

THE TIME MACHINE

April May 2020

The Coffee Run to
Pickers & Co at
Oxenford was a
popular run for the
members on March 1



The Official
Magazine of the Gold
Coast MG Car Club

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THE TIME MACHINE

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

Affiliated with the MG Car Club UK



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The Committee welcomes your phone calls but please before 9pm.

FEATURES

| | |
|------------------------------------|----|
| Interim President's Report | 5 |
| LSIM February | 6 |
| Australia Day Wine Weekend | 8 |
| January Coffee Run | 11 |
| February Coffee Run | 12 |
| March Coffee Run | 15 |
| February Midweek Run | 16 |
| Tempted to do an MG Tour in Europe | 17 |
| Coming Events | 21 |
| March Midweek Run | 25 |
| Repairing a Small Crack | 26 |
| Impromptu Runs | 27 |
| New Members - Goldsmiths | 27 |
| MGA Body 1600 Off Restoration | 28 |
| The Weird Wonderful World of Rally | 31 |
| History of MG- Part 2 TD | 37 |
| Maisie at Leyburn | 39 |



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*Where drop off is unavailable a taxi can be provided to the value of \$50. Note we reserve the right to remove this offer at any time.

PRESIDENT'S REPORT

The Committee apologises for the lateness of this Time Machine, but the Committee has been dealing with some issues, which were outlined in my email to members at the end of March.

You may have noticed some changes in the make up of the Club's Management Committee listed on page 3 of this Time Machine. Richard (as President), together with Dale (as Vice President), Sue Craig and Janine Pritchard have resigned from the Committee which leaves a number of vacancies on the Committee. The Committee has also decided there is no need to fill these vacancies until the AGM, as the Club is in what could be called "hibernation", with the club's management now being managed by email, conference calls and/or video conferencing.

On behalf of all members, I wish to thank Richard, Dale, Sue and Janine for their enthusiasm and involvement in the management of the club.

In order to meet legislative requirements that a club has to have a President, the Committee has agreed that I should be an interim President until the AGM. There is nothing in the Constitution or By-laws prohibiting an executive member from being allocated other committee roles, other than executive roles.

In mid March, the Committee decided to suspend all club activities due to the age demographics of the club's membership and the Government's request to limit outings and to social isolate. This means all mid-week, LSIM, Coffee runs and Noggin & Natters have been cancelled. However, as Impromptu runs are part of the Queensland SIV Concessional Registration scheme, the Committee considers it has no power to stop members participating in them.

With no activities to report on, Carole will be in need of technical or other articles to fill future editions of The Time Machine. If you would like to contribute an article, please contact Carole Cooke, The Time Machine editor.

At the same time the Committee suspended activities, the Victoria Club cancelled the National MG Meeting to be held in Albury / Wodonga over Easter. I believe they are now looking at running it in 2021. When we are allowed to recommence activities, I will contact those members who were organising a run which has been cancelled, to see when we can fit them into the club calendar.

Keep in touch with your GCMGCC friends and look after each other through these uncertain times. Knowing that others care about us helps a great deal especially for those who are on their own; so pick up the mobile and make a call or send an email or text. It costs nothing and makes a big difference. Please stay healthy, safe and well; check how fellow members are weathering their isolation, and if you have any questions, ring me.

Stuart Duncan
Interim President

LSIM FEBRUARY 2020

MAGICAL MYSTERY TOUR

It had been ages since we did a day run with the Club so we signed up for Marie's 'Magical Mystery Tour'. And what a good run to pick! There is unlikely to be a better MG run in S.E. Qld.

Long story short – meet at the Club rooms at Mudgeeraba, chat/tell a few lies/share a joke or two, then off to Springbrook for morning tea at Goomoolahra Picnic Ground, which is adjacent to one of the most scenic spots on the mountain. Then down the mountain for lunch at the Tallai Country Golf Club. Home in plenty of time to take the dog for a walk. Marvellous.

Why so good? Wonderful scenery, and excellent weather for old cars. Overcast, with some drizzle that might have been slightly inconvenient for those in open top cars, but the little cars loved the cool weather. It is truly a beautiful part of our world. No sign of the drought that so badly affected other parts of the country, and the whole area escaped the awful bushfires that ravaged Binna Burra and other parts of the hinterland. The waterfalls at the picnic stop and also at Purling Brook Falls were in full flow.

The cool and slightly inclement weather also meant fewer suicidal organ donors on motor bikes using the narrow roads for Isle of Man TT/Grand Prix practice. We did, however, pass some unfortunate folk cocooned in Ferraris, Lamborghinis and other high performance vehicles. I say unfortunate because it can hardly be comfortable to have to adopt the 'missionary position' to drive these cars. And it must be frustrating to be barely able to get out of first gear on these narrow roads. A comment was made: 'I suppose they are enjoying themselves'. The obvious response was 'so were we, at one tenth the price!' (Two full services on a Fezza or a Lambo will set the owner back the cost of a reasonably sorted MGB)



A highlight was the morning tea spread organised by Marie. Lamingtons, pikelets with jam, lemon squares, chocolate cake – yum!

Thank you, Marie, for organising an excellent MG event. And thank you, colleagues, for your company on the run.

John and Marian Crighton



Before it rained at Purling Brook Falls



Dale Hansen was asked to bring along his 2017 Holden Motorsport, as this was the week Holden closed, as this was the week Holden closed. His car was one of the last handbuilt to order. No 203 of 1200 (counting backwards). 404 kw. Test driven by Craig Lowndes and then Garth Tander!



AUSTRALIA DAY WINE WEEKEND

8 MGs and 1 interloper (that would be me) assembled at Beaudesert, where we were treated to coffee and muffins courtesy of a very generous mystery sponsor. Turned out to be a ladies run, 6 women drivers, 3 men, as due to ill health Murray had to forgo the trip he had organised so brilliantly. He appointed Cheryl as his proxy, a job she performed well.

At Beaudesert, Archie the '54 TF didn't like the look of the dark clouds rolling in and declined to proceed. An undignified push start and he scampered home to his dry garage. Neil and Kerry completed the run in the shopping car, now 7MGs and 2 "other"

Alan, the bus driver, was marvellous, nothing was too much trouble. Delivered us to Ballandean for dinner on Saturday evening, toured Stanthorpe all day Sunday, sampling (and purchasing) wines, cheeses, olives, jams....and for the 4 boys, even a brewery! The girls were particularly partial to Rumbalara Winery – they had a soft serve machine loaded with ice cream and Impi, their version of Baileys.



Ballandean

Somewhat quiet trip home, most of us were asleep! Alan decided we should eat at the RSL on Sunday night, he not only made a booking for us, he delivered us down there as well.



After a wonderful 2 days of fun, friendship and respite from humidity, a farewell breakfast was in order. The only place open in Stanthorpe on holiday Monday morning was the RBT van when we set off at 7.30 to Warwick Gardens



Galore, a great little café that Dave found.

On the trip over on Saturday, Archies hunch turned out to be correct and those dark clouds unloaded, making

driving quite challenging – some even had to turn back due to flash flooding near Mt Alford. Stanthorpe didn't get a drop.

So sad to see dry dams with trees growing in them, iconic places closed including The Bramble Patch, Vincenzos Big Apple, both mushroom farms and some wineries.



The jersey girls are out on agistment but still being milked daily and their namesake café is still producing delicious cheeses.

Its now many days since we were there and hallelujah! It's raining in Stanthorpe, how wonderful.

Pam Everitt





Below - Farewell Dinner



BEECHMONT COFFEE RUN – SATURDAY 18 JANUARY



After a night of torrential rain and flooding over the Gold Coast we made our way to The Nook and Kranny Café in Beechmont. Our first attempt via Nerang Rd at Lower Beechmont was unsuccessful as the road had been closed due to fallen power lines so we had to turn around and enter Beechmont Rd via Canungra. It was good to see this area, which was devastated in the bushfires last November, beginning to regenerate again. We arrived finally through the mist to a warm welcome inside the “nook” and the coffee and conversation began to flow. David Willmott had heard from Peter Johnston that they were going to a Canungra cafe instead and I believe approximately 8 people joined this breakaway group. By 11am there were 9 of us and 1 dog (Billy).

However because of the weather no sign of an MG was seen with our group although we thought those of us who braved the mountain trip should get “double points”!!



It is a pity it was such a wet day and we were unable to sit outside and enjoy the birds in the aviary and the rustic setting. I would encourage any of you to take a trip up here and support this café which is also dog friendly.

Sue Craig

COFFEE RUN – PASTURE AND CO, CURRUMBIN MONDAY 17 FEBRUARY

After all the floods in recent weeks, today graced us with the perfect weather to let down the hoods and blow the cobwebs out of our convertibles and other garaged MGs. And what an array – from Pre-war TAs (the Godwins), Daisy (The Zebells Trophy TF), MGBs, MGAs, MGRs and the modern TFs and all of 15 cars in total to show off the MG brand!!

It was wonderful to see so many people we haven't seen for a long time. Especially Coral and Graham Cogzell, Joe and Jan Evans, and while only 16 were expected, 33 members actually showed up. Needless to say our two allocated tables had to be added to and latecomers spilled out into the courtyard of this amazing little café. It



caters to every taste – from vegan to the bacon and egg brigade and the best coffee (Leaf and Berry) I personally love.

So the Coffee Run turned into a great catch up – over 2 hours of chat and some networking on my behalf. I have inadvertently become the LSIM Run Co-ordinator since our Club Captain is overseas and thanks to 4 wonderful couples who stepped up to organise the next few months' Runs we now have a full Calendar of Events again. Remember anyone can organise a Coffee Run – if you know a café which can accommodate up to 20 cars and possibly 30 plus people let us know. We have usually chosen Saturdays or Mondays for these Coffee Runs but as long as we have at least a month's notice for emails to be sent out to give members details of WHERE and WHEN the event is to happen it could be any day.

Special mention to our new member Peter Goldsmith whom I had a wonderful chat with in the Pasture before he had to drive back to Murwillumbah and survey the flood damage. It's always great to put a face to a name of our new members and the feedback he gave me was very positive re the welcome he received and friendliness of our members. Remember Peter if you wish to tell us a little about your life and how you came to own an MG you are welcome to do a write-up for our Time Machine. (See page 27!) We all love reading these stories and it is a timely reminder for us all to put pen to paper to share our stories.



Carole, our Editor extraordinaire, is always looking for articles to fill our magazine.



We all have a story, even if you think nobody else would be interested. I am in awe when I sit beside our great "icons" of the group – especially Bruce Corr, Ian Cowen, Dave Godwin and too many more to mention to hear about their life story and knowledge about MGs!!!

Hope to see you all at next Coffee Run up north (at Oxenford) on Sunday 1

March. We'll have to be on our best behaviour as this is Ken's cousin who owns the Café!!

As the years add up in this amazing Club it feels like more of a family and less of a group of MG enthusiasts and due to our aging population we realise how precious these events are.



Let's hope the weather is kind to us now and the floods and fires that devastated so much of our beautiful land are over!

Sue Craig

MGB (named Mabel Grace)

Cut off date for next magazine 10th May 2020

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 Fee: \$20 per person

Membership forms available on our website - 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
Account Number 14-920-3252

Account Name Gold Coast MG Car Club Inc

Cheques to be made out to - Gold Coast MG Car Club Inc

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

GOLD COAST MG CAR CLUB INC

The Secretary,

P.O. Box 1018, SOUTHPORT, QLD, 4215

Email - goldcoastmgcarclub@gmail.com

Membership at March 2020

Active & Family 257 Life 7 Honorary 4 TOTAL 268

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, Jim Lutherborrow

EDITORIAL

As I hadn't sent the Time Machine to the printers, I have been able to do an update. As events take up a large portion of the TM, to do the next one, I am relying on the Club members to send me articles. How you came to get an MG, good trips in your MG. technical articles to do with MGs, etc. Please!

Email - cazcooke30@gmail.com

Carole

COFFEE RUN - 1 MARCH



Glorious weather greeted the members of the Gold Coast MG Car Club for our March coffee run to Pickers 'n Co. It was great to see a convoy of MG's travelling together down Tamborine Oxenford Rd to our destination. Great representation of cars, older TF's as well as modern ones, with a couple of MGB's thrown in for good measure. The excellent weather ensured that all vehicles looked

resplendent with their tops down. Many of the other cage guests came out to look & photograph our vehicles.

It was lovely to see Dennis & Anita who don't regularly attend our coffee runs. They reside in the northern extremities of our region & they commented that the venue was more convenient for them. This demonstrates the importance of "spreading around" our coffee runs around our beautiful region.



For those who have not attended Pickers 'n Co it is well worth a stop when you are next in that area, delightful coffee, lovely cakes and a shop full of interesting knick knacks of all kinds.

Until our next coffee run.

Ken Shead

MIDWEEK RUN - FEBRUARY 12

A Darke cloud hung over the planned mid-week run for Wednesday, February 12, the moment Harry Darke raised his hand to organise this run. As Harry "The RainMaker" noted "Each time I organise a run the rain comes bucketing down. I might have to hire myself out to make rain in the drought-stricken areas of Queensland!" he noted with a grin!

Members will undoubtedly recall that the Gold Coast was shrouded with smoke and then rain and rain and more rain in February! Lots of emails, phone calls and discussions before the planned run and it was agreed that no-one in the club had webbed feet and not one member had flagged they owned an amphibious craft which could transport all of us around the proposed route that Harry had so fastidiously planned – so we postponed for another day!

Great idea from Harry – anyone wishing to assemble and to get together at the Nerang Bowls Club for lunch at noon would be most welcome. Harry and his lovely mother entertained attendees. Throw in the Cogzells, the Everetts, the Zabells, Peter Johnston and sundry other friends and we enjoyed our lunchtime repast! The trio of Marie Darke, Coral Cogzell and Pam Everitt kept us entertained with great stories for two hours. We didn't even miss driving our MG's – in the rain!!

Richard Patterson

In the light of the effect that the corona-virus is having on international travel, Laurel and I have decided to explore doing a local trip across Australia in 2020. Our thoughts are to roughly follow their route (I've checked it out and it is suitable for 2-wheel drive cars during dry weather) and to open this up to 5 or 6 classic MG's plus 2 4x4's - who are to offer assistance to the MGs if that should become necessary along the way.

The plan would be to leave Byron Bay NSW early August 2020 and reach Hamelin Pool WA around mid September 2020 - around 35 days.

Part 1 will be from Byron Bay to Uluru - easy driving for all cars and roadhouses most of the way.

Part 2 will be Uluru to Hamelin Pool - some sandy patches and sleeping in tents.

Part 3 will be to drive home via Darwin and sight-see along the way - or drive to Perth and drive or train our cars home.

We wouldn't expect everyone to do the full trip - any part you choose to do will be your decision. If you are interested to know more information, please let me know and I will make up the details as we go I'm aware that this is short notice but the corona-virus is really to blame!

Dave and Laurel - Contact - murphgod@hotmail.com or 0412 029 277

TEMPTED BY AN MG TOUR IN EUROPE?

Our Club has a reputation of being a social MG club **but lacking** the competitive opportunities of some others. That belies the fact that we have a couple of standout MG ultra-marathoners in our Club - Dave and Laurel Godwin, who must have been to so many places that have never seen an MG before, and John and Marian Crighton, of 2019 Peking to Paris Rally fame.

Julie and I were fortunate to tag along with John & Marian and Gary & Anita Lock on the 2015 60th anniversary MGA tour from Lands End to John o' Groats in association with the UK MGCC. Three little MGs fit nicely in a 40ft container and three other MG containers were shipped from Melbourne and two from Perth. Before the official UK event the Australian contingent – 15 Australian MGAs plus Dave & Laurel in their MGBGT – drove through France, Belgium, Germany and Switzerland to Italy and return.

For the 2015 tour **shipping** of the Gold Coast cars was arranged by Gary Lock and the logistics were straight forward – drop the cars off at the docks in Brisbane and collect a couple of months later in Southampton. The return was simply in reverse with the added requirement of tough quarantine requirements at the Australian end. **Extra**, and expensive, steam cleaning can be required on re-entry into Australia but we managed to avoid that by a thorough coin-operated wash before dropping the cars off in Southampton.

Ian Prior, of the Victorian MGCC, was the principal organizer of the 2015 Australian group and, surprisingly, he lined up again to coordinate our 2019 MG tour of Norway. This time the plan was to ship a mix of MG types but the cost, and stories of expensive asbestos checks on re-entry, changed the plan to us **purchasing** modern MGTs in the UK instead.



The Aurlandsfjord at Flam

There are two dealers specializing in TFs in the south of England – Just Right Autos in Witney and Trophy Cars near Peterborough, more difficult geographically but a much larger range of vehicles. Trophy Cars offer an arrangement to repurchase the car and Just Right to re-sell on consignment. Our group of seven cars and

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crews purchased from both and one privately and most launched for Norway (via Netherlands, Germany & Denmark) a couple of days later. More time in the UK to get comfortable with the cars would have been better. From the experience of others, we had all pre-ordered a windstop and rear light protectors for our TFs. Accommodation and ferries had been booked a year in advance and went without a hitch.

Insurance is best handled through a UK broker and is cheaper if you can provide a UK address. Any quotation won't be firmed up until one month before activation of the policy. The temptation is to have the policy start on the date of vehicle pickup. However, for driving in Europe, it is important to also obtain, and carry, a green slip as proof of insurance cover. On the 2015 MGA tour a couple of drivers were stung with hefty fines at the border into Switzerland for not being able to provide a green slip. The policy can be cancelled on completion of the tour for a pro rata refund.

Breakdown cover in Europe is a form of insurance and is usually included in the vehicle insurance cover usually coordinated through the UK's RAC or AA. In 2015 one of the MGAs suffered gearbox failure in Europe. Under insurance the car was transported back to Brown & Gammons for repair while the crew continued in a rental car. The transport of the disabled vehicle was covered by the policy and the repair was at owner's expense.

Alternately the insurance company will seek a repairer nearby. For the 2019 Norway trip we had a couple of TFs suffer mechanical problems. One had a simple clutch slave cylinder failure but, through a comedy of errors mostly in Norwegian customs, the car took almost three weeks to repair, totally disrupting the subsequent tour plans of the crew involved. Another crew suffered a significant engine



problem in France. The first question asked by the insurer was – how long before you plan to return to the UK? They made the “mistake” of mentioning that it was some weeks away which gave the insurer time to find a local repairer. However the quote was such that they decided to abandon the car and continue in a hire car.

Towing services may well be needed and preferably contact details for a couple of towing companies in each country traversed should be part of your research. Similarly it is ideal to have a list of MGCCs and MG service providers en route

Fuel in European countries is expensive compared to home but 95 or 98 octane seems readily available. We had a policy of fueling up on arrival each day to allow a group getaway the following morning.

Navigation is most fun from a paper map, ideally with competent navigator in the passenger seat, but GPS guidance is essential in reserve. The days of using separate GPS navigation units seem to be waning with most now relying on their smart phone. The problem with the latter is that navigation through Google Maps or Apple Maps can make serious inroads into your data allowance. The best of both worlds – a smart phone without using data allowance - seems to be the Tom Tom app which is a very inexpensive subscription service only for the duration of the trip. But please ensure that you download all the maps needed for your route. In 2019 we became temporarily “uncertain of our position” in Germany after having downloaded Germany West and Germany East maps, but not that for Germany North West.

Phone coverage is cost effectively handled by a sim card out of the UK (we used GiffGaff posted to Australia and Australian-based SimCorner when more data was likely needed). Wifi is available in most accommodation and was the primary medium of communication.

As many will know, the UK and Europe are fabulous places to visit, and to do so in MGs with friends is a privilege. In 2019 the scenery in Norway was spectacular, as expected, but the weather was much kinder than we could have hoped, with the hood down for at least part of most days. Perhaps the real surprise was the friendliness of the locals and their ability and readiness to engage in conversation in a second or third language.

The real benefit of trips like these, just like MG touring in Australia, is the camaraderie of like-minded individuals and new friendships that will hopefully last a lifetime.

Jeff Wicks

*Recovering after
several laps of
the Arctic Circle
Raceway*





Jumpers & Jazz is on again in July. The Gold Coast MG Car Club will be again running a trip to Warwick to join in the fun.

- Friday 17.07.20 we meet at Beaudesert for a scenic run to Warwick.
- Saturday 18.07.20 we'll set off on trip around the Downs to take in some of the regional displays and music. Saturday night will find us again in Killarney for the Fire Drum and Bonfire evening.
- Sunday 19.07.20 is the Grand Automobile Display in the heart of the Warwick CBD. The main street is closed for the display of Veteran, Vintage and Classic vehicles. A great opportunity to spend a day enjoying the fabulous live musical entertainment that will be on offer all day, while taking advantage of some of the great food that will be on offer from the city's restaurants, cafes and food trucks.
- Monday 20.07.20 we set off for home.

Accommodation has been reserved at the Horse & Jockey Hotel/Motel for the event. If you'd like to come along bookings will be essential.

To book please contact Murray Arundell via email on arundell@ghs.com.au.

“The GCMGCC Committee has suspended the Club activities when Health Authorities provide information during future events.” On behalf of the GCMGCC C

P – Coffee Run – Monday 20 April

10.00am at Café Sofi, Emerald Dr, Helensvale. (this is within the new Surrounds Estate adjacent to Light Rail, near Helensvale Westfield). Make your own way there. To assist with café catering, RSVP to Stuart on gcmgcc.events@gmail.com or 0405 402 745 by Friday 17 April.

Noggin & Natter – Friday 24 April

Meet at the Club Rooms at 6.30pm for a 7.00pm start to the night. Cost is \$10pp to cover cost of light meal. Stuart & Lesley Duncan will give a presentation on their recent 7 weeks chasing the Northern Lights, crossing Siberia by train in winter (or spring) and dealing with travel changes due to COVID-19. RSVP to Marie Conway-Jones on marieconwayjones@gmail.com or 0411 181 725 by Tuesday 14 April to ensure enough food is purchased.

P – LSIM run – Sunday 26 April – Hinterland Run

Meet at Arthur Earle Park, Nerang at 8.30am for a 9.00am departure. BYO morning tea and chairs. Lunch will be at a Club in Beaudesert. RSVP to organisers John and Colleen Boyce on johnboyce44@bigpond.com or 0444 500 071 by April 23, so they can advise club of number attending.

May 2020

P – Midweek Run – Wednesday 13 May

Meet at Winders Park, Currumbin Creek, from 8.30am for a 9.00am start, BYO morning tea, pub lunch. RSVP to your host Peter Coleman on petercoleman4@bigpond.com or 0413 250 005 by Sunday 10 May, so the pub can be advised of number attending.

P – 2nd LSIM run – Sunday 17 May

This run will be a combined run with the Antique Auto Club to celebrate National Motoring Heritage Day. Meet at Club Rooms for a 9am departure, with a club lunch. RSVP to Stuart Duncan on gcmgcc.events@gmail.com or at 0405 402 745 by Thursday 14 May.

P – May Coffee run – Saturday 23 May

10.00am at View Café, Hinze Dam. To assist with café catering, RSVP to Stuart Duncan on gcmgcc.events@gmail.com or 0405 402 745 by Thursday 21 May.

Please
RS
for
GCM
eve

EVENTS

o's 2020 program immediately and will recommence
tion which supports the well-being of our members
Committee.

P –LSIM run – Sunday 31 May

Meet at Jack Evans Park, Tweed Heads for a 9.00am departure. This is a northern NSW run with a Club lunch. RSVP with numbers to organisers John and Denise Bromley on john@jbdc.com.au or 0417 028 726 by 28 May.

June 2020

P – Midweek Run – Wednesday 10 June

Meet at Hinterland Regional Park, off Hardys Rd, Mudgeeraba at 8.30am for a 9.00am departure. Bring your own Morning tea and lunch will be at a pub or club. No need for numbers. For more information contact Harry Darke on 0400 775 139.

P – June Coffee run – Monday 15 June

10.00am at Outpost Café, Canungra. To assist with café catering, RSVP to Stuart Duncan on gcmgcc.events@gmail.com or at 0405 402 745 by Thursday 11 June.

Message from Club Captain Stuart

I wish to thank Ken Shead and Sue Craig for sending out email reminders and taking on the Club Captain's role whilst Lesley & I were travelling through Scandinavia and Russia in January, February and early March.

Members please note, when it is stated "Numbers needed", please contact the run organiser as they need an idea of number of members attending so they can notify the venue. In the past few months on a few occasions double the number of members who replied have turned up putting enormous pressure on the venue's staff and it also gives our club a bad name.

As requested by members, the Morning Coffee runs will continue to be spread around the Gold Coast and near hinterland, so members do not have to drive too far and do not involve the whole morning.

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

CHRISTMAS IN JULY

Our Club Secretary Marie Conway- Jones is now taking bookings for this years **Christmas In July** party to be held on the 8th July 2020.

We will be travelling the scenic back roads of New South Wales to the coastal town of Ballina where we have booked the Island Resort for our celebration.



Costs are:
Twin share: \$ 285.00
Single: \$190.00



This great discounted package includes: Room, pre dinner Drink, canapé ,
Christmas Dinner, Dessert and Continental Breakfast.
Plus free lucky door & raffle prizes Plus Santa's mystery presents.

This is our premier mid year event so book early to confirm your place.

Deposits not needed at this stage.

For further information contact Peter Johnston):pe.johnston04@gmail.com or
ph. 0417769680

Let's hope we can do our July events!

New Members

We are pleased to welcome the following new members to our Club and hope to see them participating in our runs.
New members and 'old' members, we would love to hear your story of how you come to have an MG.

Peter and Roslyn Tomlinson - Surfers Paradise - '67 MGB
Steven Ward - Surfers Paradise - MGF

The photos in the magazine have been contributed by Carole Cooke, Peter Kerr, Laurel Godwin, Pam Everitt, Jeff Wicks, Ken Shead, Sue Craig, Paul Rogers, Steve Begley, Jonette Waller, Janine Pritchard, Gerry Cronin, Peter Goldsmith, John Careless, Peter East

MIDWEEK RUN - MARCH 11

How lucky were Jill and Peter with the weather, rain had been consistent for the previous few days but on the morning it was actually perfect open car weather. We all met at Winders Park on the Currumbin estuary and wouldn't you know it, it is one way in only to the park and guess who came in the wrong way!!!

Great turnout - 15 or 16 approx. cars. Peter welcomed everyone and introduced all his visitors to us. Family: From U.K - Niece Wendy, also Michael and Gillian. Canadians - Trevor, Ann and Lesley. Friends - Joy and Alan. Peter also reminded us to get our tickets in the raffle and somebody piped up "Is there any toilet paper for the prize?".

Was not me.

On a sad note, Peter reminded us that it was approx 1 year since John Talbot had passed away, and noted how sadly missed he has been by the club. How quickly has that year flown. Peter then requested that in memory we hold a minute silence on behalf of everyone in the Club, which we did, some with a tear.

So on our way over Tomewin (lovely and cool) and down into the cane fields. I never get tired of that scenery. On to Clothiers Creek Road and through Cabarita, then Kingscliff and down into Faulks Park for morning tea. This park was part of Jill and Pete's backup plan as their first choice was unavailable and on the run sheet at 61kms it started with "over the hill" and the rest was crossed out with new directions written next to that. Was Pete trying to tell us something!!

Kay and Laurie held the raffle and the prizes were something special. The first being a cooler bag with the MG logo won by Ann from Canada.

The second was a special plate 40 years old with an MGTC and an MGA Coupe depicted on it and was won by Caren Sattler. The cooler bag was donated by Keith and Jean Bailey, and the Plate by Jill and Peter, consequentially the raffle was drawn twice. What lovely gifts so generous.

While this was happening the guys were working to get John Careless's car on the road after finding oil leaking everywhere. It seemed to be okay, but a short distance down the road it happened again, and so we



had to leave him and Kate on the verge to await a pick up truck.

We continued on to lunch at the Coolangatta-Tweed Bowls Club. As always the meal was superb and because it was a cooler day it was even more enjoyable. Keith Bailey and I found the baked custard and the bread and butter pudding first and then had to help each other up out of the chair to go home.

All in all a lovely day was had by all. Our thanks to Jill and Peter once again, we do so enjoy your company every year.

John and Marilyn Muirhead.



Jill's niece, Wendy

REPAIRING A SMALL CRACK OR SLIGHT OIL LEAK IN A CASTING

Considering that the area leaking is a no-stressed part of an engine or gearbox then this product might help you. Rather than taking the part of the engine and getting it welded try this first.

It's a Loctite product called "Super Wick-In" #290 P/N 29050 X 50 ml.

You will need to clean the area with acetone or alcohol really well and blow dry with compressed air. The idea of this product is that it will bleed into the crack and dry over night, it's not a fool proof product but it can save you money and time.

Normally you would use a vacuum or suction on the opposite side of the crack and draw the Wick-In into the crack. Apply it sparingly. It will last for ever if it is successful and not leak oil. But I can't reiterate enough, it must be clean first for it to take hold.

Example: bike rider. I once had a crack about 2.000" long in an exhaust port runner on a Cast Alloy Cylinder head on my Brown Alcohol Dragster. It weeped into the joining inlet port through the casting but didn't cause any backfires or serious damage. I used a Vacuum cleaner to suck the Wick-In into the joining port. Left it overnight and raced the next day without any troubles.....

Exerpts from The Historical Motor Cycle club magazine

John Muirhead.

IMPROMPTU RUNS

Now that the Club has the impromptu run website application up and running I deem it appropriate that I explain the benefits for its use. Prior to the change in the Regulations concerning the use of a motor vehicle being registered under the Concessional Registration Scheme, the use of the vehicle outside of Car Club advertised events was very restricted. That has now changed.

With the introduction of the Impromptu Run, all Club members who have their vehicle registered through concessional registration can now drive their car at any time either alone or in a group outside of advertised Club events. All you have to do is fill out the application form on the Club website and you are legal. I strongly recommend that you obtain this approval whenever you use your vehicle outside of advertised Club Events. This ensures you are legally covered and as importantly you will be covered by your insurance if you were to have an accident. The application process is very simple to do and takes five minutes to fill out. The computer will do the rest. That's if you have registered your Club concessional registration details with our webmaster Stuart Duncan as he has requested.

The simple fact is that this additional Government Impromptu Scheme is a wonderful addition for Classic Car owners, as it provides the owner with unrestricted use of their Classic Cars whilst not having to justify the cars usage to insurance companies in case of an accident. All you have to do is fill out the Impromptu Form before going for that drive.

Peter Johnston

STEPHANIE AND PETER GOLDSMITH NEW MEMBERS

My back ground - I am retired having been in various business all my working life. Now as regards to the love of MGs, I bought a '57 MGA at 20, of which I can show you photos. During my life I restored other cars. My mate had a TD, Midget, 3 B's all beautifully restored. This car that I have is the trophy F, bought new by a lovely old gentlemen from Bruce Lynton Motors in 1999 which came with all the original paper work. Cost new over \$55000 then. As you know they were of limited production and her No. is 364. She came all original with the black hard top. I am proud to have such fine example MG in their last British exit.



Peter Goldsmith.

MGA 1600 FULLY BODY OFF RESTORATION.

Well it seems like its been forever getting to this stage.

It all started when I visited my friend Graeme in Wicklow in 2010 and being an MGA enthusiast he happened to have a shell in his shed.. I actually didn't make him an offer until sometime later as I thought about it while travelling back to the UK.

After discussion with Pauline I rang him and asked if he was interested in selling. He was humming and herring, as somebody else was wanting to buy it who is a well known restorer in the UK. After some haggling we ended up working out a price and doing a deal.



A year later we went back to Ireland to collect the car which is another story.

Pauline and I collecting the car in 2011 then the journey back to Australia

It was then some years before I said cant keep doing what I am

doing as it's taking up all my time. That I needed to focus on my restoration

So began 2015 starting to pull thing apart



The car after a bit of a clean up



After a lot of work on the body which many of you would know how much, but in real time 3 years, I had a Rolling Chassis and a painted body....



Just prior to Christmas last year with the help of my advisory team, Gary lock and Roger Paltridge, plus Pauline and Anne, we had a body on a Chassis.

And now the next stage begins...

Gerry Cronin



INQUIRY INTO MOTOR RECREATIONAL ACTIVITIES

Submissions for the committee's inquiry into Motor Recreational Activities closed on 13 December 2019. If you were unable to meet this timeframe, please contact the committee secretariat by email TWPC@parliament.qld.gov.au or by telephone on 07 3553 6621.

Submissions have been published and are available on the committee's inquiry webpage [here](#). (ctrl+click - No 19 is GCMGCC submission)

Other information

Further information on the committee's inquiry, including details of the inquiry's terms of reference, is available on the committee's [webpage](#). The webpage will be updated as additional information becomes available throughout the inquiry.

If you have any queries, please contact the committee secretariat on telephone 07 3553 6621 or by email TWPC@parliament.qld.gov.au

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Developments

THE WEIRD AND WONDERFUL WORLD OF RALLY. – PART 1 BY JOHN CARELESS



One of the world's great rally cars competing in a local rally

Rallying is not about outright speed or racing the other driver. It is the ability to get quickly from point to point and is very much a team approach with confidence in each other the key to success. Rallying is against the clock. A good rally car is all about traction under braking, cornering and accelerating. It is often difficult to get across to new

competitors that the power of their engine is the last thing they need to be concerned about. Suspension, brakes and 'tyres, tyres and tyres' are the important factors.

Rallying has had a special place in Australian Motorsport for many years. Most probably because of our unique environment and our adventurous spirit. Rallying today is under pressure for many reasons. Some of these reasons affect a number of sporting clubs and volunteer organisations. They range from Government legislation, to diminishing number of officials and organisers wanting to be involved.

However, this series of articles is not about these issues, but an explanation of the sport as it is today in Australia. It is somewhat different now than the days of the Round Australia Trials when rallying first entered the imagination of the Australian public. Then there were images of rally cars – pretty much cars like we could actually own – taking on the Australian continent with nothing but a few 'spares' and a road book!

Over the course of a few articles I will be writing about a form of rallying known as 'special stage' rallying which is held in forests or on closed public roads. I will be highlighting some of the specific skillset drivers use in their bid to 'beat the clock'.

So, you want to enter a rally? How does it all work?

Wikipedia has a good explanation of the sport and is a helpful introduction.

The first thing I suggest you do is officiate at a few rallies. Ask to be on a start or stop control, regroup control and attend a scrutineering event. Check things out so you feel a bit more comfortable.

You, of course, require a car that complies with all the rules for the category which you wish to enter. Queensland based events are conducted under the auspices of Motorsport Australia (CAMS). You and your co-driver require a Motorsport Australia licence that covers the level of the event you are entering. Unless you already hold a CAMS licence you may need to be 'observed' at a lesser event such as an Autocross (Ipswich West Moreton dirt track in Ipswich as an example) to prove you can control a car. There is a very involved manual that lays out these requirements and rules <https://motorsport.org.au/regulations/manual/rally>

I suggest that before you purchase or build a car, apply for a rally licence or enter an event, you read the manual. Then talk with members of a club that actually organises rallies, and as I said earlier, officiate at some events. A rider here: I know blokes don't read manuals that's why wives hide all their personal stuff in a book titled 'Instruction Manual.'

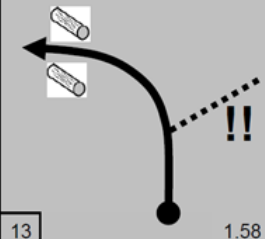
The event organising club issues a set of Supplementary Regulations which is a further set of rules that are specific to the event they are running (dates, times, entry fee, etc). Read these then complete the on-line entry form and pay the entry fee. An itinerary is often available with the supp-regs. This also needs to be studied as it will give you details, along with the sup-regs, of when and where you need to be. Be late and you might as well not turn up at all.

Scrutineering is usually held during the week before the event, or sometimes on the morning of the event. You present your car, driving apparel, licences (CAMS and civil) and most importantly for Queensland registered cars a third-party extension for the event. They are free from your CTP insurer. (Queensland is the only state that requires this extension.)

A rally is broken up into various parts. The start, liaison sections driven at normal road speeds, competitive stages, service parks, regroup, and finish. A full itinerary stating when and where each stage starts, distances, and service breaks will be issued. Each crew also receives a road card that records your start times, stop times, length of time to complete the start. **Never** lose this card.

| TC | Location | SS dist. | Liaison dist. | Total dist. | Target time | First Car Due |
|------------|----------------------------|--------------|------------------|----------------|----------------|------------------|
| | Distance to next refuel: | (15.14) | (14.72) | (29.86) | | |
| 0 | Imbil START | | | | | 9:00 |
| 1 | Hordern Rd | | 8.05 | 8.05 | 0:10 | 9:10 |
| SS1 | Graham Hiley I | 4.91 | | | | 9:10 |
| 2 | Western Creek Rd | | 1.80 | 6.71 | 0:12 | 9:22 |
| SS2 | Daniel O'Regan I | 10.23 | | | | 9:22 |
| RZ | Refuel - IMBIL Showgrounds | | (4.87) | | | |
| 1 | Distance to next refuel: | (41.86) | (35.03) | (76.89) | | |

Rallies can be ‘blind’ which means the crew has not seen the stages or ‘pace noted’ which allows the crews two passes (reconnaissance) over the stage prior to competition. On the day you will be provided with a road book (route book), maps, and important documentation relating to possible incidents. Your co-driver needs to go through the road book and check for cautions and anything you feel is necessarily important to be highlighted. The road book is a set of instructions that guide you to, through, and from the stages. It highlights cautions, the organisers feel important. It is NOT a set of notes that detail the corners or the speed at which you can drive. Below is one corner’s details in a blind rally road book. Column 1 is the total distance already travelled, column 2 the distance from the last instruction, column 3 a tulip showing a visual interpretation of the point, column 4 a written note, column 5 the distance to the finish of the stage. A state championship road book would run to well over 100 pages of instructions.

| DISTANCE | | Direction | Information | Km to TC |
|----------|------|---|--|----------|
| TOTAL | PART | | | |
| 3.34 | 0.35 |  | KL DOWNHILL THEN RGL DOWNHILL !! CAUTION ROAD NARROWS LOGS ON RHS & LHS | 3.37 |

How do you know (accurately) how far is it between instructions? Each car is fitted with a device that measure distance. These are either mechanical, driven off the gearbox, or digital which works off a sensor attached close to the front wheel. The co-driver must work backwards continually calling the distance left to the next instruction. He or she calls the distance, then the instruction. A driver who implicitly trusts their co-driver will turn on the instruction event if it unseen. In a pace noted event, the co-driver also calls the speed at which the driver can take the corner by calling a 1 to 6 with the instruction. The decision if a corner can be taken flat out (6) or is very tight (1) is noted during reconnaissance.

When viewing ‘in car’ footage you may also see an additional instrument mounted in front of the co-driver. At major rallies a sensing device (Rallysafe in Australia) re-lays back to rally headquarters the times for each car, their position on the course, whether they are mobile and most importantly if they have had an ‘off’. The ‘g force’ of an impact is relayed back to rally headquarters in real time. If the crew does not override the signal (which indicates they are OK) a Medical Intervention Vehicle is dispatched. This device also shows a crew that a car is stopped on the stage in front of them, or if they catch a car in front there is a push to pass button.

Your day’s itinerary: Line up your car at the starting enclosure (parc ferme) usually an hour before the event start. You cannot work on your car so have everything done ready to start.



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Attend a briefing where the event Clerk of the Course may give further advice such as a change to the road book. Cross the start line at your designated time and liaise to the first competitive stage. 'Book in' to the time control at the time you are allocated on your 'road card'. You will start the competitive stage at a further allocated time and at the 'stop point' of the stage the time on the clock will be noted on your road card. Subtracting the start and stop times gives you your time for the stage. Rallying is against the clock. The crew with the least time spent on the competitive stages, and no penalties, wins.

You repeat this process until you enter the 'service park'. You are allocated a length of time to service the car and then you move to 'regroup'. Regroup allows the organisers to 'close up' the field when competitors 'go missing'. This whole process is repeated until the finish of the event. Following the last liaison crews enter 'parc ferme' again. Cars might be re-scrutineered here if there is suspicion of an infringement. Awards are usually handed out on the night. The best you will get for an event win at a state championship rally is a trophy. Yes, this is an amateur sport!



Whether it is a Classic or a modern AWD total commitment is needed to get the best out of the car. And the best way to experience the spectacle is not on TV but standing on the side of the road and marvel at the skills required.



THE FOLLOWING IS A POST DATED 12 AUGUST 2019 FROM JAN BOCHOW-SMITH :

Our parents (Mick and Phyl Bochow) were the previous owners of the property and the land where Bochow Park is located, was dad's potato patch. Dad moved there with his parents when he was 8 years old (1932), bought the farm from his father and sold it in 1974. He gifted the land to the Council for the park over 45 years ago. My siblings and I (5 of us) grew up there and the corner swimming hole was where we all learnt to swim. A beautiful part of the country which will forever be "home" no matter where we live now (Darwin, Sunshine Coast and Tara, west of Dalby) . Mick and Phyl, now in their 90's, currently live on the Sunshine Coast. Definately a special part of the world.

Gary Stevens.

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HISTORY OF MG - PART 16 - MG TD PART 2



The cooling system remained the same, still with an unpressurised radiator, but the dimensions of the radiator differed from those on the TC, so it and the radiator surround are not interchangeable.

The rear axle was a modern hypoid design from other Morris & Wolseley cars of the same era, and came with 5.125:1 ratio to compensate for the extra weight. The axle had to be split in order to change the crown wheel and pinion, but most owners felt that the assembly was considerably stronger than the earlier T types, and required less maintenance and attention. This final drive ratio gave the TD brisker acceleration than the TC, but a lower top speed, and TC owners found the TD to be somewhat fussier to drive. Many owners opted for the 4.87:1 ratio option which was available.

The gearbox came out of the Y-type, though modified to accept a remote change. The gearbox became its weakest link and both first and reverse gears are prone to stripping if the car is driven hard. The TD retained the 7.5 inch but changes offered included an 8 inch clutch along with a smaller ring gear. This was necessary to ensure that the pinion teeth of the starter meshed correctly with the ring gear.

The design of the gears in the gearbox and back axle of the TD (and subsequently the TF) was different from the TA - TC units, the back axle being of the hypoid type needing different sheer qualities in its oil, the previously specified EP140 grade was unsuitable. Instead 90-grade hypoid oil was specified for the back axle and this was also recommended for the gearbox as well. These days it is quite safe to use multi-grade gear oils that span the 90-grade rating. The same is also used in the steering racks, so basically a 90-grade oil covers all the gear applications in the TD and TF.



The TD uses the YB's rack and pinion steering, although it is slightly different from the rack fitted to the YB. The rack & pinion steering gives a much more direct, modern feel to the steering, coupled as it is to the independent front suspension. The whole suspension is held on a subframe bolted across the front of the chassis. The steering

rack is forward of this subframe, bolted to extensions, and is accessible from under the front of the car. It needs fairly regular lubrication and is provided with an oil nipple that faces forward.

The steering column is adjustable fore and aft, with a nut adjusting system similar to the TC's. The steering wheel is of a different appearance, with a more bulbous boss and slender spokes, but the



horn push was still situated on the dash panel. 15-inch disc wheels were fitted with 5.50 section tyres replaced the taller TC's 19-inch wire wheels. On the first 250 cars or more the wheels were plain, but they were then replaced by pierced disc wheels, which improved the look of the car. I swapped the plain rims with later wheels at a wrecking yard on my TD and it did improve its appearance.

Peter Kerr

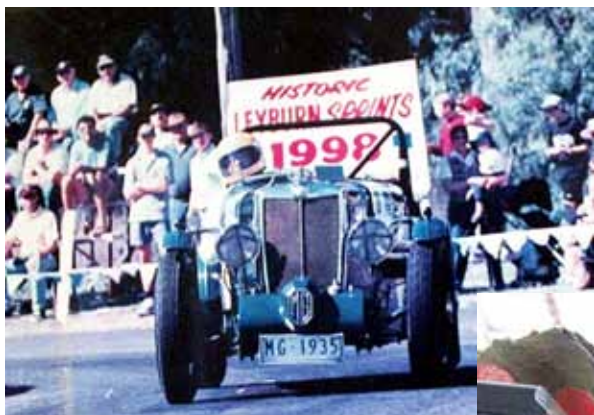
To be Continued

*Top -Carole Cooke in a TD in S.A
Middle - Chris and Anne Murray's
restored TD for travelling
Right - Ross and Chez Letten
travelling the backroads.*



*The two below need no introduction in
their TDs.*





MAISIE AT LEYBURN

I was pleased to see that GC members went to Leyburn Sprints and found it enjoyable.

I went in 1998 and have been many times since. I have enough rocks now.

Peter Kerr



General Advertising Rates Colour prices for 6 Editions

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|-------------------|-------|------------------|-------|
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The 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 a tandem axle car carrier trailer which can be booked and used for a donation of only \$10 per day to solve your problems. The Club Car Trailer is now with Ben Darke Ph: 0418753220 Address is: 203 Mudgeeraba Rd. Mudgeeraba.



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FOR SALE:- Shelley jack and handle to suit MGA \$150 O.N.O

Contact Albert Budworth 0429 780 980.

I have several MGB wheels and tyres I thought might be of use to someone in the club (free). Contact Denis Strickland denishstrickland@yahoo.com.au

::WANTED - I will need to repair my **MGBGT** which suffered a 'wee scratch or two' during the recently completed Peking to Paris Endurance Rally. Either a donor GT with a good body, or a part completed project with a good body, or parts (door, sill, fender, bonnet). Any ideas welcome. John Crighton. johnhcrighton@hotmail.com. 0418232093

::WANTED - I'm looking for a hard top to suit our 71 MGB. Contact Lou at lou.fiona@outlook.com

WANTED.

Someone to take over the role of Regalia for the Club. Gary has done this job for many years and it is time for someone else to revitalise the regalia.

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Contact Gary Stevens on 5575 9934



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**For Sale. 1970 MGB white
Roadster Mk.2.**

Very good condition, I purchased this car from GGMGCC member 5 years ago and it had been in the club for some time. Chrome wire wheels, retractable seat belts.



New head and valves to run on 91 oct. On road plates with 6 months on rego. Contact Glen and Jill McDonell on 0419436104 \$21,500 ono.

For Sale MGTF 135 \$11,500.00

Neg. In great all round condition well maintained featuring Roll Hoops with Windstop, Tonneau, Colour matching Hood, uprated brakes, Bilstein Adjustable Shocks, Stainless Steel Cooling pipes, 16 inch Powder Chrome



Wheels, New Tyres - always garaged. Low Mileage. I have owned this car for 15 years and now need to move it on. Ph: Gerry 0415986354

:For Sale 2004 MGTF 160 in excellent condition. One Australian owner since 2008. Colour is Pearlescent British Racing Green. It has a tonneau cover. It is air conditioned, and the mileage is 55735 Km. An excellent all round



British made MG. Always garaged, and has had minimal use. Top end engine re-build with new head gasket by Classic Car Clinic, Biggera Waters. Receipts if required. Asking price **\$10,500 neg. Ph 0404240997. Gordon Hall**



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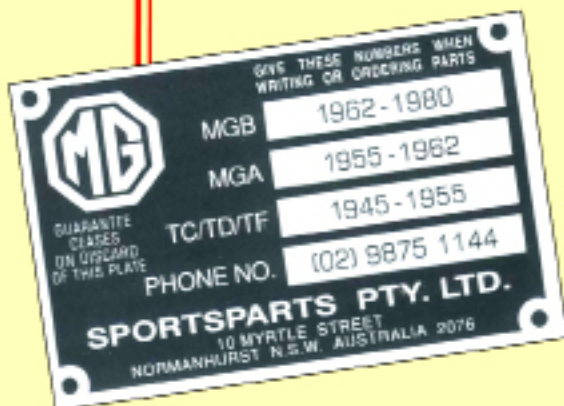
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