

THE TIME MACHINE

FEBRUARY MARCH 17

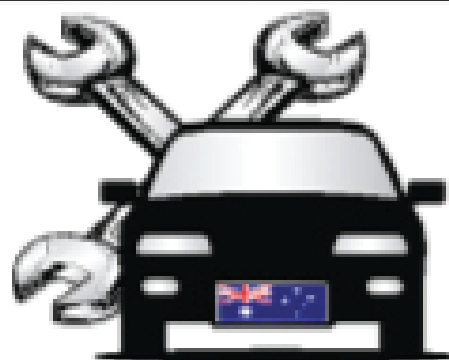
GCMGCC members
cheerfully lined up
their MGs on
December 4 while
attending the Club's
Christmas Party



The Official
Magazine of the Gold
Coast MG Car Club

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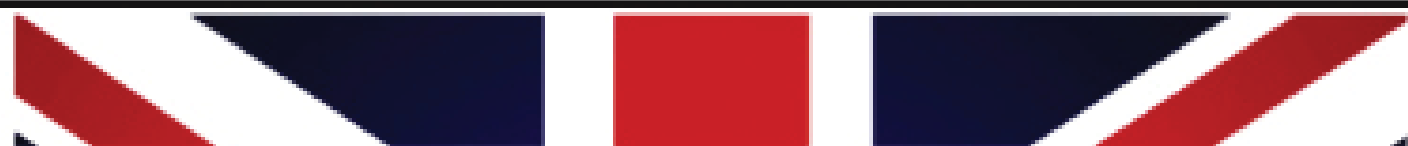


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THE TIME MACHINE

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

Affiliated with the MG Car Club UK



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John Crighton - MGB

Gary Lock - MGA
Other MGs - TBA

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

president's report

Happy New Year to you all.

Liz and I had a wonderful festive season as we hope you all did. Christmas is a time of fun, family and laughter, a special time. New year has to be the most exciting period of the year. We have shaken off the trials and tribulations of the past year and look with confidence to what 2017 will bring.



For the club we are already off to a flying start. The 2017 club calendar has been posted so we all have a basic idea of when and what is on offer for the year ahead. Please be aware that dates can change due to circumstances beyond our control and I am sure events will be added as we go along. Always check with our magazine and club emails for information.

One of the great advantages we have as a club is we are very social. That is why we are extending the number of natter nights to be held this year. Our objective is to have interesting guest speakers, a time for friends to catch up, meet new members, tell tall tales, enjoy a meal together, win a raffle. With regard to new members it is most important that we make new members welcome, introduce yourselves, invite them into your group. When you meet a new member you are meeting your clubs future.

An important part of our club activities is our second Wednesday mid-week run and last Sunday in the month runs. For these to be a success it requires members to step forward and organise such runs. What I ask is that members put their name forward to assist in this activity. We need names now so please in the first instance contact our Club Captain John Talbot on 0421185419 or email ejohntalbot@hotmail.com. For members who haven't been involved in organising such runs you can read what is involved by going to our Website and click onto the By-Laws and follow prompts to "Organising a Club Run".

In 2018 Tasmania will be hosting the National Club Meet. Because of the logistics involved I am seeking early expressions of interest from members who are considering going. At the appropriate time I will be forming a sub-committee to plan this trip. Trust me, it's going to be a ripper. Having visited the Apple Isle many times over the years I don't think you will find a more perfect state to enjoy MG driving.

Finally, let me just say welcome to 2017. Let's make this year one to remember. We can do this by just having fun. So let's go and have some fun.

President Peter

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national meeting 2017

Our next "Nat Meet" is due to be held in Adelaide, South Australia during Easter 2017. This is an opportunity for MG club members to represent their Clubs on a national basis and involves social and motor sport events over the long weekend. In addition, members get to see a large slice of Australia and to make MG friendships with like-minded people from around Australia and the world! Many a "contact" in the UK, Europe, South Africa, America and New Zealand has been made at these type of events...

At this stage, our Gold Coast MG Car Club will be represented by the following members:

Dave and Laurel Godwin
Jeff and Julie Wicks
Dan and Jill Casey
Carole Cooke
Ray and Faye Scheiwe
Robbie Baylis

John Talbot
Murray Arundell
Peter Kerr
John and Denise Bromley
Bev Robinson

We wish all representatives a safe journey and good times...

Dave and Laurel Godwin

Nat Meet Co-ordinators

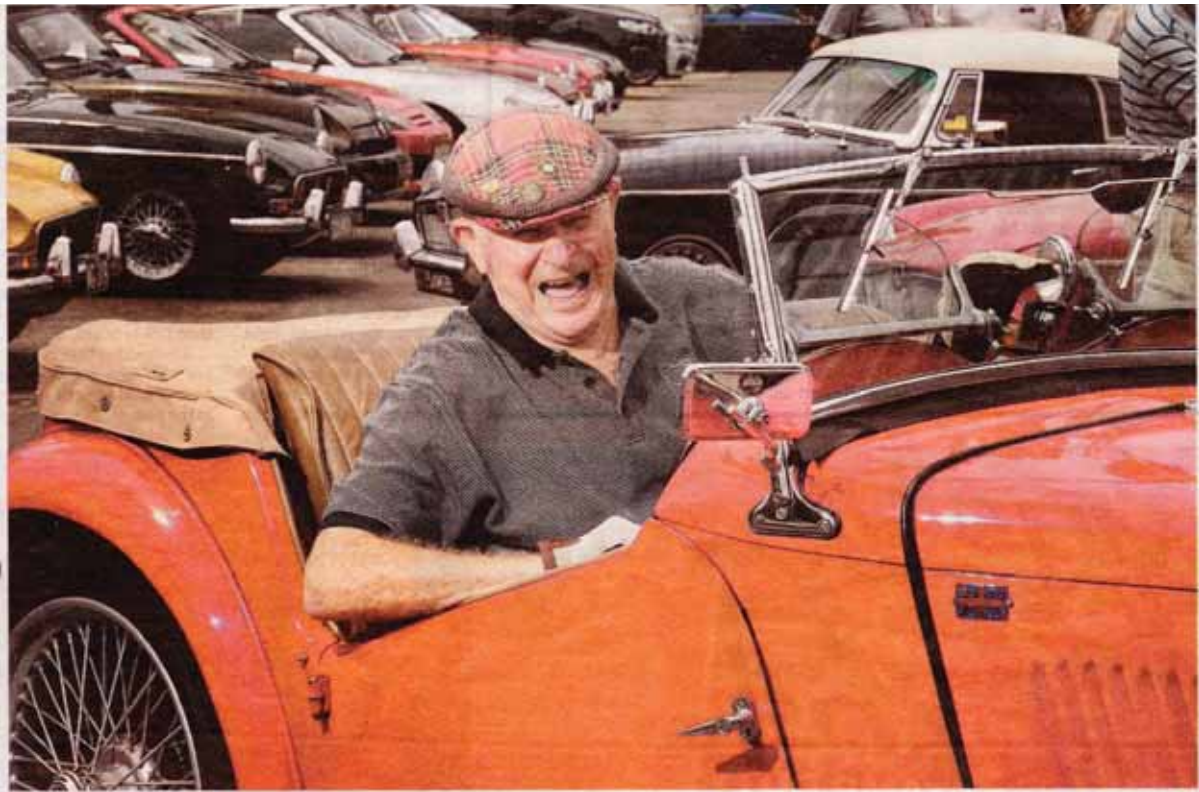
midweek run – november 9

Our President wanted to showcase our MGs to the public on this Midweek Run. He also contacted the TV stations and newspapers to photograph our lovely MGs at the V8 Supercars course. Unfortunately it was a very warm day, unusual for this time in November. It was great that the TV channels turned up, I even saw it played on the news! Plus in the paper we see Neil with an enormous grin.

Editor.







Neil Weenick, 84, in his prized 1948 MGTC, is one of 30 classic car lovers who cruised the city in their MGs to raise money for charity.

Picture: SCOTT FLETCHER

Club morphs into a classic and it's on a roll to help troubled youths

LEXIE CARTWRIGHT

DIFFERENT clubs come and go but these revheads will always rule Coast roads.

The Gold Coast MG Car Club, formed in 1976, put the pedal to the metal yesterday with 30 members cruising the city in their classic cars for a charity ride.

The colourful collection of retro and modern models from the UK car manufacturer flooded the streets from Surfers Paradise to Coolangatta to highlight their chosen charity, The Kokoda Kids Foundation, which takes troubled kids from within the community and helps them conquer the track.

President Peter Johnston

said their annual rides were also a chance to show Gold Coasters a piece of local motoring history and the once humble club now had 300 members.

"The club was started in the 70s for the benefit of the owners of MG motor vehicles," Mr Johnston said.

"In that time the club has grown to enjoy a member-

ship of just under 300 members. They're a bunch of really great people and we like to use our people power to raise awareness for local charities with regular rides."

Mr Johnston said the club recently decided it was keen to offer up to 50 of its cars for entertainment during the 2018 Commonwealth Games.

"I wrote an email to them

and hopefully something comes out of it," he said.

"Following a discussion by our members, they wish to make available themselves and cars for appropriate events during the Commonwealth Games for parades, static displays or other activities that require classic British cars. Fingers crossed," Mr Johnston said.

The photographers took a fancy to the T-Types. This one doesn't look too comfortable here. Then there is the one standing on the rubbish bin on the previous page!



Getting out of the V8 Supercars spot wasn't easy!

weekend away with the mg club

It took place on the weekend of 18TH, 19TH, 20TH November but it could have occurred 50 years ago. I am happy to report that North Stradbroke Island, affectionately known colloquially as North Straddie, has changed little since I last visited 30 odd years ago.



Pitstop 88 en route for morning tea was a great choice with heaps of parking space and good coffee. But the Lighthouse Restaurant at Cleveland was an inspired choice. The 'pensioners' Fish and chips lunch was excellent. Fully sated, we sallied forth to embark on the Stradbroke Island Ferry towards our weekend destination. The sea voyage was a change from motoring which we all enjoyed. Once on the island, how refreshing it was to put ourselves into the slow lane and relax. Apart from the pesky horse flies, what's not to love about the place? Our accommodation at Whalewatch Beach Hotel was ample and in close proximity to the beach and shops.



On the Saturday night, after a day of "doing our own thing", saw some 23 MGs parked at The Whaleyway Restaurant for gourmet food, expensive drinks and camaraderie galore. The hors-d'oeuvres were superb. Nobody went home hungry!

Ever inquisitive Moya wanted to see the "Perfect Storm" exhibit, the occupants of Number 29 played 500, Jean had a close encounter with the sand track to the beach, some explored the historic cemetery, while Aiden spent so long sunning himself, he is going to apply for land rights.

All in all, a most successful and enjoyable sojourn into the sixties era. Thanks are due to Anita and Gary for sharing with us their exceptional organisational skills.

Apparently the MGs figured largely on the Stradbroke Island ferries Facebook page.

We're going back one day to Amity Point with fishing gear.

Coral Cogzell



*Stradbroke Island
Left - Dave and Laurel with their friend from Switzerland, Dominic Clancy
Below - my Daughter-in-Law, Jodie, enjoyed her time on Straddie.
Bottom - a couple of furry friends - Editor*





The second night we all gathered together for a very enjoyable dinner.

Below - On the way home



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I sim run - november 27



It was another beautiful Queensland day when 16 cars arrived at the start point at Hinterland Park. The usual smattering of 'A's and 'B's, a couple of the modern generation 'TF's, Allan and Leola Ross brought out their beautiful 1954

TF and Ben Darke showed off his latest acquisition, a new MG 6. A couple of pseudo MGs (Mazda MX5s), fill the numbers.

After a few brief notices and the obligatory joke (thanks Bruce), we headed off through the suburbs of the Tallebudgera and Currumbin Valleys on some beautiful winding roads just made for MGs (and the odd mad bikie). It was novel to see that



we actually stayed in 'formation', not something that happens very often!!

A brief dip into NSW, through Crystal Creek and Chillingham before morning tea at the Natural Bridge. How fortunate were we to find the nearest (to the car park) picnic hut unoccupied. Refreshed,

it was off again with a beautiful drive through the Numinbah Valley with a right turn over the hills to our lunch destination at the Dog and Parrot at Robina.

Thanks again John Talbot for organising a great run with beautiful weather and a lovely bunch of MG owners.

Dennis and Mae Simpson

*LSIM Run -
November 27*





president's trophy.

The President's Trophy is awarded by the Past President as it covers the time that the member worked with him. This time, Past President Dave Godwin picked Stuart Duncan as the winner. Unfortunately Stuart was unable to attend the Presentation and 40th Anniversary Lunch, so Stuart received his trophy at the Committee Meeting in December.

Congratulations, Stuart.

Editor

Cut off date for next magazine 10th March 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 156 Family 124 Life 7 Honorary 4 **TOTAL 291**

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

christmas party at the clubrooms - december 4



midweek christmas run - december 14

The 2016 Christmas Run started at Shuster's Park, Tallebudgera. In all there were 39 cars on the Run and 66 people present for the Christmas lunch venue. Our visitors were, Pip Ibbotson's sister Rattana, John Talbot's friend, Sheron and his daughter and son-in-law Vivian and Chris. Also Diana, a member of the MG Car Club, Britain and a long time friend of Jill and Peter East, joined us once again.

The day was fine with a little cloud cover which diminished as the day progressed. We set off at 0900 heading up into the Tallebudgera valley meandering through scenic bushland and continued in a loop returning to the Tallebudgera Connection Road then heading south to the Currumbin Valley Road and then on to Winders Park for morning tea. Our raffle prizes were won by two new members, Ian Morris and Peter Coleman...Well Done!

After a relaxing sojourn we departed for our Christmas lunch at the Tweed Heads Coolangatta Golf Club where a most extensive smorgasborg was available, containing millions of calories. After lunch we gathered on an adjacent verandah off the dining room where President Peter Johnston and Vice President Gary Stevens presented to our hard working members who do so much for our club. Kay and Laurie for their mid week run raffle sales, John Talbot for his considerable input as Club Captain, Gary Stevens for his role as Santa at the Club's Christmas Party and Moya as Santa's glamorous helper. Thanks to Jean Bailey for organising this presentation and presenting to Bruce a fine bottle of single malt whisky.

This is the last Christmas and midweek run that our esteemed and much loved member Bruce Corr will be conducting. Have a well earned break Bruce and thank you for those previous most enjoyable runs and we look forward to your continued company on future runs.



Brian and Gillian Hockey.



club motorsport

I have been appointed Motorsport Co-ordinator for our fantastic MG Club and unashamedly seek your involvement should you have the desire and passion to join the Team. I will understand if you don't have the passion, but cannot accept "old age" as an excuse – as the average age in one of the Goodwood Revival races I attended in the UK was 72, and they drove their (or someone else's) classic cars with utter commitment and passion!

In an effort to broaden the motorsport offering, I have listed the type of events that are low-key and "relatively" safe to enter:

GEAR Days (Golden Era Auto Racing days) are great to get you into your cars and to build up confidence driving around a race track. They group entrants into slow, medium and fast and do not use lap timers so that people aren't "encouraged" to drive fast.

Regularity is where you set a "best" time in practice and then try to maintain that time over 3 to 5 laps. This is quite popular for beginners as you don't have to drive super-fast to win – only drive as close to your set time as you can.

Super Sprints, where you do 3 to 5 laps of a track as quickly as you can within your class. You will share the track with 4 to 6 other cars but set off when you choose – as your time only starts when your wheels start turning...

Hill Climbs are run on the same basis as Super Sprints, except you are on the hill climb track on your own, as the distance is too short for more than one car to drive safely.

Ian Rogers, I and most of the Team have been involved for a few years now and we are exceedingly willing to assist anyone in whichever level of motorsport that interests you. The GCMGCC does a wonderful job of satisfying the social side of most members and this is another string in our bow, which I know from experience you will enjoy should you give it an honest go!

Remember, my MGB is available to you should you wish to try out one of these options. Just give me plenty of notice so that I can share it out as fairly as possible.

So, there you have it! Age isn't a barrier! There is an MG that you can borrow if you want! All you have to do is pick up the phone and call Ian or me to discuss your thoughts...

Safety Fast,

Dave Godwin

Motorsport Co-ordinator



competition
trophy
winners.

Left - Nick Peters

*Below - Graham
Godwin*



Congratulations to our members Nick Peters and Graham Godwin for their efforts in the motorsport section of our Club.

Nick won the coveted Sattler Perpetual Trophy for amassing the most points in the Super Sprints at Morgan Park in a MGBV8. Graham won the Ian Finlayson perpetual trophy for improving his lap times the most. Both are dedicated to their sport and are wonderful young ambassadors for our Club.

b series sprints - morgan park

Round 1	8/9 April 2017
Round 2	27/28 May 2017
Round 3	15/16 July 2017
Round 4	9/10 Sept 2017

tech bits

One of the good things about owning, maintaining, restoring MGs is that (a) they involve relatively simple technology, and (b) there is a wealth of information out there for owners to draw on. An easy option is to refer issues/maintenance or whatever to specialist professionals. But lots of us like to at least try to 'do it ourselves'. What might seem forbidding to the novice can become less so with research of the copious technical advice and data available on MGs, or if advice is sought from fellow club members or on internet forums.

This is the first of an occasional article designed to share experience in relation to unexpected or unusually troublesome technical issues that I have come across.

ISSUE.

MGB, with new recently installed after-market distributor fitted. Began to misfire intermittently. Progressively got worse. Sometimes brief periods of perfect firing, then unwilling to go above 5-750 rpm, even with full throttle.

Check wiring. Try different coil. Replace points and condenser. Try different set of ignition leads. Try new rotor button. Try different distributor cap. Check for shorting in the dizzie. All to no avail. Car did not want to play. Resist urge to set fire to car and claim insurance. Have a calming beer.

THE ACTUAL PROBLEM?

The vacuum advance is connected to a moveable plate in the distributor by a hook. Vacuum from the inlet manifold acts on a diaphragm, which in turn moves the hooked lever in such a way as to rotate the distributor plate, and hence advance the timing. That hook had not been properly located with the plate, allowing the plate to move of its own accord, thus randomly and significantly altering the timing. The message? Beware of cheap after market stuff!!! Just because it is 'new' does not mean any problem you have is elsewhere!

New Members

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

Ian Brook, Currumbin Waters - 1971 MG Midget
Ian Wardell, Mt. Burrell, NSW - 1968 MGC GT Coupe
Michael & Julie Crookes, Ormeau - 1968 MGB

notice to all members

The committee is taking names for attendance to the 2018 Nat-Meet to be held in Ulverstone Tasmania. We have been fortunate in procuring the last 15 rooms available in the host town. This is going to be a fantastic journey for the club with 8 rooms already booked.

The remainder will be allocated on a first in basis. Deposits will be required in April 2017 for both ferry and motel accommodation.

For you to secure a room please contact: President Peter Johnston at: pe.johnston04@gmail.com or phone: 0417769680

new members - allen and sylvia lord

Allen moved to the Gold Coast in 1980 with his wife and 3 daughters. We have a little sheet metal business in Burleigh Heads, been there for 25 years. I like to play golf and tennis when I have time.

My interest in MGs goes back to my early teens as my best mate had a TD. The TF I have now is a kit car purchased 16 years ago and I have had lots of trouble getting the right people to help me.

We are looking forward to driving it and taking many trips with the MG Club



Allen and Sylvia Lord



Your Committee members at the meeting at the Clubrooms. 3 MG TF 120s (automatic). The Committee members must work well together!

NOGGIN & NATTER - February 3**P - MIDWEEK RUN - February 9**

Meet at 7.30 am for N&N and start at Coomera Community Centre, Abraham Road, Upper Coomera. (Map 6M8) BYO Morning tea and a fish and chip's lunch.

P - LSIM RUN COMBINED WITH GCAAC - February 26

The LSIM Run is combined with the GCAAC so we meet at the Clubhouse at 8:30am for a 9:00am start. BYO Morning tea and a Pub/Club Lunch. Numbers to John Talbot by email ejohntalbot@hotmail.com by Thursday the 23rd February.

PS the run is being hosted by the GCMGCC. Organised by John Talbot.

P - MIDWEEK RUN - March 8

Meet at 7.30 am for N&N and start at 9 am at Winders Park. Organisers are Peter & Jill East. BYO morning tea and lunch.

P - LSIM RUN - March 25 & 26

This is a lovely, overnight run along MG country roads to the majestic Glass House Mountains. Take the M1 to Brisbane and meet in the car park of Saint Brigid Catholic Church, 78 Musgrave Rd, Red Hill at 8.30 for an 8.45 departure. Details of the morning tea and lunch stops will be provided nearer the time. I have secured 13 Rooms at Montville Mountain Inn at \$185.00 per night. You will need to book directly, mentioning the Gold Coast MG Car Club. Their phone number is (07)5478 5535. More accommodation will be sought if the need arises. I have booked the restaurant next door for dinner and will need to confirm numbers for catering purposes. It's all on our door step.

The Conway-Jones Competition Perpetual Trophy will be up for grabs. This is a perpetual trophy that is awarded to a Lady who

Please
RSV
for
GCM
even

events

drives MGs from time to time. It has been sitting, idle, in the cabinet for a few years now and it's about time it was dusted off.... Don't think you Guys will have it easy though, sitting back and enjoying the view!!!

I would like to see as many members on this run as possible (female and male!), as it is a lovely scenic drive along country roads to a wonderful destination.

For those who don't want to stay overnight you are still most welcome so please come on the run and return home after lunch. Organiser is Marie Conway-Jones.

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.

FUTURE EVENTS -

LSIM April 30

Midweek Run - May 10 - Organisers will be Marilyn and John Muirhead

Bushrangers Run - May 12-13

LSIM May 27.

NOGGIN & NATTER - June 2

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 details when they come to hand.

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The photos in the magazine have been contributed by Carole Cooke, Peter Kerr, Dave Godwin, Laurel Godwin, D and M Simpson, Madeleine Weenink, Neil Baxter, Gary Stevens, Graham Godwin and others too.



Ladies in mg_s - as told by Laurel Godwin



I was born in Australia in a small country town of Junee, population 4,000, in the south west of New South Wales, and I'm the youngest of eight children. I lived on our family farm until my teenage years, when my father died suddenly at 57 with a heart attack.

My eldest brother took over the farm and we moved to town. I finished year 10 at high school and got a job working at the Chrysler dealership in town. I was the office girl, spare parts gopher, pumped petrol, and kept the boys under control in the workshop. Sort of "Girl Friday" job. This was where I learnt so much about cars and the mechanical lingo.. I spent 4 years there until I married and moved away in 1972..

In 1991 I met and married second husband, David Godwin, on the Gold Coast of Queensland. He owned and operated a petrol station and workshop there, so I felt very comfortable working in the shop and with cars again. After bringing up 5 boys between us and they all worked part time in the petrol station in their teenage and university years, they left home, and we both loved old cars.

David was looking for an E type Jaguar, but we couldn't afford that. One day he saw an MGA for sale, and after a couple of months we were the proud owners of RIP, named after our Superannuation fund "Retire in Peace". After bringing up 5 boys, peace was all we wanted! One day we met a couple, Gary and Anita Lock, on an MG club run, and he wanted to ship his car to the UK for the 50th anniversary of the MGA. He asked if we would like to go as well, and we sent our cars to the UK in 2005 for the Tour of Britain for 2 weeks. We loved travelling in the MGA and

spent a month in Western Europe before the Britain Tour and that was how our future trips started. If we were going to do long trips, David had to prepare RIP for years of travelling.



*RIP at Mile 0 of the Trans
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Following is a Summary of the history and trips taken in RIP:

2006 - RIP was totally stripped and David had to learn how to fix the car himself. We were fortunate to have the help of the mechanics in our workshop as well.

2007 - we spent 3 months and drove 17,000 kms (10,563 Miles) around Australia to get confidence in the car.

2008 - Our friend Gary Lock organised 11 cars to travel the North and South islands of New Zealand for 3 weeks. Shipped RIP to Johannesburg, South Africa, and did a classic car trip with 8 cars from South Africa to the Equator in Kenya.

2009 - Prepared RIP for a trip from the MG factory in Beijing, China to the MG factory in Abingdon, UK.

2010 - We shipped RIP and 5 MGBs in containers to China, and drove Beijing to the UK along the Silk Road.

2011 - RIP travelled France, Italy, and Greece with the Italian MG Club.

2012 - We took 11 cars from Capetown to Cairo, and through to the UK for 3 months.

2013 - Travelled the Arctic Highway with 3 cars from North Cape, Norway, through Sweden, Denmark, and down through Europe to Sardinia and Sicily.

2014 - Stripped and prepared RIP for the Pan American trip

2015 - Shipped 8 cars into Chile and drove south to Ushuaia (Tierra del Fuego), the southern most point in Argentina, then up through South America, Central America, North America, Canada and Alaska. RIP was then left in Vancouver with 4 MGBs until May 2016.

2016 - We returned to travel across Canada and the US to St Johns, Newfoundland and Halifax, Nova Scotia. From there we shipped the car to the UK and will return in 2017 to drive RIP on the Siberian Highway (link) from St. Petersburg to Vladivostok a total of 6,800 miles (11,000kms).

Following this trip we will ship RIP home. We have then completed a trip around the world - South to North and East to West. A total of 180,000 miles (289,682kms).



Packing

As the boot is always half full of car parts, there is only room for a small bag and if you're lucky you might have a boot rack that will take another bag. We carry our spare wheel on the back of RIP so the boot is partitioned in half for parts and a bag for our coats, shoes and extras that we don't require every day. We carry a soft bag in the boot and 2 smaller bags on wheels

on the boot rack for everyday, as it's not fun carrying a bag everyday upstairs or long distances from the car parks at hotels.

Clothing

We only have 3 changes of clothes and an extra couple of tops for mix and match plus 2 jackets, 2 pairs of shoes, scarves, hat and maybe some extra light layers of clothing for different weather conditions. We always take easy wearing material, quick dry, like Katmandu or sports brands. They must be quick drying. I wash every evening in the basin or bath, with soap and shampoo supplied or take some hand washing laundry liquid. One hotel had a spare bath so I did a large wash that night and turned on the spa! I used the bidet to rinse the clothes as it's bigger than the basin. I then wring the clothes and roll them in the towels after we shower. Most things are dry the next morning or we can put smalls on the tunnel behind the gear stick as its always warm there. I think there are always places to buy the odd thing you need here and there. I roll some and fold some clothes and there is always a little extra room left for purchases along the road.

Personal Items

In an open car, good skincare and sunscreen are essential for sun and wind, so I pack all mine in small jars, depending on how long the trip is. Once again I can always buy anything extra I may need along the way, but it's good to start off with all your essentials. We have our packing to a minimum now and still find we will take something we don't wear or need. Sunscreen, lip salve, hand cream, I carry in the side pockets. If there is any extra space it gets filled very quickly with some extra car requirements. Travelling in an MGA isn't for sissies... that's for sure. You only have minimum space around you and things have to be packed neatly and easily accessible every day. A small first aid kit is essential, and I take enough medication to last us for the time we are away. I usually dispense our tablets into bottles as they take up less space than in the boxes and blister packs. Cold and flu tabs and painkillers are easier to bring from home as names are different in different countries, and more difficult to acquire in third world countries. Also, this avoids the inconvenience of finding a pharmacy and holding up the group. I also take a general antibiotic in case of infection etc.

In Argentina with some of the local children

Documents

Travel documents, carnet and passports etc., we keep in a loose leaf zip folder and we keep it with us in the car as the police or border control stop us sometimes for identification. Copies



of licences, credit cards and car registration are essential. We have never been asked for copies of our prescriptions for personal medication. We have a small metal lockable box welded under the dashboard on the passenger side to keep money and any valuables.

Emergency Preparation

It's a good idea to do a first aid course or refresher course before you leave. When we have a breakdown we stay together until it's fixed if it's not too time consuming. If it's a bad breakdown, then we organise a truck to have the car taken to a workshop, or ask a local for information. One car will stay with the breakdown and we then keep driving and try to keep contact as much as possible. There has never been a car left on their own in any circumstance. In addition, we all carry cell phones – usually with a SIM card from the countries we are travelling through.

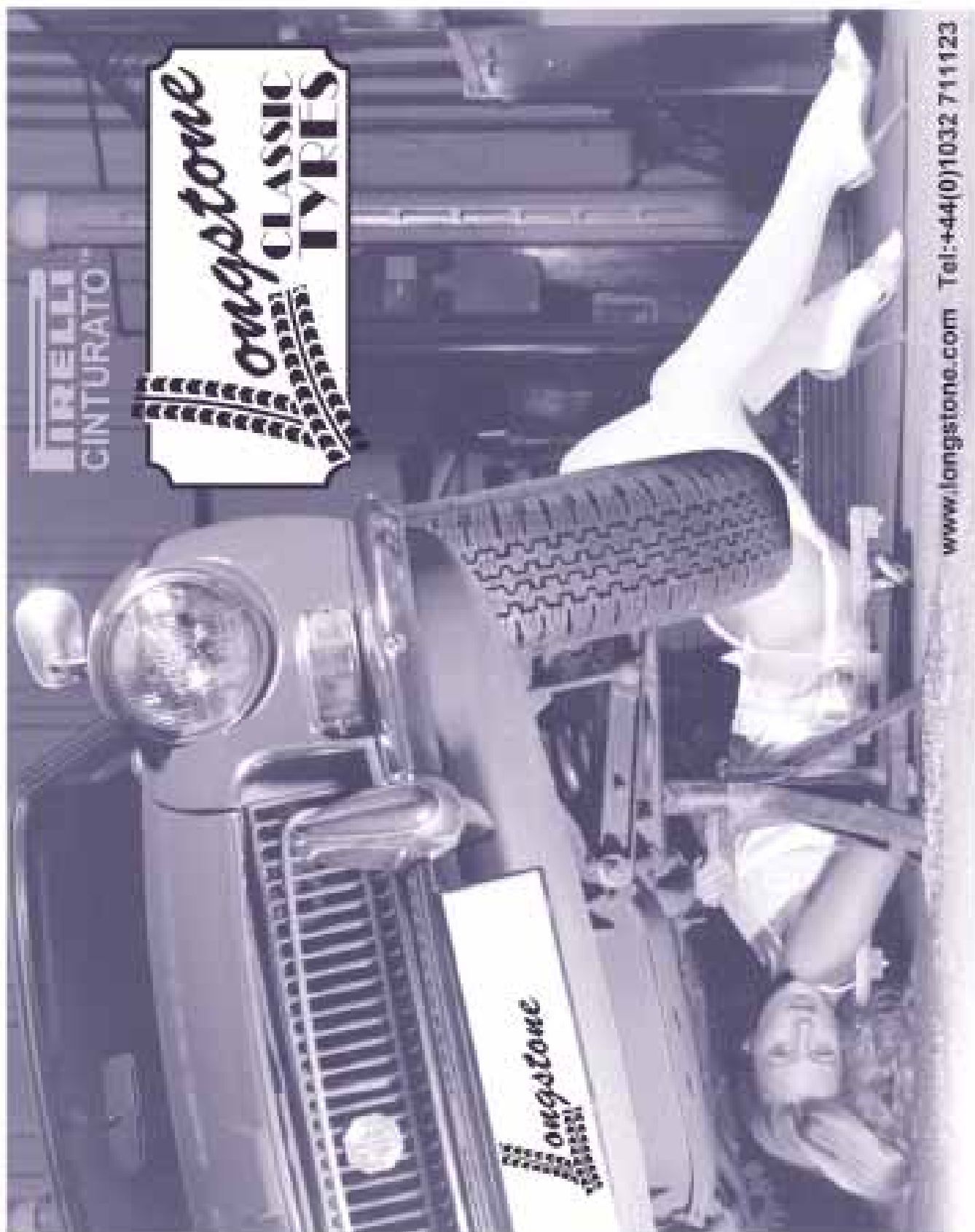
Communication

We all have wired two-way radios as the battery operated ones are unreliable. The range is between 3 - 6 miles. There is always a local person willing to help as the interest in the old cars is like a bee to a honeypot. If we are in a non-English speaking country, it's amazing how a few words and hand signals gets the message through. Most people can speak the odd word, or someone is around that can speak some English. Most of us did a crash course in Spanish before travelling South America, but found it was no help at all, and we managed to learn the basic phrases as we went along.

Accommodation & Food

Most of our accommodation is booked ahead of time and that also determines how far we travel each day as some countries have small towns and no accommodation until you reach a large town or city. We have to be sure of being able to get 8 rooms or however many cars are on the trip. We eat at the hotel or find somewhere close by that is suitable. We drink bottled water in third world countries and sometimes can't read the menu so it's fingers crossed when you order. We can always fill up on coffee, tea and fruit. One town in Argentina didn't have a record of our accommodation booking, and no dinner or breakfast available either. After a Spanish-speaking lady helped us out we finally had beds for everyone and had to arrange for a restaurant down the road to open up for us for dinner. We left town the next day and ate breakfast an hour later along the road. We have always been able to make a plan for survival.

Another bad experience was in Sudan waiting at Wadi Halfa overnight for the ferry to Aswan in Egypt. We had booked the best hotel in town, only to find it was the only hotel and the accommodation was like your worst camping experience multiplied



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by 10!!! It was +110F (44C), with single beds, filthy linen, and rock hard pillows. We had a towel, which we laid on the bed and slept in our clothes. No shower or basin only a cold water tap coming out of the wall. I managed to find a bucket somewhere to have a wash. The toilet was a dirty squatter with broken ceramic and flushable only by pouring water down the hole. No toilet paper or towels, so that's where the baby wipes come in handy and our own towel. No mirror, and a very dim light. The whole town was in the desert - dirt roads and limited food available. We managed to find some freshly made Lebanese food and ate at the small plastic chairs and tables along with lots of stray cats and dogs begging for any scraps. Our breakfast at the "hotel" consisted of over boiled cold eggs, dry bread and strong black tea with an oily scum on top. Of course we all went hungry that morning.

The boat to Aswan was no better with dry cold chicken slapped on a plastic plate with oily lettuce and tomato along with the oily black tea. Also a couple of friendly rats made an appearance and ran up the drainpipe. The sanitation was disgusting. The first class toilet had no flushing system and the squatter toilets were overflowing with urine and faeces. We asked the staff to clean the bathroom and he returned with a mop and bucket and just moved everything around the floor. No showers available and the basins were so dirty, we couldn't use them. So consequently the couples with a porthole used their bins for a toilet and threw it out the window. We refrained from drinking anything overnight, as no one wanted to go near the bathroom. The stench was terrible, and the cabins were just as bad, so once again we slept in our clothes with a towel on the bed. Most of the passengers sleep up on the deck, as it was clean from the rain and in the fresh air. We had booked first class cabins!!!!.

There are lots more stories, but they were the worst. Miraculously, neither David nor myself got sick with anything on the Cape to Cairo trip. Some of the others had tummy bugs or vomiting. I think we seem to have a strong immune system after all our travels. Most accommodation was quite comfortable ranging from 2 star to 5 star. In Khartoum, Sudan, we stayed in a six star hotel that was built for Colonel Gadhafi - now that was really something to brag about. It had marble everywhere, glass elevators, beautiful bed and appointments throughout. The meals were buffets like you could only dream of with first class food and cheeses from the world. Such a contrast to Wadihalfa and the Sinnea ferry to Egypt.

We have also stayed in tents in the desert with toilets and showers and the restaurant was on the roof so we could enjoy the clear night with millions of stars and cool breezes. We had rides on camels to some pyramids at sunrise the next morning. Such wonderful experiences and memories. Back to more car stories.

My Role

We are at the beck and call of the driver with snacks, drinks, and checking maps, cleaning the windscreen and being extra eyes on the road for any thing

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that might go wrong. If it's a long day of driving, you have to chat and make small talk to keep them awake. It's my job to keep the inside of the car tidy although we now have a routine every day and that's not a problem. Toilet stops can be difficult sometimes as drivers never seem to want to stop for long, so a bush loo behind a tree or sit on the runner board is the best option to keep the peace. A packet of baby wipes are absolutely essential for those reasons. Cleaning faces, hands and any spills as well. Constant drinks of water keeps you alert and hydrated. We have the route planned on the GPS the night before and I follow a map just in case there is a tourist drive or alternate route that might be better than a highway etc.

We both love travelling without a hood as you can see the scenery and experience those smells along the way like road kill, flowers, home cooking and cut grass. It doesn't come without its disadvantages as well, like dust, wind and rain....even hail! We carry waterproof jackets with hoods and extra hand towels to put on our laps. The passenger has to keep things dry, and the windscreen unfogged. In between all that, I do manage to sleep a bit here and there as it gets a bit boring just being the passenger. It also has its advantages as we can take photos and sightsee.

Take an iPad and download a book to read. Crosswords, knitting, diary writing or something you can do in the car. (This article was written in the car while driving to Oshkosh). There is not much personal space, and it's very hard sometimes not to get irritated at silly and unimportant issues, like taking the wrong turn, or being critical about some issues along the way. I've even had many days when I want to fly home, or be taken to the nearest airport to fly home. One gets quite tired being on the road every day, with early starts and long days just sitting in the car. Coffee stops are always a relief. But shopping time is almost non existent as we are always told there isn't any extra time or space for that!! It's amazing how you find a little spot here and there to hide your purchases. Sometimes we put our foot down and demand a bit of "girl" time while the boys fix the cars or tinker

around in the car park chatting and debriefing.



Just having fun

Happy hour every day with the group is great and we discuss any issues during the day. Any issues get washed away with a couple of glasses of wine. It gives the girls a chance to vent and discuss something that may have happened during the day. It's always good to talk about things to calm the nerves. We do manage to do

a bit of shopping, but are careful we buy things that are small, well wrapped and will squeeze into a spot somewhere. It's hard not to get emotional about buying things for everyone, but I try to buy something that you can't buy in Australia and something relative to the country we are travelling through. I bought a lovely hand-woven wall hanging from Peru, rolled it up and it fitted behind our seats under the tonneau cover, but not without a firm discussion with David. We thought about shipping it home but it's very expensive and easier just to carry it, or buy something small like jewellery that is easily hidden away. The girls also support each other doing hair colours, nails and just general chat. We all miss our families but most hotels have Wi-Fi, so a call or Skype time helps with homesickness. Overall we all enjoy travelling in the MGs very much, and one tends to forget the hard times of the day when you arrive at a comfortable hotel with Internet, a glass of wine, a nice shower and a comfortable bed.

Group photo in Banff, Alberta

I sincerely hope you've enjoyed this article from a ladies perspective travelling around the world in an MGA.

Laurel Godwin



1947 tc special – roger rebel



Roger Waters towed his open wheeler race car behind his MGTC. The impression in the TC rear vision mirror got him thinking he could use that technology and make a race car out of the MG. He studied the CAMS logbook eligibility rules for an historic sports car and left the items which were fixed in situ. The beam axle stayed, but such items as brakes were open. This was necessary

as the MG silhouette engine he had in mind was listed at 180 bhp. He would work on the MGV8 engine so it now produced 360 bhp. Other items which were open enabled the TC boxed chassis to handle all that power available at the wheels.

The resultant race car is listed on the CAMS log book as a 1947 MGTC, and is road registered the same way. He had an MG which he could drive to the cir-



cuits, race it, and drive home. He did this over the years and the log book is bulging at the seams. Roger became club champion of MGCCSA in his creation, and was also President and Life member of the club. He loved the MG, and club members did too. He took it over to Perth for the MG Nationals and demonstrat-



ed the potential of the humble 1947 MGTC with the concept as developed by Roger. Was it the ultimate TC? He certainly had to fit aerodynamics to keep its boots on the track at speed down the main straightaways.

Just when he had it all sorted, and was having so much fun, he was advised he had terminal prostate cancer. Roger had 12 months to write his



will and the Rebel was featured. Clauses included several no nos: No family. No South Australians, No youngsters, and so on. The positive was that the recipient had to win the MG Nationals speed event. The event was sponsored by GCMGCC and the speed event was at Mt Cotton national circuit. I

drove up from the Gold Coast to Mt Cotton after the concours and passed many of the trailer queens heading up the M1. I was ready to have some fun and won by 5 seconds (as disclosed to me by my time keeper buddies).

I was approached at the farewell breakfast by the Executors with the good news. My reaction was to tell them I did not need another MG in this life or the next.

Ten months after his passing, I visited the farm, and the executors were clearing the sheds in preparation of the forthcoming auction. I was instructed to drive the Rebel home to Queensland forthwith. I used the usual tactics that I could not transport it home, etc. The race trailer and the Fairlane tow vehicle had me in a corner, so I went through a junk pile, found the passenger seat and aeroscreen, plus interesting pieces in his office like the complete log book, and indicated if it was all delivered to me in Adelaide, we had a deal. I took off to Melbourne Saturday arvo and the whole rig was running perfectly at 130 kph in pouring rain.



I arrived at Graeme Davies factory in Braybrook on Sunday afternoon where I stored a couple of my other MGs. I rolled the Rebel off its trailer and fired it up. I gave it a boot full and it did a 180 degree spin! We had a learning curve Houston.

Graeme noted I had driven straight through from South Australia, and we adjourned to his house opposite the old Chevron, for dinner and a sleep. Graeme liked what he saw, and offered to buy the lot. I advised he was unfortunately not eligible under the terms of the will.

The factory had just built him a new car trailer, but after seeing the Roger trailer creation, he sold his on e bay and had one built like the one the Rebel was sitting on! I flew home to Queensland and got on with my life.

I was in Melbourne after those horrid fires which destroyed my sister's sanctuary at Strathewen. They lost everything except the Tees & shorts they were wearing when they hid under wet rugs in their above ground fire fighting reserve supply as the fire storm came through. Even their shoes beside this pool were cindered. They made the right call. Everything gone including friends & neighbours.

I bought down a couple of car trailer loads of stuff donated by my friends up in Queensland. I stayed with Pete Gostelow as his farm house was on a bitumen road and the army truck with dozer aboard got in and cleared a fire break.

Black Pete was a great mate of Roger & we drove the Rebel round his farm. I decided we should enter Leyburn sprints so that's how RR came to Queensland. We did the sprints and Pete & I went north and he visited his brother in Noosa.

I started some training with RR. I practiced in the council car park opposite the police station (with their approval). I graduated to Lakeside and Queensland raceway GEAR meetings. Queensland Raceway has a good straight so I got into 5th gear. I continued to step up & onwards & raced at tracks which were new to his logbook. Bathurst was the best of course.

I was asked to bring the car to the MG Nationals in Adelaide in 2010. I told them I had an air conditioned transporter plus 2 mechanics for Bathurst but I was given lodgings with Mike Greenwood, the SA Australian T-Series Australia rep. The large shed and workshop was fab and his mud maps got me to all the venues for the speed events.

Concours day is busy but the Rebel was on the top of the hill with Roger's daughters sitting, photographing in and around the MG. I did concours judging and left the girls to have their fun in Dads' MG. I put stickers on the bonnet with Roger Waters as the Rebel builder. I was the driver, it said. They were chuffed with that and I said this will be its only visit to Adelaide. They took many more shots and left with big smiles. We dragged the rig to the Barossa and the Schrapel family winery, Chateau Yaldara, and so on before heading to the family fruit farm at Cedadene Merbein on the Murray River. 'Lil Pete Jenner had a thrash in the Rebel before we felt relaxed enough to drive the Hay Plain and home. We even missed the mighty grasshopper plague which earlier MG travellers encountered.

Roger Rebel is now a recognised member of the clubs up here and I trust Roger Waters is looking down on us nodding his head in approval. His MG lives on and appears in UK Safety Fast and other publications to keep the fans of that racer up to speed. I have vivid memories of the clubrooms in Adelaide festooned with large photos of the Yellow Rebel in action.

ATA Canadian rep, Dominic Crawley stayed with Roger at the farm. He was quite ill but took Dom for a thrash on the roads around Strathalbyn and put him behind the wheel when he declared: "now it's your turn." There is only one speed with Roger and that is flat chat.



RR was put up on 44 gallon drums so Dom could photograph the undersides of the beast. He went home to Canada and has built the Red Rebel. It is a civilised MGTC with creature comforts like hood and weather equipment. It is no V8 either but it was certainly inspired by the visit to an Aussie named Roger Waters.



The UK T register TTT have declared the Rebel the fastest MG TC in the world. I have had my WRC expert improve the negative camber and steering geometry but the next stage in the quest for more speed will be aerodynamics. I have taken the front downforce spoiler off as it catches speed bumps. The beauty of the current state of appearance is that RR still looks like a square rigger. Some others are fast too but do not have that rugged look. John Thornley did tell me the square front is pushing a brick wall of air at over 100 mph. The MGA had to replace the square rigger, as EX 179 proved with a perfectly standard TF1500 engine achieving over 130 mph or more.

The production TF reaches a brick wall of air at 85 mph or so, and piling on horsepower only improves acceleration. Tall diffs and a downhill Conrod made the difference at Bathurst but I did crash there on the leading car's oil when he put a rod through the block. That's why it is called Conrod Straight of course.

Hopefully, Roger Rebel will enjoy retirement like his owner for many years ahead.



Peter Kerr

2017 mg national meeting - south australia

easter -14th – 18th april 2017

bulletin #4

Happy New Year from the MG Car Club of SA!

Registrations are in full swing with interest from all states and several international entrants already registered. The 'Register Now' event management system is working well and remains the primary mode of Registration for the event. Registration enquiries can be directed to Chris & Wes Bray on 0417 821468, or email mg2017registrations@bigpond.com

Reminder: Early Bird discounted Registration closes 14 February, final date to register 15 March 2017.

Photographic Competition

All registered entrants are eligible to enter the photographic completion. Entries are to be the entrant's own work, feature an MG theme or car/s, not been entered at a previous National Meeting, and are not computer-generated photos. Size of the photograph is restricted to a maximum A4 295 mm x 210 mm (11.6" x 8.25"). Entries in all categories are to be presented at registration prior to 3:00pm.

Categories to be judged:

- 1) Best "Action" photograph
- 2) Best "Still" photograph
- 3) Best "Novelty" photograph
- 4) Best "Digitally manipulated" photograph

Regalia: Don't forget to [Click here](#) to view regalia and contact Geraldine Hough ghoughf1@gmail.com to arrange your order prior to 28th February 2017. This will ensure that items are available for collection at Registration on Friday 14th April, 2017.

Plan now to come together with other MG enthusiasts from around Australia and overseas, and enjoy a weekend of social events and activities, friendly rivalry in motorsport, and club participation.

Enquiries:

Event Director

Tim EdmondsMob: 0419 804 645

natmeetchairman@adam.com.au

what is under the gt roof (turret) of the b-gt & c-gt?

Having “tinkered” on 4 MGC GTs and a 66 BGT over the last few years it seems, from my experience at least, that the early GTs did indeed have bitumen pads affixed to the underside of the bare steel roof from new. The tell tale giveaway, before you remove the headlining material is that it is of a ribbed material with the ribs running from front to back. It appears that later cars have the very small “basket weave” type pattern, in this instance in my later CGT, I have found that this was fixed to a moulded fibre board that sits between the sides of the roof “frame”. When I took out the “basket weave” covered board I was amazed to find the interior of the roof panel was almost as new and just needing a quick DA down, 2K epoxy and colour topcoat. It was really a shame that I removed the headlining at all after all the exterior of the roof did not have any rust evidence at all, but after having found the horrors on the other cars I thought it better to find during the restoration stage whilst I could do something about. If the roof had started to bubble at a later stage I would have felt gutted!

So beware spots of rust on the roof of an early BGT or CGT, especially if fitted with an early “ribbed” headlining material. If you are very lucky the serious rust may be within the template of a webasto, as was the case with one of my cars, and then a DA, rust cure and 2k epoxy should just about halt the reaction and at any rate the webasto gives a suitable upgrade as well. Otherwise it could be a new roof skin needed.

I got this answer [see attachment] to my question on the MGC Forum about GT rust problems and roof (turret) lining after finding that the rust spots in the roof of my C-GT were from the inside out rather than from stone chips in the paint.

My car has been air-conditioned for 10 years and has covered 38,000 miles since the AC was done. Condensation in the foam plastic and bitumen sheeting under the roof (turret) is the reason for this.

Later cars used some type of formed material to which the headlining, different pattern, was attached and under the roof (turret) was painted so no rust problem with the later cars.

Please let owners of GT cars know about this as many have been air conditioned now and they are all close to 50 years old if not previously completely restored by a full body shell strip and paint.

Bruce I

Regalia

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