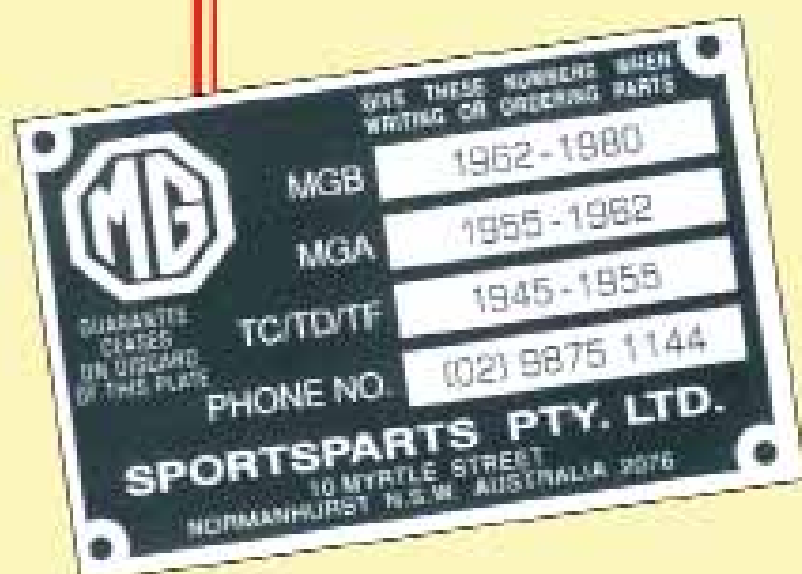
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