

# THE TIME MACHINE

## OCTOBER NOVEMBER 16

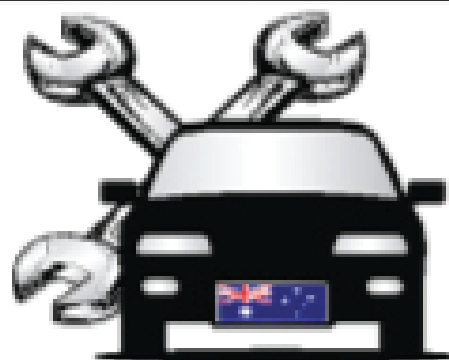
Jeff and Julie Wicks in their MGA travel the roads on the Twin Gorges run. As are Ross and Chez Letten in their TD. Below - the photo-shoot at Nindingully Pub



The Official  
Magazine of the Gold  
Coast MG Car Club

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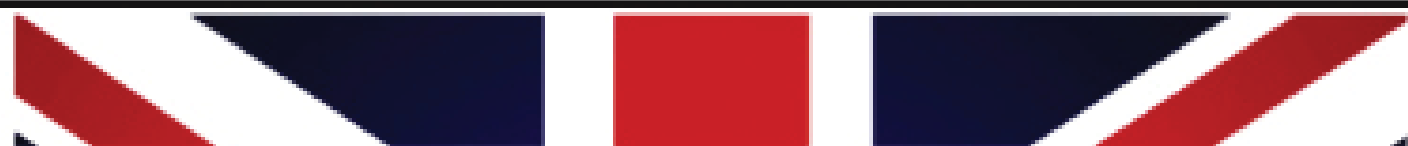


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The OFFICIAL JOURNAL of the GOLD  
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Affiliated with the MG Car Club UK



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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

Hello all,

Welcome to my first report as your Club President. It goes without saying that I am somewhat nervous undertaking this report. As in any leadership role, responsibility for the smooth running of this club stops with me. It's a challenge I welcome as its another part of life's journey.



All Presidents address the position in different ways. My style is to lead a well informed team where each team member will bring their skills to the fore. This is all made much easier for me because of the wonderful knowledge and experience of your committee members and club members.

All decisions concerning the club will be decided on by the full Committee, not individuals. Where possible we will consult with the membership, as I did with my survey at this years AGM. Your options are paramount, your ideas welcome, your feedback is of great assistance. I also wish to remind members of the open invitation to join your committee as observers to our Committee meetings. These meetings are held at the Antique Auto Club Rooms starting at 7pm.

At the end of the day the GCMGCC is all about us having fun. Fun is a word you are going to hear a lot about. Life is too short to ignore it. There is a new updated constitution and by-laws available on line to provide guidance when needed but hopefully rarely used.

The next twelve months has so many club activities lined up it's full on, so let's have that fun I talk about. As we are always seeking members assistance in holding these events, I do ask for that help where possible. For new members contact our Club Captain John Talbot if you wish to assist. We would welcome your involvement.

As a case in point on the 28th August we held our Display Day at Salk Oval, Palm Beach. What a day, forty six beautiful MG cars were on display, nine up on last year. Where do you see such a diverse variety of cars. Cars which included Peter Kerr's yellow Roger Rebel, Dave Godwin's new pre war TA, plus a record number of MGAs. It gladdens the heart of any car enthusiast. I guess you have to be a classic car owner to fully appreciate the pride we garner from being the custodian of a little part of motoring history. Events such as the Display Day could never get off the ground without the commitment from those club members who did so much work to make the day the success it was. What was also evident was that people enjoyed themselves, a number of visitors took away membership application forms, many visitors left with having viewed a little part of classic car history.

I have now had my baptism of fire heading our first event. It was made so much more pleasant by the kind gestures and words of goodwill from so many club members I can but say thank you. Some of us on the Committee have already discussed ways of doing it bigger and better next year, notes were taken, improvements identified, ideas canvassed, so watch this space.

Our next big event will be our 40th Anniversary Presentation Luncheon on the 16th October at the Palmer Resort Robina. This is going to be a 'once in a generation' gala event. Our Club Secretary and Inaugural Life Member Marie Conway-Jones is leading a team to theme the room with many surprises in store. Her knowledge and history of the club will guarantee a great day. Our club is 40 years young in terms of car club history but every year we are building that history, the Club's history is us. Lets ensure we're remembered as a great friendly welcoming MG Car Club.

So come on, let's go and have some FUN.

*President Peter*



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# Twin Gorges Run- July 31 to August 7

Well! We sure were blessed!



25 people in 13 MGs dating from the MGTD and MGTF (proper one) to the MGA, MGB and a few modern MGF's and TF's met at Advancetown on Sunday 31 July 2016 for a 2200km, week-long drive, and fun!

Those who participated:

Ross and Shez	MGTD
Neil and Kerry	MG TF (1954)
John and Denise	MGA
Dan and Jill	MGA
Martin and Maria	MGA
Jeff and Julie	MGA
John C and John T	MGB
Dave and Laurel	MGBGT V8
Ray and Faye	MGBGT V8
Jean V and Mary Jo (visiting from Italy)	MGBGT
Graeme	MGF
Barry and Lorraine	MGF
Peter and Carole	MGFTF

We bade farewell to the LSIM runners in Woodenbong and headed for Stanthorpe on some of the worst back roads in Queensland.

The format we used was the same that we use for any weekend away, namely, leave our motel at around 8am, drive around 400km while enjoying morning coffee and lunch en route, drinks at the motel at 6pm with a brief look at the day gone past and the plan for the following day, then into a restaurant to get to know another Club member while telling a few lies...



The 2200km week long event was run in perfect weather throughout. There were a few cold starts and cool evenings but the days were as beautiful as they traditionally are in Queensland in winter. However, there were no such accolades for the roads of outback Queensland! In fact, two shock absorbers on Laurel's MGBGT V8 failed and we noticed many other MGs of different models wallowing towards the end of the run! Queensland Transport really should be ashamed at the condition of the roads outside of the cities...



Italian Jean V and Spanish Mary Jo were in Laurel's MGBGT and added an international flavour to the whole event. Here they are at the Hat Party on the last evening together. Some wonderful creations based on what was found or used on the Tour.



There were many highlights of the trip. One was a photo opportunity and cleansing drink at the Nindigully Hotel and Pub, near St George. It claims to be the longest continuously-operating pub in Queensland, receiving its licence in 1864!

Another highlight was viewing a private Citroen collection in Gayndah of approximately 30 beautifully restored Citroens from 1920 to the present.



A third was looking over the Heart of Australia big rig with a photo opportunity to boot. A very generous engineering trained medical doctor set this up to cater for patients in the outback who have heart problems and cannot afford the insurance gap payments or cannot get to a clinic easily.

Yet another was visiting Peter and Desley's cattle ranch –but his MGA Twin Cam was away being repaired by Dan, the Twin Cam Man!

The main highlight of the trip was definitely the majesty of Carnarvon Gorge! There was a surprise around every corner and for me, the biggest surprise was that yours truly managed to complete a 21km walk – with the assistance and encouragement of Kerry!!! The photos tell the story...



On the whole, the MGs behaved themselves but there were a few problems for the mechanics amongst us to solve. Carole's TF's engine light came on – being a modern MG, this is one for the specialists. Kerry's MGTF smelt of raw fuel and the bolt holding the main jet in the rear carburettor was about to drop off! Thanks for the assistance, Barry!





The MGTD lost a hub cap when traversing a cattle grid – and hawk-eyed Barry again came up with the goods... John and Denise's MGA coughed intermittently, when hot, cold and warm, and no amount of fiddling resolved the issue. However, it was

running a little better towards the end of the trip. Laurel's rear wheel just about parted company... Someone forgot to tighten it!

Carole earned the Hard Luck prize for having engine troubles and they returned in her MINI the following day – a marathon drive to the Sunshine Coast and back.

Graeme earned the title of Road Kill King for misjudging the height of a dead kangaroo and stinking out our 6pm meeting. Fortunately, the motel owner was understanding and helped us wash the fur, skin and meat from under the MGF and Graeme was welcomed into the fold once again!



*The Road Kill King!*

These longer runs away have the distinct ability to convert casual acquaintances into good friends and are a wonderful way of seeing and experiencing different areas of Australia with like-minded people.

Where to next? Ayers Rock, on the way home from the Nat Meet in Adelaide next Easter...

See you there,

*Dave Godwin*

# A Long & Winding Road Story

It is said that as one journey ends, another begins. The 2016 Nambour Swap journey ended Saturday afternoon and then only one final task before leaving for the MG Twin Gorges run. I photographed a veteran 1913 vehicle and sorted an article out of the owner's lifetime car folder. We packed and pointed the MG to Stanthorpe.

My final concern could be resolved on Sunday. My best mate Lloyd was not at his booked swap site. I emailed him; I would visit his home in Stanthorpe if he unlocked his front gate. A good outcome as he felt better after organ failure recovery allowed us to talk J type MGs in his shed. Lloyd had been my race mechanic and MG builder in earlier times.

The next blip on the radar occurred west of Inglewood. The orange dash warning light refused to go out and the engine was fluffy on acceleration. After a conference beside the Cunningham Highway which included a phone call to Mark at CCC, we turned back to change vehicles while we still had phone coverage to RACQ. We were disappointed to miss the photoshoot at Nindingully.

After a good nights sleep back in our own bed at home, we left early for a long day driving. A serious accident assembled all the police in south west Queensland. An enormous 4 wheel caravan was on its side after gyrating wildly following it having jack knifed on its tow vehicle while trying to stop for a B double coming the other way on a ford crossing at the bottom of the hill. Both vehicles were in the scrub together and off the road.

I was determined to reach Takarakka Resort at Carnarvon Gorge before nightfall as cattle and other animals are best left to themselves on the road after dark. We had also booked for roast dinner as our evening meal. After dodging bullocks across the centre of the road in the unfenced grazing land, we arrived to register at the resort office with 5 minutes to spare.



The walking trails and spectacular views in the National park were well worth the effort to do the 3 000 km extended journey arriving in a reliable vehicle. We also explored the resort trails and on the platypus nursery trail we met a huge kangaroo escorting his harem towards us. He stopped and stood tall like a boxing kangaroo ready for action. I gave my kanga talk clicking signal and he returned to 4 legs and hopped past with his kanga train following on.





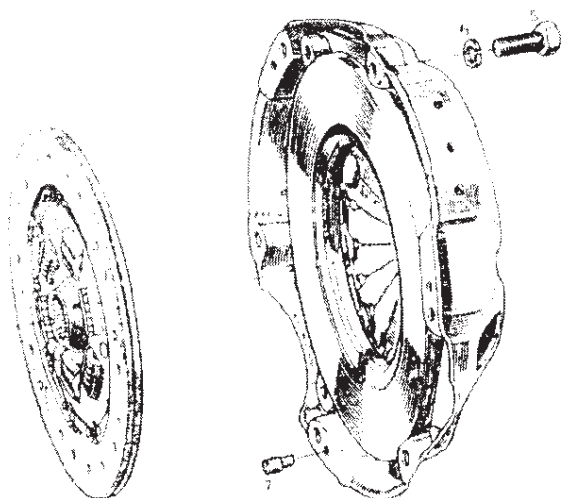
The roast dinner had been deferred to Thursday & we enjoyed that very much. The man in charge was from Yorkshire and we received the best cuts of lamb and pork with crackling. I called him Yorkie and he was chuffed with that. Our Italian visitors taught us inflections in our language and I taught them the crow call invented by Graham Kennedy. It was a merry group of fun makers.



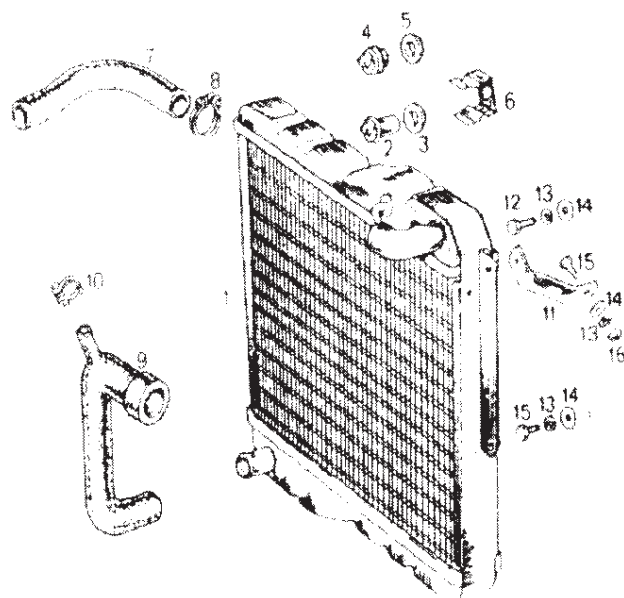
*Below -Tents at Takarakka  
Ross and Chez  
got a good fire  
going  
Bottom - Some  
dusty MGs*







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**DELIVERY AUSTRALIA WIDE**

*We didn't realise all were waiting for Dan to have his lunch before the cattle station tour!*



We headed to Cania Gorge and I was really looking forward to Devonshire tea at the Cox cattle station. I asked Dan for directions at a

petrol stop in Rolleston. He said to turn right in 50 metres. We checked all station entrances for an MG sign at the gate and we had asked Laurel but she had no idea. Dave was busy to the max using the phone signal which only appears in townships. We looked over the huge mine site instead and arrived at Cania Gorge nice and early. We completed 2 walks at the dam and the Shamrock gold mine. We fed the parrots at 4.30 pm and shared some seed with later arrivals in our group. I did another walk before our fish 'n chips dinner. TV reception enabled our first news update.



We left next morning and completed the twin caves climb which was a circuit with rock face cliffs above the valley below. Carole had the flu' so I drove solo home and only stopped for constable plod who issued my memento ticket on a straight stretch of road in Ban Ban Springs. I commiserated with him having to live in such a



lonely place with only passing motorists to talk to. Said he hadn't seen a MINI out that way before. He smiled and was very pleasant collecting taxes for government roadworks. I said much more is needed as the roads are very hard on car shockies. I enjoyed the break doing the whole shift with Carole suffering.

The MG Drivers run on Sunday to Verona's farm for bacon & egg breakfast at Ridgewood was magic - and I drove Roger Rebel which was a real bonus as Carole was too ill to attend.

*Peter Kerr*

# Christmas in July - July 13 & 14

Well I've said it before and I will say it again...

Jim and Liz have excelled again in the Christmas in July run to Stanthorpe.

On a perfect Wednesday morning apart from the overcast skies we all met at Nerang for the start of the run. 20 MGs and 4 other cars flooded Arthur Earle Park for the start heading to Beaudesert for morning tea where we were joined by two more MGs and Bruce's new BMW. After morning tea we headed to Boonah and through Mt. Alford and off to Queen Mary Falls.

The country was dry and the grass burnt off by the frosts over the last weeks. Lunch was obtained by most at the Kiosk at the falls and those keen walkers visited the falls while the rest of us socialized with other club members and the bird life.

After lunch we drove to our overnight stay at the High Street Motel and the Top of the Town Tourist Park Motel at Stanthorpe. Around 4.30pm we met in room 2 for pre dinner drinks as the low temp made it a little uncomfortable outside. Most attended the bar at 6pm and were seated as directed by 6.30.

The well organized meal was exceptional as was the entertainment arranged by Coral Cogzell and associates as normal. Thanks to you Pam for the skits and the mini Christmas cakes baked for each couple.

There were some members caught keeping an eye on the State of Origin scores on their phones during the meal but his name shall be withheld due to the secrecy act !!!..... hey Joe.

We arose to a beautiful morning with a pleasant temperature which was unexpected and most likely previously arranged by Jim and Liz. After a marvelous smorgasbord breakfast we set home through one of the six return trip options offered by the organizers.

Again thanks to Jim and Liz another well organized well planned and most of all well executed Christmas in July.

A big thanks from all the participants.







## Cut off date for next magazine 10th November 2016

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](http://www.goldcoastmgcarclub.com.au)

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

**National Australia Bank** Ferry Street, Nerang **BSB 084 852**  
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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

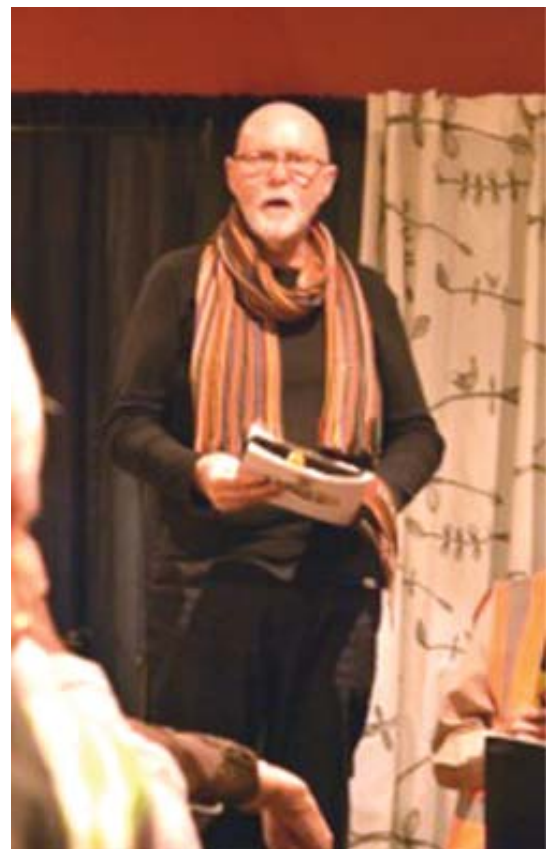
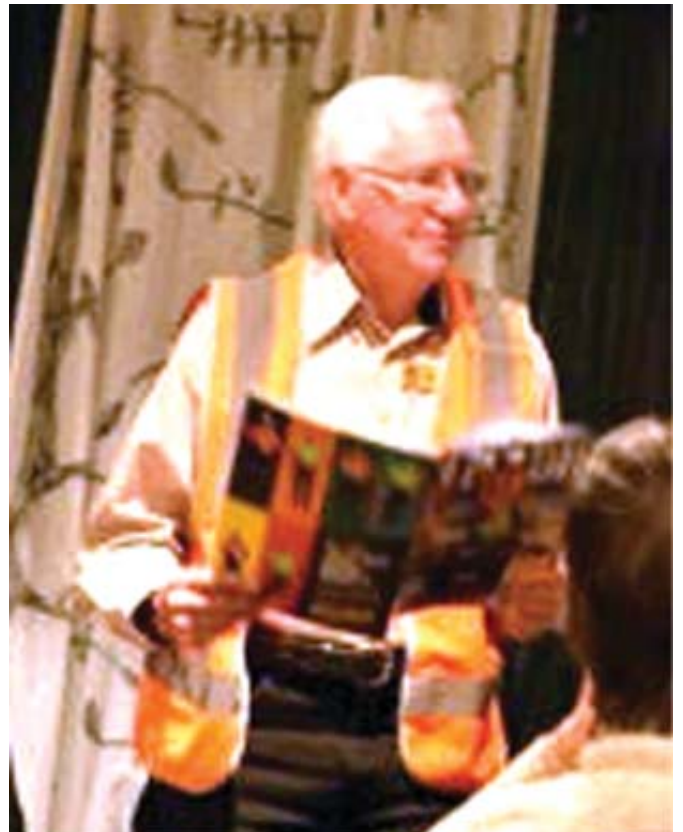
Membership at 1 September 2016

Active 155 Family 122 Life 7 Honorary 4 **TOTAL 288**

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







## Mid Week Run - May 11

As we gathered at Hinterland Park for the run titled Valley to Valley, the conversation seemed to be mostly about the temperature. It was a cool 10 to 12 degrees. A bit of a shock after the warm Autumn mornings we have been experiencing.

When Jim blew the whistle and called us all together he mentioned that the number of cars assembled was a new club record at 35 cars. So congratulations and thankyou to all who attended.

Before we started our engines, Jim told us the obligatory joke which put hope in the heart for all those who want to holiday but don't have a partner to travel with. (You need to hear the joke!)

Jim also welcomed new club members Neil Baxter and Peter Colman who I'm certain would have enjoyed the great day out.

After the formalities we started engines and headed off to our first stop for morning tea, which took us along route 42 through Advance Town and onto route 97. The picturesque drive took us down through the beautiful Numinbah Valley and into a peaceful spot next door to the Tyalgum Hotel. This was courtesy of the owners of the Hotel and was much appreciated.

As it turned out someone, who will remain nameless, John, (our vice president) recently had a birthday. To celebrate the occasion Jean Bailey prepared a beautiful cake for his special day. Happy birthday to John and all the May babies.

Not only did we have cake but out of the crowd came Carol Cogzell who had scribed a beautiful poem to John and sprang into song which was fantastic.

Thankyou Jean and Carol I'm sure the smile is still on John's face.

The raffle was drawn and after much searching for a winner, Keith Bailey finally put his hand up - congratulations Keith.

With cake devoured we again started engines and continued on our merry way through beautiful countryside via Stokes Siding, Tumbulgum and finishing at Currumbin rock pools where we all gathered once again and nattered and chattered about the day and life in general.

Thankyou John and Marilyn for a most enjoyable day.

*Peter Dunn*

# Combined Clubs Run - June 26

The weather was thankfully very kind to us after a month of two horribly wet weekends and then a very windy Friday. I checked the most rural part of the route on Saturday morning to ensure it was clear of fallen trees. So Sunday dawned the coldest so far this year on the Gold Coast but that didn't deter a good number turning up for the run organised by the Sprite Car Club of Queensland. Lots of MGs (including some Midgets from the Sprite Club) two Sprites, a Healey 100, a Triumph TR3 and lots of Minis from the Mini Owners Club of Queensland. Also one Morris 1300 an MX5 and a Rover.

The meeting place was the Classic Car Clinic at Biggera Waters, where a coffee van was providing drinks to warm us up and gave us the chance to have a look at the vehicles currently in the workshop. Mark Boldry welcomed all the clubs represented and outlined the format of the run. Before setting off on the 75kms observation run Mark asked each driver 9 road rules questions with a maximum correct score of 12. The highest scorer was SCCQ's Gary Crocker with 9.

The route headed west going through Pacific Pines where the observation questions and photo identification commenced. Twenty observation questions and eight photos to put in order as seen. The route continued through Upper Coomera Village then taking Kriedeman Road for a drive through the Guanaba area. Only one team got question 2 'Who crosses here?' correct. Caren & Marie in the MX5. The river crossing just before the T junction on Kriedeman Road is called Audrey's Crossing. Most wrote horses or horses and riders but that would be a 'what' not a 'who'.

The route took in Lynwood Drive, marked as a No Through Road which is now linked through to Coomera Valley Drive so a new one for many familiar with the area. Onto Maudsland Road, then a short stretch on the Nerang-Beaudesert Road before turning off and heading through Clagiraba and, sadly, past rather than to the Mount Nathan Winery. Onto the Nerang- Murwillumbah Road where luckily the night before I'd been past a blown over sign relating to one of the questions allowing me to make a last minute amendment to the instructions. The route then used Latimers Crossing Road to get across to Worongary Road before turning into The Panorama and a very steep climb to take in some hopefully wonderful views of the coastline. Across to Tallai using some back roads through to the Gold Coast Springbrook Road at Mudgeeraba, turning into Little Nerang Road. Here it was necessary to drive to the dead end as question 18 and photo 7 were along this part of the road. Then finally into Range Road finishing this section at the car park of the Eastern Boat Ramp of Advancetown Lake formed by Hinze Dam.

A chance to chat about the run before carrying out a reversing skill test. The idea being to get as close as possible to the plastic marker. By far the best at this

was Bill Ireland in his Mini. Only 5cms! The next best was Scott Counsell in his Sprite with 19cms with the majority achieving between 20cms and 50cms.

After that those staying for lunch drove the short distance to Boomerang Farm Golf Course where we were able to use their BBQ facilities and undercover seating area. The raffle was drawn with Mike Ovens from the Sprite Club winning the Classic Car Clinic voucher, Paul Bingham from the Triumph Club winning the picnic table & chairs and Carole Cooke from the Mini and MG Clubs winning a bottle of wine with two plastic wine glasses. All of these people were unfortunately absent from the lunch venue but have been informed of their prizes.

Best for the route questions were John & Marian Crighton and Keith & Carol Gould (Mini Club) with 19 out of 20. Best for the photo identification were the Crightons, the Goulds and Geoff & Annie Veal with a full 8 out of 8.

Many thanks to all who came along to support this Combined Clubs Run. We hope you enjoyed it as much as we did organising it.

*Anita Lachowicz & Mark Boldry*

## Mid Week Run - August 10.



A total of 22 members and guests including Jill & Warwick from Victoria, friends of David and Ruth Willmott, and Grahame Bullard who once again accompanied Bruce Bishop, met under cloudless skies at Jacobs Well for our August mid-week run. Because of the number of boat trailers in the car park it was obvious the local fishermen were making the most of the Brisbane holiday to get out on the water, and why wouldn't they on such a perfect day.

After calling the group to order John Talbot passed on his announcements and yours truly told the obligatory 'funny', and Bruce Ibbotson handed out the run sheets and gave us final instructions.

We then headed off through Pimpama and Tamborine to our morning tea stop at Jubilee Park at Beaudesert where Kay and Laurie Roberts conducted the raffle



which was won by our 'birthday boy' Bruce Corr. We all hope we are as fit as you are when we reach the same age Bruce – wishful thinking I guess in a lot of cases. At this stop we were joined by Peter and Nikki as well as Marie and Harry Darke who had with them their newly acquired 9 week old puppy, Charlie.

After our 'coffee/tea and natter' we headed off along what I would describe as being one of the most scenic roads in the Gold Coast hinterland. Of course I am referring to Kerry Road which passes through Darlington and Hillview and then on to Christmas Creek Road. Here the dairy and beef cattle farms look spectacular nestled in the valley, and the cattle themselves are a picture of health. The road is also great for MG driving, with lots of twists and turns and 'roller coaster' dips. Since we last drove this route a number of the single lane bridges and their approaches have been upgraded making for a less bumpy ride, but generally speaking the single lane sections are in pretty good shape.



Our lunch stop was at Stinson Park, so named after the Stinson aircraft which crashed in the mountain range behind the park and remarkably found by Bernard O'Reilly. The park itself is adjacent to Christmas Creek which one MGer said would be good for trout fishing, but regardless of whether that is so the park itself is beautifully located, in great condition and with clean amenities. I really great lunch stop.

We must thank Bruce and Tip for hosting this run which, I know, everyone enjoyed.

*Jim Lutherborrow*



### **P MIDWEEK RUN - October 12**

From 7.30 Brekky and/or natter at Coomera Community centre Upper Coomera on Abraham Road. BYO morning tea. Fish and Chip lunch at Tweed Heads. Your host is **Denis Thomas 0401744667**

### **DISPLAY DAY PRESENTATION LUNCHEON AND 40TH ANNIVERSARY OF THE GCMGCC CELEBRATION -16th October**

See Page 24 for all details.

### **P LSIM RUN - October 30**

Our Club Captain will advise at a later date

### **LADIES - MELBOURNE CUP - NOVEMBER 1**

The Melbourne Cup coming around again and I thought it might be a nice idea for all ladies that may not be going to one of those many functions held on that day we would do one at my place.

Get dressed up if you want, or even wear a hat or fascinator to help make a fun day.

What to bring, just some nibbles and whatever you would like to drink. For a change, maybe your partner may like to drop you off and collect you later so you all can relax enjoy, watch the race and have fun and meet other lady members of the club that you have not met yet.

If interested please give me a call by the 30<sup>th</sup> October. 0411 181 725 or send me an email on [marieconwayjones@gmail.com](mailto:marieconwayjones@gmail.com)

Please  
RS  
for

### **P MIDWEEK RUN - November 9**

#### **“ Maintaining The Breed Showcase Run.”**

8.30am for a 9am start: Meet at the Lions Club Jabiru Island Park Oxley Drive Paradise Point. Bring morning tea & lunch. This run is so different and guaranteed fun. We will showcase and promote our cars and club with a run travelling down the coast through all major centres. As a club bonus television nine and seven will be invited to record our cars making there way through Surfers Paradise. Lunch will be at one of the Gold Coasts most beautiful parks. We need as many MG cars as we can muster for a great showing.

For additional info: **Peter Johnston 0417769680**



# Events

MGA Weekend to Nth Stradbroke

**Friday 18th November 2016 to Sunday 20th November 2016**

If anyone is interested, please contact me on 0435 901150, or email... [lock@winshop.com.au](mailto:lock@winshop.com.au)

**P LSIM RUN - November 27 TBA**

Our Club Captain will advise at a later date

**P CHRISTMAS MIDWEEK RUN - December 14**

From 7.30 on Brekky & or natter at Schuster Park on Heather St. Off Tallebudgera Creek Rd West Burleigh. UBD 70/B2. 9.00. Leave on Run. Byo Morn. Tea. Lunch at Coolangatta Tweed Golf Club as usual. Sorry. But need numbers by previous Friday. to **Bruce Corr** on [bruce.corr@bigpond.com](mailto:bruce.corr@bigpond.com)

**P 2017 EVENTS**

The Midweek Run is on the 11th January.

There will be an Australia Day Run. on Thursday 26th. This will be in lieu of the Last Sunday in the Month Run.

## New Members

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

Greg and Sharon O'Neill  
Wallace Abercrombie and Rosemary Beaton  
John and Marian Sheldon

**Members please note that this will be your last Time Machine if you haven't paid your subscriptions yet.**

The photos in the magazine have been contributed by Carole Cooke, Peter Kerr, Dave Godwin, Marilyn Muirhead, Gerry Cronin, Robin Godfrey, Ross Kelly



**40<sup>th</sup> ANNIVERSARY  
LUNCH CELEBRATION  
PLUS  
ANNUAL PRESENTATION OF TROPHIES  
SUNDAY, 16<sup>th</sup> OCTOBER 2016**

Our active MG Club was formed 40 years ago and to celebrate this special day, the Committee invites you all to join our Founding Members on this special day, to celebrate, talk, laugh and generally have a good time...

We have compiled a video of old photographs and will have an MC to keep the party flowing while listening to music of the 70s. There will be a prize for Best Dressed female and male, so let's all have fun together...

**VENUE:** PALMER COLONIAL GOLF COURSE.  
Paradise Springs Avenue, ROBINA,  
(Off Robina Parkway)

**THEME:** DRESS 1970 STYLES

**TIME:** 11.30 For Pre Luncheon Drinks  
followed by restaurant seating at 12  
noon for two course lunch.

**COST:** \$36.00 P.P  
Monies to be paid into bank account  
prior to attending

**BSB** 084 852  
**ACCOUNT** 14 920 3252

**RSVP asap: 5<sup>TH</sup> OCTOBER 2016**  
**[marieconwayjones@gmail.com](mailto:marieconwayjones@gmail.com)**

**0411 181 725**



# Concessional Registration

A reminder for those members who have their car(s) registered under the Queensland Special Interest Vehicle Concession Scheme, you are required to be a financial member of your nominated club. Annual memberships expire on the 30th June, each year.

Although the Club allows members three months to pay their membership, legally you are not a financial member if you haven't paid your membership.

If you haven't paid yet, please do not drive your car(s) as they are not registered. Once you receive your new membership card make sure you have it with you when driving the car as the Police can ask to see it along with all your other paperwork.

In order for me to check that the Membership database is up to date, I would appreciate all members who have car(s) on Concessional Registration, if they could email details of your car(s) (ie. Make/model, year built and Rego No). Send to [lesley\\_stuart@bigpond.com](mailto:lesley_stuart@bigpond.com)

If you are considering putting your car on the Concessional Registration Scheme to take advantage of the cheaper Third Party Insurance, please give me plenty of time to arrange for an inspection of the car. The Committee has agreed that in future a number of photos of the cars being inspected will be taken and stored in the club database.

As the club has a large number of members residing in NSW, I have been investigating the possibility of the club becoming a recognised Historic Vehicle Club in the NSW Historic Vehicle Scheme administered by the NSW Roads and Maritime Services'. If any NSW member is interested in placing their car(s) on Concessional Registration, please email me.

*Stuart Duncan*  
Membership Secretary



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# "Expression of Interest" National Meeting 2017 - Adelaide, South Australia

MG national meetings - or Nat Meets, as they are frequently referred to by the Australian MG Family - take place annually, around Australia and mean different things to different people. For some, it's the extension of their MG friendship circle – some relationships having been developed over many years - that brings them back again. For others, it's taking advantage of the opportunity to see Australia with like-minded people. Making a holiday out of the event!

It's the old saying: The MGs bring us together but the people bring us back again, year in and year out!

Next Easter, from 14<sup>th</sup> to 18 April, Nat Meet 2017 will be hosted by the MG Car Club, South Australia and be centred in the beach suburb of Glenelg, Adelaide.

David Godwin has offered to lead all interested GCMGCC members to Adelaide and you can bet your last dollar that it is going to be a lovely drive and a good time will be had by all!

John Talbot has already devised a wonderful trip both there and back, and in addition to the "normal" events over the long weekend, there are a myriad of holiday options in the Barossa and Mt Gambier regions for you to enjoy. More information can be found at:

<http://mgccsa.org.au/nationalmeeting/2017NatMeet/events.htm>

True to form, Dave has started work on a "long-way-home" return route for the more-adventurous souls, taking in Woomera, Coober Pedy, Ayres Rock, Kings Canyon, Devils Marbles, Longreach and Emerald. But this route is only open to 4 or 5 couples as accommodation is limited in many country towns, so a first-come-first-served basis will be in place.

Accommodation in Glenelg is expected to be mostly booked out so please could anyone interested in joining Laurel and Dave get in touch right away.

This is your chance to represent the Gold Coast MG Car Club, to make MG friends around Australia and to see this wonderful country of ours!

You will be so PLEASED you did!

*Dave and Laurel Godwin*  
[murphgod@hotmail.com](mailto:murphgod@hotmail.com)



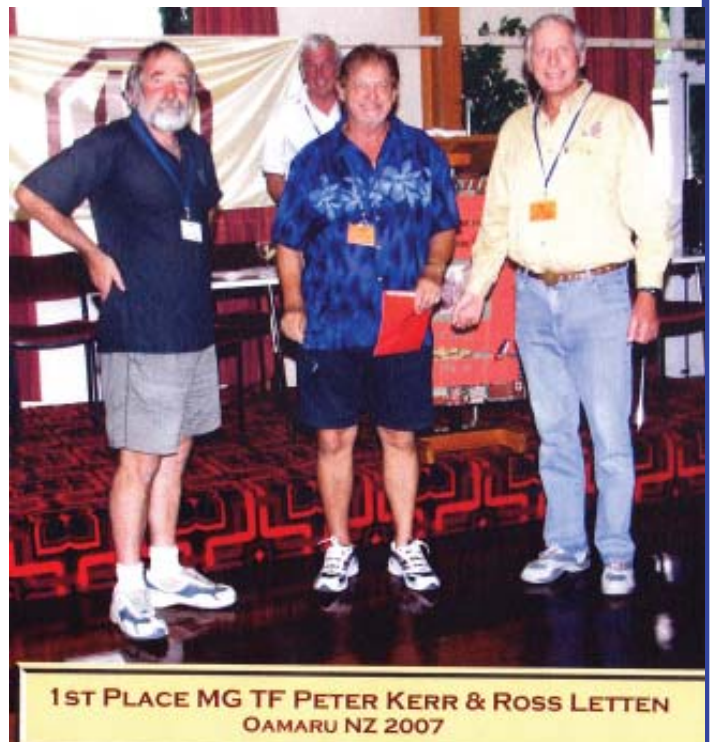


## Welcome Ross Letten to GCMGCC

I have known Ross for many years at MGCCQ competition events.

I entered the Pre 56 rally in Oamaru on the South Island of New Zealand in 2007. I drove the MG TF and invited Ross as navigator. Our little TF beat all comers, including MGAs and we were awarded the 1st overall Cup. It was a huge trophy and I declined bringing it back to Queensland, as the excess baggage fee was more than my budget!

*Peter Kerr*



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# Shitbox Rally - NZ

## The Outhouse Rodents

Shitbox Rallies have been held in Australia for several years. It is called 'Shitbox' because all participants have to compete in a car worth no more than \$1600, registered and on the road. The route chosen is designed to severely test the crappy cars in the rally so just to finish with the car intact is an achievement.

John and Marian Crighton (team name: The Outhouse Rodents) competed in the 2015 Shitbox in a Nissan Maxima that cost \$200 and performed flawlessly in the trek from Qld to Melbourne and then to Rockhampton through the centre. They competed earlier this year in an inaugural NZ Shitbox Rally (North Island) in a dilapidated Mitsubishi Lancer that emitted a smoke screen and respectfully declined to ascend any reasonable slope without a big run up.

John and Marian are saddling up again, this time for the second NZ rally, to be held in the South Island in Feb/March next year.

Shitbox rallies are fundraisers officially endorsed by the Cancer Council. Each participant has to raise at least \$4000 in donations, all of which goes directly to the Cancer Council. Participants have to pay their own costs for car, fuel, accommodation, entry fee, transport etc.

John and Marian asked the Committee for permission to 'advertise' this rally in TTM. Although it is not an MG event, many of us have been affected by cancer one way or another and the Committee agreed to a short article inviting individual members to consider a small donation.

Members wishing to support this charity can do so by going to [www.shitboxrally.co.nz](http://www.shitboxrally.co.nz), clicking on 'Teams', go to "The Outhouse Rodents" and click on donate.

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## 1928 Chrysler Type 65

This is an American Chrysler with a straight six cylinder side-valve engine. The Holden body was put on when exported to Australia. Rescued from a sheep farm in Oz and imported into the UK about 25 years ago by a family of collectors, she was recommissioned and registered in 2000. Some paper-work says the engine size is 3200cc with others saying 4078cc

Intrepid travellers Bob Pattison and Jules Fitzsimmons (who we met in Papua New Guinea in 1988 while they were sailing around the world) bought the car in 2006 off David Rivett, specifically to run the Peking-Paris rally in 2007. The car was modified a little with an overdrive, 12v electrics and a modern day air cleaner. All of the seats were removed to make space for an extra petrol tank in the back and comfy seats in the front. The wooden artillery wheels were replaced with wire wheels.

The Peking-Paris trip was great fun. However, soon after leaving China, the car broke down seriously in Mongolia losing all the engine oil. One big-end bearing failed but a local garage and mechanic managed to make a temporary repair which amazingly lasted all the way to Paris. Support vehicles are not allowed on the rally - a worry for drivers! However the car performed well and they met some lovely people.

On their return to the UK the car was put into storage which turned out to be very poor. We rescued it in 2013. Sadly all the original wheels and seats had disappeared. We have retained the shabby- chicness of the car because of its historical significance and provenance.



# 1928 Holden in the UK

Having joined the local car club when we moved to the Cotswolds last year the last thing I expected to see at the summer show was any sort of Holden, least of all a 1928 one. There is slight catch however as only half of the car is a Holden, the body, which was built on a Chrysler chassis.



The car was found on an unknown sheep station and brought from Australia about 25 years ago since when it completed a Paris to Peking run.

The history of the car is shown on the photo of the details that were attached to the windscreen. Unfortunately I was not able to locate the owners. Liz and Chris Jones.

The club, being for all makes, had a variety of models attending ranging from the one just described to a modern Bentley. The car chosen as the one they would like to take home by those attending was a Healey 3000 Mk111, followed by a Hillman Minx as second choice.

As you will appreciate, the motoring side of Car Club activities is restricted to the good weather months although social events carry on in pubs throughout the winter. This year has been a bit damper with more rain than usual. To compensate for that there were a few hot days in July one of which was the hottest ever, with a temperature of 34.5C achieved at a military airbase a few miles from where we live. As you can imagine, the natives were wilting but neither the pubs nor the ice cream sellers were complaining.

A few Sundays ago we were out for a run by ourselves when we passed the Cotswold Country Park which had an MG badge at the entrance and an arrow. We turned around and entered, to find ourselves in the midst of the Local MG Owners Club annual meet. Naturally we joined in, were made welcome and had a very enjoyable time. Most of the cars were Bs with a few T types and three As including ours. The venue was an open air zoo so we were able to wander around that as well.

Some Sundays later the annual MGA gathering was held at a National Trust property some forty miles away. The journey there was early so I was able to





**[liz@longstonetyres.co.uk](mailto:liz@longstonetyres.co.uk)**

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**Hudson's Yard, Doncaster Road,  
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enjoy a speedy drive along the empty Fosse Way, a road built by the Romans around 100 AD. It originally ran between Exeter and Lincoln, a distance of some 176 leagues (250 miles). The chariot wheel tracks are a bit of a nuisance but otherwise it was an opportunity to have a bit of a blast and clear the plugs.



I counted 70 As of various types including a couple of specials, one with a pointed nose. A number had different engines fitted but the majority were standard. There were a few non As in attendance, mostly Bs. Talking

to the owners, renewing contacts, exchanging stories, tips and tricks was most enjoyable. Definitely a must for next year wherever it will be.

Best wishes to all the friends we left; we hope to visit in the first half of next year so you haven't seen the last of us – yet.

*Robin and Linda Godfrey.*





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# Last Round of the B Series Super Sprints - Mid September

I constantly ask myself, "Why it is that amateur motor sport people bother racing their cars – or MGs, in this case?" The costs are always more than we care to admit; we are forever tinkering; we run the risk of having an altercation with a wall or another aspiring Stirling Moss and the weather is often average, to say the least!

The last round of the Super Sprint series mid September 2016 is a case in point. Friday, on leaving the Gold Coast in the rain, driving my Van with Black Beast on the trailer, the optimistic me was convinced that it would clear up once over the Range. It didn't! On arrival at Morgan Park, Warwick, a break in the weather allowed us to unload, put up the Club tent and to set up for the weekend. A group of GCMGCC members that had already settled in, joined us at the Horse & Jockey for a well earned beer, good food and to tell lies, so as to prepare our bodies and minds for the gruelling weekend ahead.

Saturday dawned and it was still raining. It wasn't meant to be like that! The rest of the GCMGCC crew camped at the track and were washed out and muddied in, but still had a desire to go out in the hope of setting a good time – we are very competitive between each other, although no-one will admit it openly...

Not wanting to find a laundrette to dry my race suit, I decided that I am too old and wise to get wet, so I decided to sit out until the sun was due at 3pm, according to the forecast on my iPhone. The sun did appear, but only for 3 seconds, so that plan failed. Meanwhile, the young guns were enjoying pushing their MGs to the adhesion limits of their semi slick tyres in the wet!

Another evening was spent in the Horse & Jockey to prepare the body and mind for the sunny Sunday ahead.

And it turned out to be a glorious day!

The track was dry and Black Beast, my ex-Arundell MGBV8 that Nick Peters and I share-drive, was firing on all eight cylinders – we had a ball. We were always within a few seconds of each other and it didn't help that people we hadn't even met yet were telling Nick that he was driving well for a Rookie! The rest of the GCMGCC Team were also jostling for supremacy and I watched them sneaking off to the results board after every run!

Many smiles later, a few tense moments, the Team loaded their tents, chairs, gas bottles etc into their cars, forgetting all about the rain and remembering only the good times had by all. I guess that answers the earlier question why we bother with motor sport!



The team took home two trophies and it is fair to say that most of us will be tweaking our steeds over the Christmas break and will be back next year to test ourselves against the other MG members, come rain, hail or sunshine!

*Dave Godwin*  
Motorsport Scribe



## Notice to all Members

On behalf of the committee I am calling on club members to assist in the promotion of not only our club but more directly our MG marque.

What we are seeking is for members to become part of an exciting push to make available our cars to organisations such as the Commonwealth Games, V8 racing on the Gold Coast, Gold Coast City Council and other organisations. This would be in the way of organised parades, static displays etc. All cars would be driven by their owners unless owners approved otherwise.

For this to happen we require car numbers. For those who wish to be part of these exciting activities, you need to register your car with the club. When we have a good fix on the number of cars available we can then promote this club activity. Ideally we would hope for a pool of fifty cars, all club cars are eligible. We need numbers by the end of October.

So to be part of this FUN you must register by email to Stuart Duncan at [lesley\\_stuart@bigpond.com](mailto:lesley_stuart@bigpond.com) or Gary Stevens on [gsls65@hotmail.com](mailto:gsls65@hotmail.com)

*Peter Johnston President*



*Our MGs have taken the V8 Supercar drivers through Surfers*



# Photos from our Display Day - August 28







Neil (corduroy and tweed jacket), Peter (John Blanden's racing suit, helmet and goggles as raced - he died 2004), Pam (love the 60s Mondrian dress!) and Gerry (corduroy)













## Regalia

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Torch - MG logo and our www. Embossed	\$5.00

Any enquiries or special request just pick up the phone and call me.  
Open All Hours.....Gary Stevens 5522 6735 home.

Now that I have returned from my trip I have the trailer back at Tallebudgera and a BIG thank you to Tony Voevodin for storing and managing the use of the trailer. I can be contacted on 5522-6735 hm any day of the week for hiring. Gary Stevens

Australia's dedicated MG classifieds site, MG Buy Swap Sell has grown since its launch early last month. Already there's plenty of parts, manuals and MGs listed.

Joining MG Buy Swap Sell is totally FREE, as is placing an ad. So if you have something MG related that you want to buy, swap or sell, you know where to go - [www.mgbuyswapsell.com.au](http://www.mgbuyswapsell.com.au)



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## MMM prewar MG J3763.

I introduced the MMM pre war MGs in the previous Time Machine. I stated MMM covered the MG Magnas, Magnettes, and Midgets as JWT (John Thornley) told me they had the M & G letters in the right order!

I have asked the current owner of J3763 to outline the history and his association with this J3 Midget. I first came across this Midget when Gary Grant imported it in 1968 and completed restoration in 1981. The extent of the restoration for Bill Andrews can best be appreciated knowing that this MG had beforehand, been involved in a monumental collision which damaged virtually every major component.

I got to know Ross when I bought my Magnette to compete in events in Brisbane. I used the Kelly home as my base and Ross took a shine to my Magnette. He sold his MG TC and decided to buy the Bill Andrews J3 from an advertisement in Unique Cars magazine. So the MMM ledger of Ross Kelly had opened. Ross has kindly provided the following details of the restoration with Paul Chaleyer in Blackburn. I know Paul well and always visit him when I am in Melbourne.

## The Chequered History of MG J3 3763 - "The Australian J4"

I have always had an interest in British sports cars, in particular the early overhead cam engine MGs. They are small cars in terms of size and engine capacity that beat the best of British and European marques on the race circuit. They live up to the "Win on Sunday, Sell on Monday" sales slogan.



My first MG was a TF 1250 purchased with a loan of four hundred dollars from my girlfriend at the time. I was now in dire straits, limited income, an MG (Money Grabber) and a debt that looked very large on my meagre twenty seven dollars a week before tax.

### *The start of the obsession*

I decided that the best way out was to propose to the girl and therefore hopefully cancel the debt and live with the consequences – one of the best investments my first wife ever made!

In late 2003 I was perusing “The Book of Dreams” as my current wife Georgia likes to describe Unique Cars magazine. There was the car of my dreams, a red MG J3 for sale in Geelong. I purchased the car and brought it back home thus starting the lessons in not doing due diligence when buying old cars.



*The J2/J3 as purchased*

My subsequent enquiries revealed the car had a very chequered past both on and off the track. It had a successful racing history in Australia in the ‘30s and ‘40s before suffering the fate of many of these cars – a blown engine replaced with a Ford engine substitute, a cracked chassis and the final resting place in a chook yard.

The J3 3763 chassis and an F Type chassis (F1254) were acquired by Bill Atherton from an old garage in Sandringham in 1968. In 1973 the J3 chassis was then given to Gary Grant who intended to restore the car. At this point after assessing the state of the chassis Gary decided to remove the identification knuckle from the chassis and rebuild the car using the chassis and some parts from the J2 (Chassis J4281). The ID knuckle was removed from this chassis and the numbered knuckle J3 3763 riveted in its place.

Gary Grant’s brother then sold the chassis frame to Peter Callaghan in Perth who at some stage realized that he was in possession of a J3 chassis but without the ID knuckle. Meanwhile the J2/J3 was restored by Gary Grant and on sold to Bill Andrews.

There was subsequent discussion between the interested parties about where the real identity of the J3 lay, with the ID knuckle or with the chassis frame.

This was resolved when Peter Callaghan sold the chassis frame and the J-type bits he had collected to Paul Latham of HVR in Victoria. The major components of the original chassis frame were then passed onto Bill Andrews whilst the collection of J-type bits was sold to Graeme Jackson.

At this point muggins (Ross) enters the story with the purchase of the “J3” from Bill Andrews together with a spare chassis frame and some parts. Sometime later I pieced together the history of my purchase with the help of the MMM Register in the UK and members of the Victorian Pre-war Register.

To be Continued

## News for Members - Our Trailer for Club Members to Use

Do you need to transport your car, for repair or to show, maybe retrieve it after a mishap or break down? Well, the great news is the Club has its own tandem axle car carrier trailer which can be booked and used for a donation of only \$10 per day to solve your problems. **Contact Gary Stevens on 5522-6735 home any day of the week for hiring.**



## Free Hire Club Engine Stand and Engine Hoist

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**::MGB Etc. Parts** Tappet Cover, wiring Loom Head lights, 2 Distributors & Leads, Points voltage regulator, etc, 2 containers (water & oil,) (very old) 1 Alternator. 2 Tail lights, 2 lenses, 3 head light lenses, + 4 covers backing, 1 "B" Hubcap, (couple of badges B) (2 stands, adjustable) Assorted Grease Guns and Oil Cans (old antique) Left hand door mirror, Gear Stick knob, Washer motor small. 1 Trolley Jack, (manual included) 1 Wooden door part for Mquette. Interested parties please call **Marie Conway-Jones. 0411 181 725**

**For Sale** I have a black vinyl covered fiberglass **hard top for an MGB** for sale, it is in good conditioned, I am happy to accept offers, I am in the **Lis-more/Byron Bay area in NSW. Call Graeme on 0417357307.**

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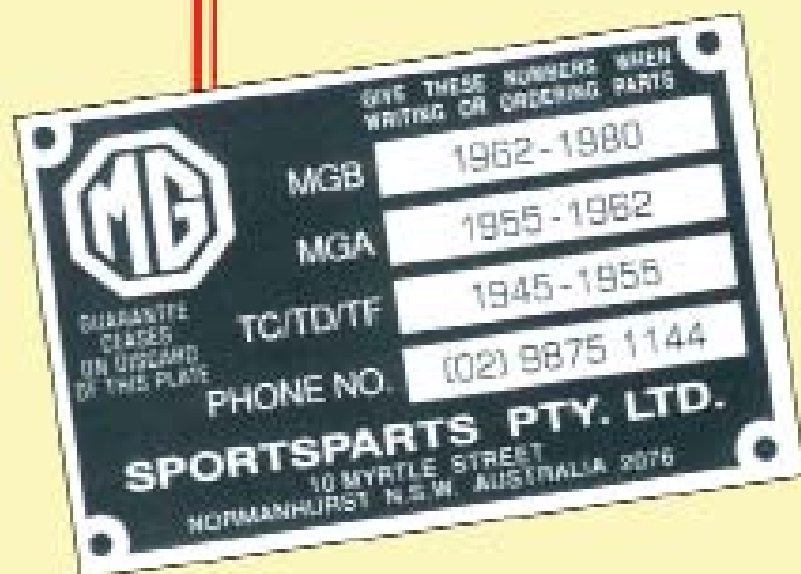


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