

# THE TIME machine

## august september 15

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Display Day.

Below are concours  
winning MGAs of  
Phil Sherriff and  
Rob Gibb.

This Time Machine  
is a commemorative  
edition to celebrate  
60 years of MGA



**The Official  
magazine of the Gold  
Coast MG Car Club**

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# President's Report

The 2015 Pan America trip in Classic MGs is but a memory now – the work load at Classic Car Clinic, BP Workshop Biggera Waters and completing the GCMGCC Constitution and By Laws has consumed me since arriving home! Not that I am complaining – I like to keep myself busy – but my preference would have been to work on my classic cars and motor bikes in between cups of coffee with whoever wanders in...

Am I missing RIP? You bet! After 128 MG runs in 5 months, she still attracts a crowd wherever she goes and is now covered in a secure, underground parking garage in Vancouver, Canada, awaiting my (and Laurel's) return. Not fair!

Locally, another financial year has come and gone and your committee has managed to just break even – testament to their commitment to keep the costs of running the Club below the income earned. Without an increase in membership numbers, the new committee will have to consider ingenious ways of either reducing operating costs or increasing the earnings to balance the 2016 budget. Time will tell!

The Club's next AGM is around the corner and I hope that we see a few new faces on the committee. First-timers are not offered onerous positions so that they can relax, listen, assess and contribute as they see fit. It can be rewarding to help run such a friendly and active Club – and besides, it could be seen as giving back a little to the Club that has given you so much enjoyment up until now. Either way, new blood definitely injects new ideas into the meetings and the Club, so please consider being part of the management committee at some stage of your MG life.

Planning the drive to NM2016 in Perth is well under way. At this time, there is a group of 5 MGs leaving Byron Bay, the easterly-most point of Australia, on Saturday 5 March 2016 for Longreach and a look around the Qantas Museum, the School of the Air and the Stockman Hall of Fame. Next, we head for Darwin via the famous Daley Waters Pub and visit Kakadu enroute. We then drive through the Katherine Gorge and end up having a sunset boat cruise on Lake Argyle. Thereafter, it is a long drive with rest days in Broome and Port Hedland before arriving at Carnarvon – the westerly-most point of Australia. After a photo opportunity, we will take the final drive to Perth via The Pinnacles and the Abbey at New Norcia. There is room for 3 more MGs, so, if you don't mind long drives, mixing with like-minded people and seeing remote parts of Australia, this may be your chance. Let me know.

As Laurel and I are off again – this time to participate in the 60<sup>th</sup> anniversary of the MGA in the UK – I would like to thank the committee for the commitment and fortitude they have demonstrated over the past year for the benefit of the members of this active little MG Club. You have done our members proud. Collectively, you have run a tight ship financially, welcomed numerous new members (we have

also lost a few, unfortunately), organised LSIM runs, mid-week runs and weekend runs (including the now famous Race the Train event) to all corners of the Coast (plus to NM15 at Yarra Valley, Victoria), produced 6 wonderful editions of The Time Magazine, kept the web page up-to-date, bestowed Life Membership to Murray Arundell and penned a Constitution and By Laws that will guide our Club well into the future. Congratulations! Long may we punch above our fighting weight.

## Dave (Laurel)



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## Cut off date for next magazine - Sept 15

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

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

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

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

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

Membership at July 2015	Active	142		
Joint 119	Associate	6		
Life 6	Honorary	2	<b>TOTAL</b>	<b>275</b>

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

**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@hotmail.com](mailto:goldcoastmgcarclub@hotmail.com)

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

# Notices

*Dear Members*

*It is with great sadness that I must report that Doreen Sawtell passed away early July after suffering a stroke.*

*Doreen was a regular visitor with Bruce Corr and was happily employed in her business well into her twilight years. A real 'goer' in Australian terms!*

*I'm sure you will all join me in offering our sincere condolences to Doreen's family and to Bruce.*

*David (and Laurel) Godwin  
President*

## Charity Donation.

One aspect of the Gold Coast MG Car Club, has been over the years to get involved with the community by making a donation to a worthy cause on the Gold Coast. The money for the donation has been raised via raffles held at the Wednesday and Sunday runs.

This year the Management Committee chose The Southport Special School, who do such a marvellous job with children who have special needs.

Our donation this year of \$1000 will go towards the refurbishment of part of their play area and a new sand pit. The donation was gratefully received by Principal and the School.

## Editorial

*My thanks to all who have contributed to the Time Machine over the past year. This magazine is your magazine and I hope you will consider sending articles on your MG, your MG's history and your travels in your MG. I would especially appreciate technical articles.*

*A get well quickly to Graeme Bumford and any other members not in the best of health.*

**Cheers Carole**



# Regalia

Our new style of Polo and T Shirt have now arrived and a limited supply of various sizes will be kept on hand and I will try and make them available at every meeting we have. This new style is not to replace the existing black polo but to give you another choice, particularly those who also like a T shirt as well as a polo. You will notice that we have Australia printed on the back just for those members who may get lost on jaunts of the MG kind whilst overseas. At least the officials will know which country to send you back to! These are keenly priced - the Polo at \$32 and the T Shirt at \$25.

Another new item that will be a must for every MG vehicle is our very own LED Torch. These handy little items take 3AAA batteries (which are not included) and have our MG emblem on one side and our web address on the other. You can have any colour as long as its black. These are not made by Lucas so they should last more than ten minutes. These little torches are only \$5.00 each.



As Lindsey and I have now sold our Magnette and our Midget is still under construction I will be attending meetings in my X Trail which is rather handy to carry our stock of regalia. As a result I have offered to bring along to as many meetings as I can, our Library. We have about 40 books in the collection so please come and see me and take a look at what you, the members own. I think it is reasonable to borrow any of the books for, say, 8 weeks. Let me know what you think.

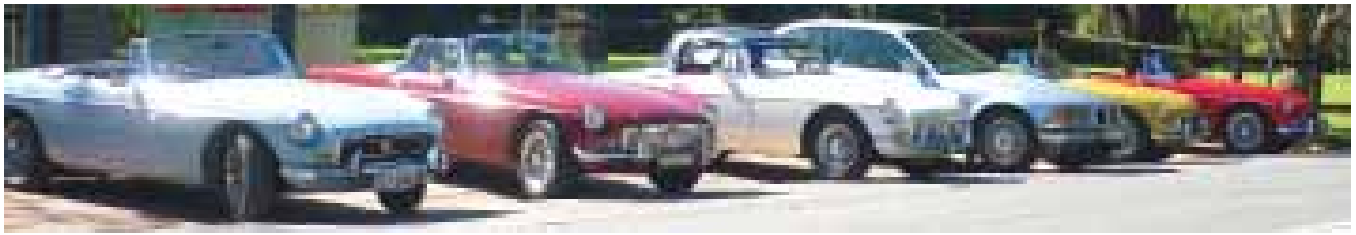
Don't forget, if you need any of our regalia items in between meetings, just give me a call. In our next magazine we will have a complete list of items and prices.

## New Members

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

Owen Brown - Alberton - '53 TD  
Brad Hall - Springwood - '67 and '69 MGBs  
Rob and Liz Noble - '77 MGB  
Rejoining is Bob Theobald - Palm Beach

# From the Mountain to the Sea in our MG's - Midweek Run - May 13<sup>th</sup>



A crisp morning promised a perfect day and 18 MGs gathered for John & Marilyn Muirhead's run. The usual pre-run natter came to a halt and heads turned as Derek arrived in the MGA with an unfamiliar female! June was 'dog minding' so Derek kindly brought my niece, Carmel, (visiting from Adelaide) along as navigator. Carmel had been house-sitting for us while we were on our annual Tasmanian jaunt and friends had extended her stay by getting her to dog/house sit after our return. A few members on the run also mentioned they could use her services in the future!



After the usual Club updates – the Club Trailer is available for a donation of \$10 per day – we headed off. Unfortunately, Marie Darke's TC's brakes seized as we were on Tomewin Mountain Rd, causing the usual excitement that the "mechanics" among us may be able to help!

A great run through the cane fields and on to Tyalgum via Chillingham for morning tea. Wonderful vistas, freshly mown grass and autumn leaves – we are so lucky to experience these runs. There were 3 prizes with the raffle, Sam Everitt won the eye cream, Bruce Ibbotson a storage container and Laurie an MG apron.

We continued on to Uki, Stokers Siding, Burringbar and Pottsville for lunch in the park with more chatter and laughter! A fabulous run in perfect weather. Thank you John and Marilyn!

**Annie Grey**





# Lynton's Annual Display Day - May 16



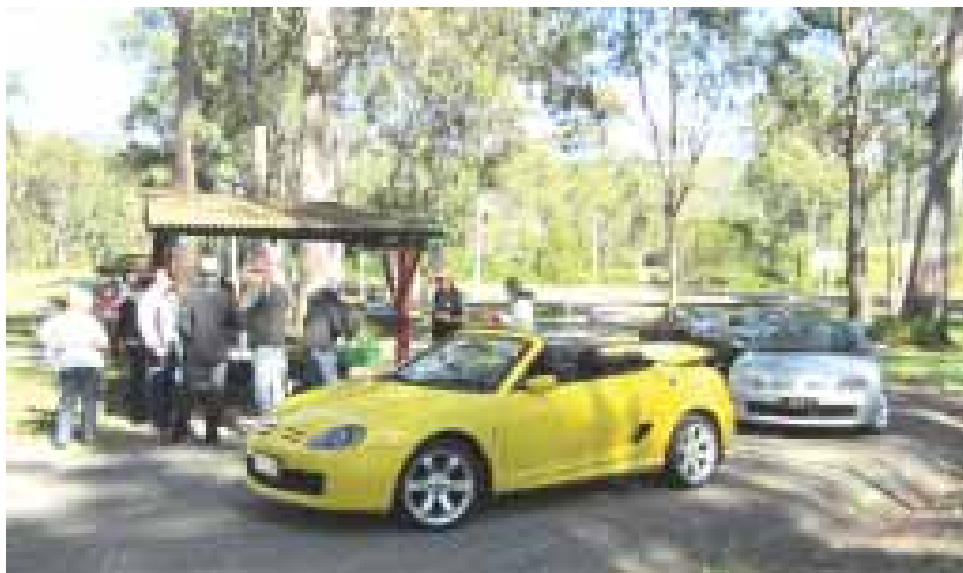
*We all met at RACV Royal Pines for the Display Day along with other Clubs. Someone had the bright idea to put the GCMGCC Club around the corner, near the band, but no-one came, so we moved the MGs around to where all the other cars were on display. Wonder if anyone listened to the band....*

The photos in this magazine have been contributed by Carole Cooke, June Haynes, Dave Godwin, Liz Lutherborrow, Marilyn Muirhead, Lesley Duncan, Allan Ross, Peter Zabell, John and Kate Careless, Dennis and Mae Simpson and the Internet

# LSIM Run - May 24

Dennis and Mae Simpson organised a Navigation Run for Sunday 24<sup>th</sup> May. We met at BP Coomera, along with the Cobra Club, so we all had a good look at the cars before we headed off on the run. A great trip was planned, I was by myself so I just followed while the others worked hard on the questions. We ended up at Advancetown Tavern when prizes were given to Graeme Bumford and his daughter Anna, David Flintoff was equal points but lost on the fact that he missed the morning tea stop!!

**Editor Carole**



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# The Great Goondiwindi Train Race - June 6 to 8



## Saturday

Woke early to see a sight not often seen by us Gold Coasters and that was people scraping ice off windscreens! It had been minus 1 degree over night but had risen to a balmy 3 degrees by 6am.

Arrived at the station to see the engine all fired up ready to go, it looked quite amazing. Several people had decked themselves out in period costume which added a nice touch to the day.

The train chugged away and, armed with instructions, we were in hot pursuit. The train crossed our path a few times and then we were out in the country driving on the Leyburn Sprint Route. This was a great road with almost no-one on it to spoil our run. Totally great morning with the sun shining and blue skies.

We stopped on 2 more occasions to wave the train on but on the third stop we waited and waited... until the desire for coffee won out and we left. (We found out later they had to stop twice to clean out a pump?)

Off to Inglewood for a sausage sizzle provided by the Southern Downs





Steam Train volunteers. The train did eventually arrive and it did look a sight as it steamed to a stop.

Back into our cars and headed to Goondiwindi where there was a Car, Train, Plane and Bike Festival in progress. Our cars were on display with historic bikes and a large contingent of Model T Fords. They all looked great.

That evening a street party was put on which, although feeling exhausted, we attended. Glad we did as we seemed to be the only ones there! There was music and a BBQ and it was a shame that it just wasn't advertised more to the town.



We had a long but totally enjoyable day chasing the train and driving on fabulous roads. Loved it.

**Moya & Jim Haines**



*Top -  
Madeleine  
Weenink*

*Middle - Neil  
Weenink  
and Dave  
Godwin*

*Right - It's  
cold!*



# The Great Goondiwindi Train Race - Sunday and Monday

## Sunday

A very brisk morning 7 degrees after dropping to 4 during the night. 7.30 we were picked up by the "School Bus" and our very pleasant lady whom we had met the night before, to be dropped off at the train station to ride the train to Toobeah. A gold coin for each trip was a bargain.



We had a pleasant trip chatting to fellow passengers. It's amazing who you meet on this trips. A couple from the Lockyer Valley were enthusiastic passengers who had taken the train from Warwick to Goondiwindi the previous day. Morning tea was provided at Toobeah for a modest cost by the local schools and Kindy... we were told it was much needed funds and we said

we would be back that afternoon for lunch. We were returned to our Motel on arrival back to Goondiwindi by our trusted bus driver who also gave us a tour to show off their new man made Water Ski Park. Only in the country!

We then drove our cars back to Toobeah after inspecting the gorgeous Model T Fords lined up to do the "Race the Train to Toobeah" which we joined, (at a slightly faster pace). A great day.

That evening we had our Gala dinner at the "Goondiwindi Motel & Track Restaurant". Set price \$30 a head a triple drop feast. Our President Dave Godwin thanked John Talbot for his splendid organisation of the weekend. John replied and also thanked us for our attendance and for making the weekend a success. He also thanked Murray Arundell who had done the original weekend details a couple of years previous.



## Monday

Another brisk morning. Leaving Goondiwindi on our way home we took the Border Rivers Tourist Drive and we encountered stock who looked at us as if we shouldn't be there. A few hairy moments when they wanted to share the road with us. I have never seen so many kangaroos that had been hit on the road. This made for some interesting zigging and zagging, especially the one that was on the crest of a hill. Our MG drivers all managed to miss that one - well done... it would have made an awful mess if anyone had hit it.

We arrived at The Stockmans Hotel in Texas for morning tea and the owner informed us that she had allowed the local Kindy to cater and it would cost us \$5 a head. (What a bargain) The ladies provided a beautiful array of goodies. The owner also told us that Rural Australia was suffering and that Clubs like ours bought a much needed injection of funds.



*Marilyn Muirhead ready to go*

We continued on our way home heading toward Stanthorpe and arrived at the RSL for lunch. Goodness John T, how do you find these places that do meals for \$10 and less.

Heading home we struck heavy traffic on the Cunningham Gap Highway but apart from that traffic moved freely considering it was the end of a long weekend. As we approached Palm Beach we checked our trip meter and it had clocked up 1100 kms. Some weekend.

Thank you John T and everyone who helped make the weekend special.

**John and Marilyn Muirhead**



# Midweek Run - June 10

Twenty six cars with 44 MG enthusiasts gathered on an overcast but warmish winter morning at the Hinterland Regional Park at Hardy's Road, Mudgeeraba for Bruce Corr's annual June run.

Jim Lutherborrow welcomed four visitors joining us, Peter Eaton from the Hunter MGCC who was with Bruce Bishop, Clive Pearce with Peter Laing-Smith, Jarod navigated for Andrew Allen and Bob Smith was with David Flintoff. He also noted apologies from Jean and Keith Bailey and Elizabeth Lutherborrow.

Great to see our president, David Godwin, returned from his travels, who joined us at Mudgeeraba to let us know the MG Club news.



We headed south, over our well known route onto Currumbin Creek Road to Tomewin Road, doing a loop back to Currumbin Creek estuary for our morning tea. The sun shone and the weather cleared for us as we enjoyed the company and drew a multiple raffle with the winners Barry Grey, June Haynes and John Muirhead.

Continuing on up over the hill to Bilambil, down to the Tweed River then headed south to the Sugar Mill, turning left, following a new road for



many of us, Eviron Road, on past Topical Fruit World and back to Tweed Heads for the wonderful smorgasbord lunch at The Tweed Heads Golf Club.

Thank you Bruce for a most enjoyable run, through the beautiful Northern New South Wales hinterland.

**Laurie and Kay Roberts**



## Noggin & Natter Night - 19th June

*49 members turned up for a Special General Meeting to approve the new Constitution which had been drafted by the Sub-Committee, approved by the Committee and then presented to the members at this meeting. A discussion ensued and then the Constitution was ratified by a show of hands. Our constitution is now in the electronic age! Dinner was then served.*

*Also 13 members of Dave Godwin's family turned up as well to hear Dave give a photo show and talk on the amazing trip he and Laurel in RIP, his MGA, which they took from the bottom of South America to Canada. 6 MGs altogether did this trip, which has been covered in the Time Machine. 3 MGs, including Dave in RIP also drove to Alaska before returning to Vancouver for MGA 60 celebrations. Our thanks to Dave for such an interesting presentation.*

# LSIM Run - June 28



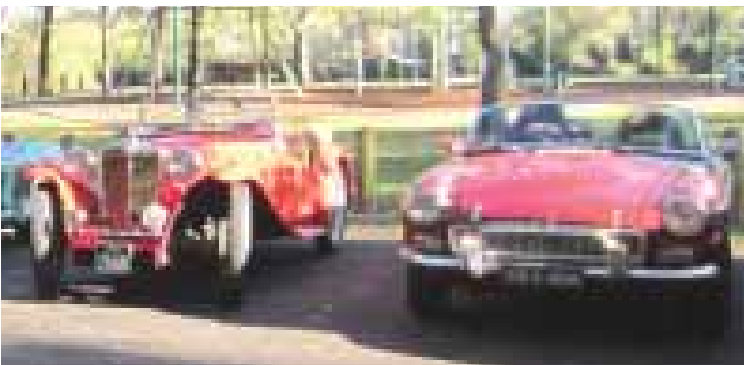
On a beautiful, sunny winter's day 15 MGs arrived at Schusters Park for the Monthly weekend run. John Talbot welcomed the 26 members and 3 guests, Julie Hancock and John and Di McGrath.

Gary the Regalia master did a roaring business with members, some buying caps, and quite a few ordering the new shirts.

John handed out the running sheets and, after a quick perusal, we started off.



The route took us down the M1 to Tweed Heads, where we left the highway to travel along the Tweed River and then up the hills to Bilambil Heights. The views were magnificent. We then descended down through North Tumbulghum through the cane fields to Murwillumbah and Knox Park for Morning Tea.



The clouds had been gathering as we travelled along but as we left Murwillumbah there was still no rain. Unfortunately a bit further along the road the clouds opened and there was much pulling in and lifting of hoods.

On we went, up hill and down dale, through Stokers Siding, when our petrol pump decided to fail. With much appreciated help from a couple of members, tapping it with a hammer and finally twiddling with the wires we were off again.



More lovely scenery, with the ocean in sight and as we were nearing our lunch stop the sun made a much welcome appearance. We caught up with Ian and Gay Cowen, just past Avocado

Land with a flat tyre. This was speedily changed with Jean Bailey offering rags to clean and a large picnic rug for the boys to “kneel” on.



Lunch was at the Cudgen Leagues Club, but of course the Cowens and the Werrells decided they had not had enough driving, continued on to Kingscliff before turning around and heading to the Leagues Club to join the others.

Our thanks to John Talbot for your effort in organizing a very enjoyable run and a great day.

**Liz and  
Grahame  
Werrell**



# Christmas in July 2015 Run - July 8-9



A cool winter's morning – 12 degrees at Coomera and in the crisp morning air the gentle rumble of elegant MG engines broke the silence. One by one, white, red, green, blue, orange, mustard, dark blue, silver and maroon gradually took their places on the starting line. Twenty-six cars – a grand mixture of old and new, classic and reborn - were to make the pilgrimage to the holy grail of July festivities.



The organisation was superb. The necessary checklist and sign on completed, individual run folders handed out. The briefing went without a hitch but the real concern was 'did Pam and Sam bring the little Christmas cakes?' Once that question was answered it was 'Tally Ho' and Laurie and Kay led the way. Neil Weenink was the official departure marshall to ensure we all left on time.

We had a relatively easy drive up the highway and into Brisbane before weaving our way

through Mt Nebo and the green canopied route leading to the aptly named Mt Glorious for our morning tea stop. The warm sunshine was greatly appreciated as bodies thawed and we caught up over a cuppa.

The landscape changed markedly as we drove over the range, past the Somerset Dam backwaters where the blue water and clear blue sky contrasted against the winter grasslands. Lunch was BYO







or a grab a bite in one of the many cafes in Esk. As you can imagine the sight of so many MGs in this small community during a weekday turned quite a few heads and started a few conversations with the

locals. After lunch we took a right turn out of Esk and began to climb our way up the Esk - Hampton Road to join the New England Highway en route to Toowoomba. The string of colourful MG's framed against a backdrop on undulating frost bitten grass plains was quite a pretty picture indeed.

Once ensconced in our home for the night at the Comfort Inn in Toowoomba, some energetic folk headed off for a walk, and were surprised by the steepness of the walk back up the hill, others had a guided tour of one of the latest hotels in the area, others enjoyed a



quiet nap, some drove around town for a quick look while the lure of the grape and a little dairy took over for the rest of us.



A wonderful evening of Christmas cheer was had. Laughter could be heard from all tables as bon bons were cracked open, jokes read and caps worn. Dinner was a beautiful three course meal with the centrepiece of ham and turkey



finishing with a delicately served mini plum pudding. Christmas presents had been arranged and raffle tickets purchased. Moya and Pam displayed their psychic prowess (now Jim and Sam



understand why they 'never' get away with anything!) and Pam and Coral gave us a lesson in learning to speak Norwegian conducted in Swedish! We will never forget how to ask "F.U.N.E.X?" when next we need groceries.

A full buffet breakfast and photo show from the day before ensured we were ready and agile enough

to head back out on the highway to the morning tea stop at the Darling Downs Zoo and the fabulous white lions. At this point some decided to drive on home or go ahead to the Maryvale Hotel (designated lunch stop) and wait for the 'Zoo' people there. A 'leisurely' lunch spanning a few hours was spent in Maryvale before heading to the Gold Coast for most, Brisbane for others and another fantastic memory of a great two days, wonderful company, beautiful scenery and heartfelt thanks to Jim and Liz.

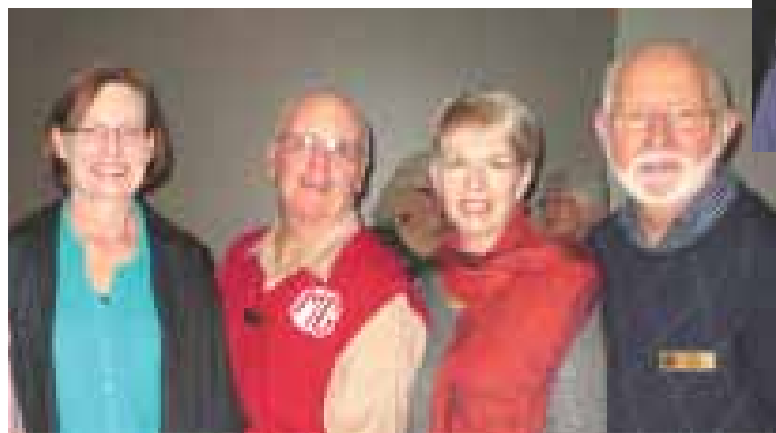
## Kate & John Careless





*The members enjoying their Christmas in July in Towoomba*





## GCMGCC ANNUAL GENERAL MEETING Sunday August 9, 2015

At the Clubrooms, Mudgeeraba Road, Mudgeeraba.  
UBD Map 48 A/B 18  
10.30 am for 11 am start

BYO drinks for a light lunch at no cost  
You need to RSVP

This is your opportunity for questions and suggestions and your chance to contribute to the management of your Club.

RSVP to John Talbot 07 55789972 or  
Email [letalbot@bigpond.com](mailto:letalbot@bigpond.com)

### **MIDWEEK RUN- August 12**

Meet at 7.30 am on, for breakfast and or a natter at Jacobs Well. Leave at 9 am for BYO Morning Tea at Beaudesert. Lunch will be at the Dudandan Pub at in Boonah. **Numbers are required please to Bruce Ibbotson by the previous Monday on [namtan@bigpond.com](mailto:namtan@bigpond.com)**

### **BUSHRANGERS RUN - Sunday August 30**

7 am Queensland members to meet at Hungry Jacks Shell Service Station, Mudgeeraba for 7.30 am departure to Murwillumbah.

8 am. Alternatively meet at Budd Park, Murwillumbah, opposite Railway Station for briefing and chat, departing at 9 am.

**BYO Morning Tea - Pub Lunch. Mobile 0408 062 890.**

**Numbers please by Wednesday 26th August on either - Ph. 0266 726950 or email [montacute4@bigpond.com](mailto:montacute4@bigpond.com)**

# Celebrating 60 years of the MGA





# RIP in Canada and Alaska

On arriving at the Canadian border near Vancouver, we were met by Peter and Tony - MG people I had been communicating with on the internet for more than 2 years. You can imagine our surprise when we were led to Peter's home to find a 3-car garage with a hoist and room outside to work on all 5 MGs at the same time! Peter had invited friends, Steve and Rod, to assist us as we all had long lists of service items and repairs to work on and the day just flew by... That evening, Peter had also booked the MG Club rooms for our "End of Trip" party and we were amazed when 70+ people turned up to hear our story! Sue did what she does so well and conducted a PowerPoint presentation, laced with her witty sense of humour, supported with numerous beautiful photographs! A big THANK YOU from all the Adventurers - you did us proud!

WHAT A FEAT! 30,400KM IN 4 MONTHS AND EVERYONE WHO SET OUT TO COMPLETE THE TRIP MADE IT WITHOUT MISSING A SINGLE DAY'S ACCOMMODATION BOOKED A YEAR IN ADVANCE!  
HOW LUCKY ARE WE!

Red Car and Green Car then put their MGs into storage awaiting our next adventure across Canada in 2016 while the three remaining MGs, namely RIP, Blue B and Shiraz, headed off to Alaska to start another "mini" adventure of 4000km - to fulfil Mike's dream when he was in his 20's! In contrast to the Pan-America Adventure, this was more of a holiday, visiting such tourist towns as Whistler, Banff and Jasper. Thereafter, heading forever northwards, it became more and more isolated and the Rockies seemed to grow taller and taller. The weather was generally perfect for top down motoring - cold in the mornings and sunny all day - but one day, it snowed from morning to night! The air was so cold that the snow formed layers of ice under the "pathetic" wiper blades! An ice scraper was procured so that it could be cleared while driving! By lunchtime, RIP put up the hood (for the first time since



arriving in Chile 4 months ago), but, true to form, the sun shone the next morning and the countryside and Rockies looked beautiful, all covered in a 6" blanket of pure, white snow! A perfect picture opportunity for the rest of the trip northwards...

Arriving in Dawson Creek, we learned that this was the start of the Alcan Highway (Alaska/Canada highway) - known today as the Alaska Highway. The USA government had ordered its construction in 1942, immediately after the Japanese bombed Pearl Harbour, fearing a land invasion from the west! This was an incredible feat! The highway stretched 1700 miles (2700km) to Fairbanks, Alaska through virgin territory over the Rocky Mountain range in only 10 months in 1942/3! It's difficult to imagine the quantity of equipment and personnel required to achieve this result!!! We arrived in Whitehorse, Yukon, after seeing numerous frozen-over lakes, snow-capped Rocky Mountains, black bears, bison, elk, caribou, moose, long-horned goats and even a hedgehog! Magic!

Michael, owner of Shiraz, who was a chef in a previous life, cooked us a 3-course meal of smoked salmon, fresh salmon and pancakes and we drank to the (near) fulfilment

of Mike's boyhood dream to drive the Pan-America Highway from Argentina to Alaska! (We were a little premature as we only crossed the border into Alaska, USA, the following day - and what an emotional experience it was for us all!) The MGs? For this "mini" trip of 3300km, they behaved impeccably in the circumstances! RIP found starting difficult on the colder mornings; Shiraz's intermittent electrical power loss problem resurfaced a few times and Blue B blew blue smoke every time Ross accelerated... but nothing could stop our Classic MGs!

We are so blessed and lucky to be able to follow our dreams - and to do so without major interruptions or disasters. How lucky are we all!



*Above - Whitehorse, Canada  
Below - Skagway, Alaska*





## Prologue

RIP, Blue B and Shiraz caught the ferry from Skagway to Vancouver down the inside passage to attend the West Canada All British Day - MGA 60th anniversary group - then RIP and Blue B were put in storage alongside Red Car and Green Car while Shiraz headed for Los Angeles to be shipped home to Melbourne, Australia.

What a brilliant adventure!  
128 MG Sunday drives -  
one after the other!



*61 MGAs on display in West Canada MGA60 Event in Vancouver. RIP was at the centre, having just completed a 4-month, 34000km drive from Ushuaia, Argentina...*

What next?  
I daren't say a  
word..

**The End**  
**Dave Godwin**

*Dave preparing  
RIP for MGA60  
in Vancouver*

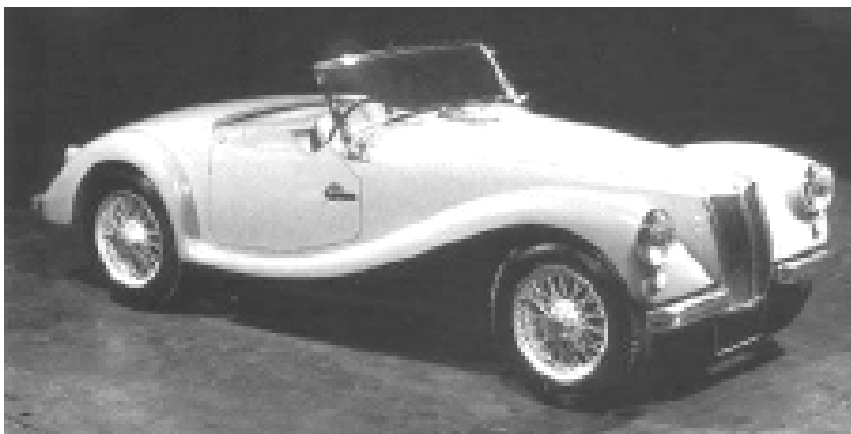
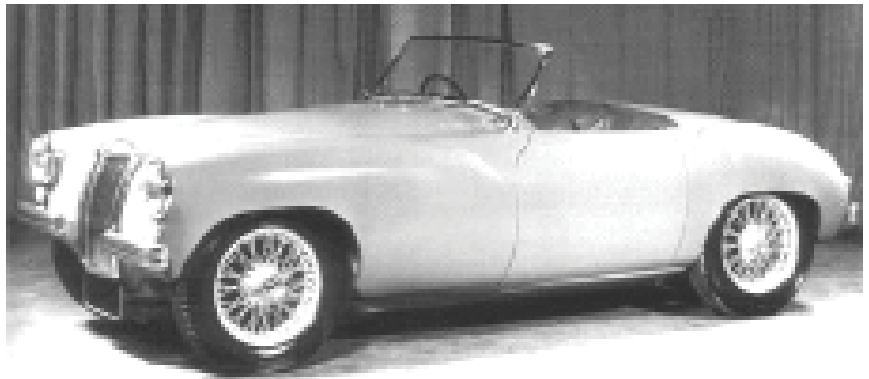


# History of the MGA - to celebrate MGA60

The MGA is a sports car produced by MG division of the British Motor Corporation from 1955 to 1962. It replaced the MG TF 1500 Midget and represented a complete styling break from MG's earlier sports cars. Announced on 26 September 1955 The car was officially launched at the Frankfurt Motor Show. A total of 101,081 units were sold through to the end of production in July 1962, the vast majority of which were exported. Only 5869 cars were sold on the home market, the highest export percentage of any British car. It was replaced by the MGB.

## Design

The MGA design dates back to 1951, when MG designer Syd Enever created a streamlined body for George Philips' TD Le Mans car. The problem with this car was the high seating position of the driver because of the limitations



of using the TD chassis. A new chassis was designed with the side members further apart and the floor attached to the bottom rather than the top of the frame sections. A prototype was built and shown to the BMC chairman Leonard Lord. He turned down the

idea of producing the new car as he had just signed a deal with Donald Healey to produce Austin-Healey cars two weeks before. Falling sales of the traditional MG models caused a change of heart, and the car, initially to be called the UA-series, was brought back. As it was so different from the older MG models it was called the MGA, the "first of a new line" to quote the contemporary advertising. There was also a new engine available, therefore the car did not have the originally intended XPEG unit but was fitted with the BMC corporate B-Series type allowing a lower bonnet line. The MGA convertible had no exterior door handles, however the coupe has door handles.

It was a body-on-frame design and used the straight-4 "B series" engine from the MG Magnette saloon driving the rear wheels through a 4-speed gearbox. Suspension was independent with coil springs and wishbones at the front and a rigid axle with semi-elliptic springs at the rear. Steering was by rack and pinion.







The car was available with either wire-spoked or steel-disc road wheels. All Australian-built MGAs were fitted with wire wheels

The 1489 cc engine produced 68 hp (51 kW) at first, but was soon uprated to 72 hp (54 kW). Lockheed hydraulic drum brakes were used on all wheels. A coupé version was also produced, bringing the total production of standard MGAs to 58,750.



An early open car tested by British magazine *The Motor* in 1955 had a top speed of 97.8 mph (157.4 km/h) and could accelerate from 0–60 mph (97 km/h) in 16.0 seconds. A fuel consumption of 26.7 miles per imperial gallon (10.6 L/100 km; 22.2 mpg) was recorded. The test car cost £844 including taxes.



The high-performance Twin-Cam model was added for 1958. It used a high-compression (9.9:1 later 8.3:1) DOHC aluminium cylinder head version of the B-Series

engine producing 108 hp (81 kW; 109 PS). Due to detonation problems, a 100 bhp (75 kW; 101 PS) low-compression version was introduced later. Four-wheel disc brakes by Dunlop were fitted, along with Dunlop peg drive knock-off steel wheels similar to wheels used on racing Jaguars, unique to the Twin-Cam. These wheels and chassis upgrades were used on a small number of “DeLuxe MGA 1600 Roadsters” built after Twin-Cam production came to a halt. Aside from the wheels, the only outside identifier was a “Twin-Cam” logo near the vent aside the bonnet.



The temperamental engine was notorious for warranty problems during the course of production, and sales dropped quickly. The engine suffered from detonation and



burnt oil. Most of the problems with the Twin-Cam engine were rectified with the low-compression version, but by then the damage had been done. Many restored Twin-Cams are running more reliably today than they ever did during production. The Twin-Cam was dropped in 1960 after 2,111 (2,210 according to some) had been produced.

An open car was tested by *The Motor* magazine in 1958 and was found to have a top speed of 113 mph (182 km/h), acceleration from 0–60 mph (97 km/h) in 9.1 seconds and a fuel consumption of 27.6 miles per imperial gallon (10.2 L/100 km; 23.0 mpg) was recorded. The test car cost £1,283 including taxes of £428.

In May 1959 the standard cars also received an updated engine, now at 1588 cc producing 78 bhp (58 KW; 79 PS) . At the front disc brakes were fitted, but drums remained in the rear.



31,501 were produced in less than three years. Externally the car is very similar to the 1500 with differences including: amber or white (depending on market) front turn indicators shared with white parking lamps, separate stop/tail and turn lamps in the rear, and 1600 badging on the boot and the cowl. A number of 1600 De Luxe versions were produced with leftover special wheels and four-wheel disc brakes of the departed Twin-Cam, or using complete modified Twincam chassis left redundant by the discontinuance of that model. Seventy roadsters and 12 coupés were built.



A 1600 open car was tested by *The Motor* in 1959. It had a top speed of 96.1 mph (154.7 km/h) and could accelerate from 0–60 mph (97 km/h) in 13.3 seconds. A fuel consumption of 29.7 miles per imperial gallon (9.5 L/100 km; 24.7 mpg) was recorded. The test car cost £940 including taxes of £277.

The engine size was increased again to 1622 cc by increasing the bore from 75.4 mm (2.97 in) to 76.2 mm (3.00 in) for the 1961 Mark II MGA. The cylinder head was also revised with larger valves and re-engineered combustion chambers. Horsepower increased to 90 bhp. It also had a higher ratio 4:1 rear axle, which made for more relaxed high-speed driving. An inset grille and Morris Mini tail lamps appearing horizontally below the deck lid were the most obvious visual changes. 8,198 Mark II roadsters and 521 coupés were built. *Road & Track* magazine reviewed the MG A 1600 Mark II in the September 1961 issue and reported an estimated top speed of 105 mph and a 0-60 acceleration of 12.8 seconds.

As with the 1600 De Luxe, there were also some Mark II De Luxe versions; 290 roadsters and 23 coupés were produced.

## Competition history

The MGA's bodywork was based largely on that of a one-off MG TD specially built by the MG factory at the request of racing privateer George Phillips for the 1952 24 Hours of Le Mans. Later, a new chassis was designed so as to seat the driver lower in the car with even cleaner bodywork resulting in the EX 175 prototype.

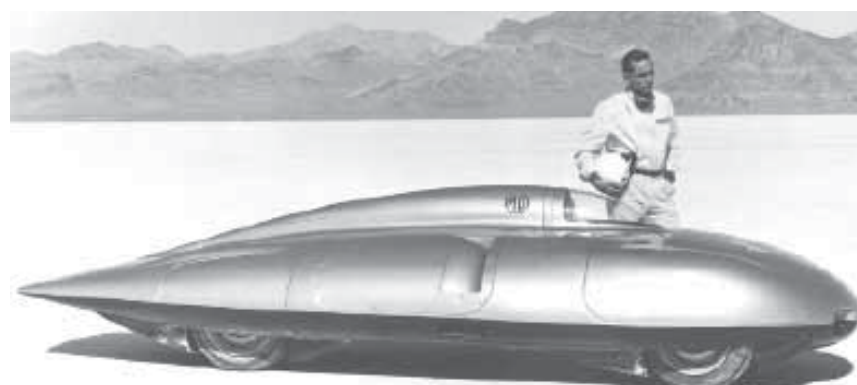


**EX175** The later MG prototype EX 182 was very close to the final production MGA and was the car actually raced at Le Mans in 1955. Three MGA prototypes were entered at Le Mans in 1955. Two of the cars finished the race placing 12th and 17th overall, proving the worth of the new car. The third car crashed with serious injuries to the driver, Dick Jacobs.



**EX179**

**EX181**



The MGA has been raced extensively in the U.S. since its 1955 introduction and with considerable success. In Sports Car Club of America competition, the MGA has



*Above - EX 182*

*Below - EX 186 - Joe Gunderson - USA  
- prototype Abingdon Skunkworks Le  
Mans Project - based on MGA Twin Cam*



AMC Matador in NASCAR competition, no another non-Detroit automaker—let alone a non-American automaker—would enter NASCAR until 2007.

won numerous regional and national championships. It has also been a favourite choice of those competing in vintage racing. Kent Prather has been the most successful American MGA driver to date with 6 Production wins at the SCCA national championships in 1986, 1990, 1995, 2002, 2003, and 2005. Prather and his MGA accomplished this despite the fact that his MGA was often the oldest vehicle competing among several hundred race cars at the SCCA Runoffs.

In the United States, the MGA was used in NASCAR from 1960–63 in the Grand National Series, failing to win a single race. After production ended of the MGA, MG (who at that point was the last foreign automaker in NASCAR) decided not to field another entry in the circuit, which resulted in a de facto monopoly of the NASCAR circuit by Detroit's Big Three. Aside from a brief period in the 1970s when American Motors fielded the

*Dave Godwin's 'Birdcage' has  
been on the race track for 33  
years having had 4 custodians  
along the way!*

*She is well-sorted Class Sa  
race car!*



## MGA in a Movie - Blue Hawaii

(1961, Elvis Presley & Angela Lansbury)

Elvis sings from his open red 1960 MGA 1600 Mk I roadster. The car made numerous appearances in the first half of the picture, often with camera work that seemed suspiciously marketing-like, panning back to the car or putting the car under complimentary

soundstage lighting. Elvis so liked the car he bought it for himself, and after changing hands once or twice, he re-acquired the vehicle, which is now at Graceland with his Lincolns, Cadillacs and Stutzes.



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## Sebring MGAs

*Ian Prior, Melbourne, Australia, took his genuine works Sebring MGA number 44 to Sebring, Florida, USA in March 2012 to celebrate the 60th anniversary of the running of the Sebring 12-hour event along with 6 other Sebring MGA's representing various years of BMC involvement.*

*Ian Prior's Sebring MGA in America (top and below) and at the Victorian Motorclassica*





## EX 181

In 1957 the MG Car Company arrived at the Bonneville Salt Flats with an unusually shaped vehicle and legendary racing driver Stirling Moss. The car was called the MG EX 181 and it was entered into the Class F land-speed series for cars with engines between 1.1 and 1.5 litres.



The EX 181's unique body was hiding a 1.5 litre twin-cam, supercharged MGA engine that had been tuned to run on 86% methanol laced with nitrobenzene, acetone and sulphuric ether. The engine produced a whopping 290hp at 7,000rpm and on the 23rd of August 1957 Stirling

Moss took it up to a top speed of 245.64mph (395.31 kmh), taking the land-speed record easily over the previous record holder who held it at 203mph.

MG wasn't quite finished with the EX 181 and took the car back to Bonneville in 1959 with racing driver Phil Hill, the engine had been tuned slightly higher and now produced 300hp. Phil Hill took the car to a top speed of 254.91 mph (410.23 kmh), easily breaking MG's own record from 2 years previously.

Phil Hill, F1 World Champion, was proud to state the fastest car he ever drove was an MG!





*The three prototype cars that raced at LeMans in 1955, to introduce the MGA to the world.*



*SRX 210 (below)  
Aluminum body Roadster  
Converted to Fastback Coupe -  
at Silverstone*



# Elva Courier

Anyone interested in sports racing cars is likely to be aware of Lotus, Cooper and perhaps Lola, but may be less certain at the mention of 'Elva.' Club racing in the early fifties was cheap and cheerful, with many 'specials' constructed by innovative enthusiasts looking for maximum performance at minimum cost. One such enthusiast was Frank G. Nichols.



After leaving the army he bought a small garage business at Westham in 1947 and later moved to another bigger garage in Bexhill where there was a good local following for motorsports. After gaining experience in a Lotus VI, he ordered a CSM race car, achieving some notable success, particularly at Goodwood, and attracting attention from like-minded enthusiasts. He realized that this potent little



car could be further improved and marketed, and very soon he was able to produce a similar chassis. 'Elva' was in business!

This humble start led to Elva Engineering, with support from Walter Dickson of Continental Motors (a U.S. importer and distributor), producing a road-going 'sports racer' and a prototype Elva Courier was built in early 1958. The Courier was designed with a ladder frame type chassis. It had

to be a sports car that was relatively simple to manufacture, be competitive on the track, and easy to maintain or repair. The pretty prototype aluminum bodywork was built around the chassis by Williams & Pritchard, but production cars used fiberglass bodywork moulded from the original. Much of the car was produced in-house by Elva; the engine being the MGA 1500cc unit with matching gearbox.



Three early cars competed with considerable



verve in club races in the U.K., while most went to satisfy orders from eager customers in the States. The standard car was quoted at just under 14 cwt with a 0-60 time of 11.2 seconds and a top speed of 100 mph.

With an increase in demand, a new factory was built in Hastings and soon the improved Mk II Courier appeared. There were many detail changes as production continued and providing the Courier in 'kit' form, to avoid the U.K. purchase tax, satisfied the home market. The car was supplied fully trimmed and wired, and required just eighteen hours to complete. By this time the Courier was being built by a staff of over sixty and produced at around three cars per week along with other Elva models, the total number built in the Hastings area being approximately four hundred. However, there were problems ahead when the expected Draft for the latest cars shipped to the U.S. failed to materialize. It appeared that the distributor had financial difficulties and cars were both en route and awaiting delivery on the dockside in New York. Despite desperate attempts to recover the situation, Elva Cars was forced into voluntary liquidation and, as a result, Trojan Limited bought the rights to the Courier in 1961 and took over production.



[http://www.namgar.com/articles/article/mga\\_history/exploring\\_the\\_family\\_tree\\_-\\_the\\_elva\\_courier/](http://www.namgar.com/articles/article/mga_history/exploring_the_family_tree_-_the_elva_courier/)

This is the background to President Dave Godwin's project race car imported from USA in 2013...

*Dave with the Elva Courier when it arrived at Classic Car Clinic from the USA*

## Frua Concept

*Concept for the MGA replacement. The Italian coach builder Frua built this custom-bodied MGA as a styling study. MG, however, decided it was too "Italian-looking" to put into production as an MG*



## 1956 MGA Fiberfab Jamaican

*'The Fiberfab Jamaican was a body kit sold from the late 1960s for MGA, Austin-Healey, Triumph TR3 and TR4 and eventually VW. This is a 1956 MG rebodied in the late 1960s with the fibreglass Jamaican body. I restored it over 15 months, installed a 1994 GM 3.4 V6 engine and T5 transmission in it and refurbished just about everything else. (Only the body, frame and rear axle remain)*





# MGA60 Anniversary Tour - Land's End to John O'Groats

## 7th - 17th September 2015

The famous distance, well known for car rallies, wheel chair charity runs, nude runs (yes, it's been done), and all sorts of long distance events... it's the Lands End to John O'Groats run from the most southern most point of mainland UK to the northern most point of mainland UK.

This time, the distance is being covered by no more than 72 MGAs from around the Globe. There are 17 cars from Australia, with two further Australian crews using UK based cars. There is also one MGA from Madeira. Ten years ago, for the 50th Anniversary run, there were only 3 cars from Australia and maybe a maximum of 30 UK cars at various stages, so there is a huge interest in this event, the 60th Anniversary. For some unknown reason, there is never any interest from the USA and Canada in entering these events in the UK... the cost to these guys would be a third of what it costs us! We are probably more MG Nutters than them?

Prior to travelling to Lands End for the start, the Australian cars and crews will have endured an 11 day trip to France, Switzerland and Northern Italy. After the return to the UK, some of us will be attending the Dorset Steam Fair, and then some culture experience at the Minack Theatre in Cornwall. On 6th September 2015, the cars leave Lands End, basically heading north via Barnstable, Bristol, Telford, Huddersfield, Wetheral, Carlisle, Irvine, Pitlochry, Strathpeffer, Ullapool, Thurso and John O'Groats. The majority of the routes chosen by the organisers are on local A & B roads, i.e. off motorways when at all possible. There is some fantastic scenic roads included, mainly in the Lake District and Scottish regions. In the Lake District, the two challengingly famous passes, Hardknott and Wrynose are included. The last time 14MGA (my car) looked at these, it declined to start, and was only after everyone had left and as time was getting short, it decided to start, but we had to take the low road (and quicker) back to the hotel - this time, I'm not going to let it know in advance!

The return trip to London is via another tour organised by our Melbourne organiser, Ian Prior, namely, a run back the eastern side of the UK through the Yorkshire Dales (Goathland and Heartbeat fame).

Hopefully the Aussie cars will stand up to a rigorous eight weeks of touring, and also the crews which have to endure the same, visiting famous motor museums, wineries, alpine scenery, opera in colosseum (Verdi), etc., tough, but as they say, someone has to do it!



**Gary Lock**



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# 2016 Calendar

Following the success of the 2105 Calendar, members are asked to submit photos for inclusion in the 2016 Club Calendar.

Photos can be of either Club cars and/or members, but need to be in landscape format and of high definition (ie 1MB or over). The web master and TTM editor will be selecting the photos from those submitted.

Photos can sent by email or on CD to either the Webmaster or TTM editor. Details on page 3



## Membership Renewal Reminder

Members have been sent Renewal Invoices and they are asked to pay their 2015-16 Membership ASAP.

Payment can be made by cheque sent to the club, by EFT or by Direct Deposit into the Club's bank account. Please include your name and membership # as the reference in any transaction.

For those on Special Interest Vehicle (Concessional) Registration, a condition of the registration is that you are a member of an incorporated Car Club. If you are caught driving your vehicle without being a financial member of the Club, you will be driving an unregistered/uninsured vehicle.

# Competition Call August -September

Round 2 for the B Super Sprint season was held on the 30/31 May and the A series held their round 1 on 16/17 May , this was postponed, due to the Cyclone, in February and A series round 2 on the 20/21 June.

This year the weather, since February, has been kind to us allowing great competition and as importantly, good camping. This is a feature of the competition this year with most of the entrants within our group being involved with the camping and the creating of a very friendly environment..

## **A Series - Round 1 - 3 laps 2.1km track.**

<b>Richard Ings</b>	<b>Cooper S</b>	<b>4.03.57</b>
<b>Leith Johnston</b>	<b>MGF</b>	<b>4.06.51</b>
<b>Keith Ings</b>	<b>Cooper S</b>	<b>4.09.20</b>

## **A Series - Round 2 - 4 laps 1.5km track**

<b>Leith Johnston</b>	<b>MGF</b>	<b>3.49.46</b>
<b>Richard Ings</b>	<b>Cooper S</b>	<b>4.01.62</b>

It is a little difficult reporting on the A series without being there, hopefully next year we can all be in the same series. However it is great to see Leith, a new member, getting involved and doing so well. Some of you will know Keith is being challenged by some health issues at the moment but has not been deterred, Keith would have run in round 2 but Richard had the first run. He found selecting 1<sup>st</sup> gear instead of 3<sup>rd</sup> causes a few problems to the motor. Keith is determined to have the car ready for round 3 for Richard, even if he is unable to be there, we wish Keith the best in his fight and look forward to his return.

## **B Series - Round 2 - 4 laps 1.5km track**

<b>Will Charlton</b>	<b>Fraser Clubman</b>	<b>3.33.39</b>
<b>Mike Simmington</b>	<b>TR7V8</b>	<b>3.42.34</b>
<b>Peter Bennett</b>	<b>Porsche 911</b>	<b>3.45.23</b>
<b>Ian Rogers</b>	<b>MGB</b>	<b>3.53.87</b>
<b>Jim Haines</b>	<b>MGB</b>	<b>4.07.03</b>

## **Next round 3 - A series - 29/30 August and B series - 25/26 July**

The Queensland National Historic Race Meeting was held on 4/5 July. As an aside I noted the following sports cars competing: - 3 MGBs, 3 TR6, 1 TR3, 1 MGA, 2 MGTC, 1 Sunbeam Alpine, 1 Turner, 2 Sprites and an E type Jag just the stuff we are interested in.

**Ian Rogers**

# Great News for Members

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.

**Bookings through Gary Stevens  
07 55226535**

One of the advantages of being a member of the Gold Coast MG Car Club!



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# For Sale

**MGB GT 1976.** Registered to Dec 2015. Second owner since 1994, originally from Canberra. Always garaged. This car has won several concours trophies over the years. BRG. Sunroof. Engine rebuilt Dec 2012. 1 3/4inch SU's. Electronic ignition. Double timing chain. Fast road Kent Cam. Bonnet and front guards resprayed recently. Includes some original spares e.g. Rostyle wheels, 1 1/2inch SU's & air filters, SU fuel pump. **\$12,000 Jeff Sattler. 0409674987. Email [marvan.jeff@bigpond.com](mailto:marvan.jeff@bigpond.com)**



**:MGB GT 1980** Much loved car needs new home! 1980 MGB GT Damask Red. Twin carbs, 1800cc straight overdrive gearbox. Rust free body, good interior, regular service, sun roof, always kept in garage. Same lady owner for last 33 years. Historical registration till 14/09/2015. **\$12,000 Contact Jean Irons 55303033 or 0403799374**



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

**::1968 MGB Roaster** Has been restored with a reconditioned engine. British racing green. Registration until November 2016. Much loved car. The safety road worthy certificate has been completed. Price \$13,000. Contact Gail mobile **0432568530 email [gailbrown@westnet.com.au](mailto:gailbrown@westnet.com.au)**



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

Mild cam (detailed specs available, suit any 3-bearing B Series motor e.g. MGA, early MGB) **\$300**  
 Starter motor **\$50**  
 Generator **\$50**  
 Oil cooler (new) **\$50**  
 S/S oil cooler hoses (new) **\$100**  
 Headlights(60/50w) **\$30(pr)**  
 Voltage Control box **\$25**  
 6 blade steel fan **\$20**

**John Crighton 0418232093 or [johnhcrighton@hotmail.com](mailto:johnhcrighton@hotmail.com)**

**Wanted.** Complete air cleaner assembly to suit 1972 MGB. Please call or email **Peter Eaton on 0417022233 or [p.k.eaton@bigpond.com](mailto:p.k.eaton@bigpond.com)**

**For Sale:** Black Ridge 200 Compressor. Model BRC-200. Very little use, and ideal for home use. New ones sell at Supercheap for over \$200. Asking **\$80.00.** **Contact Gary Lock 0435 901150**

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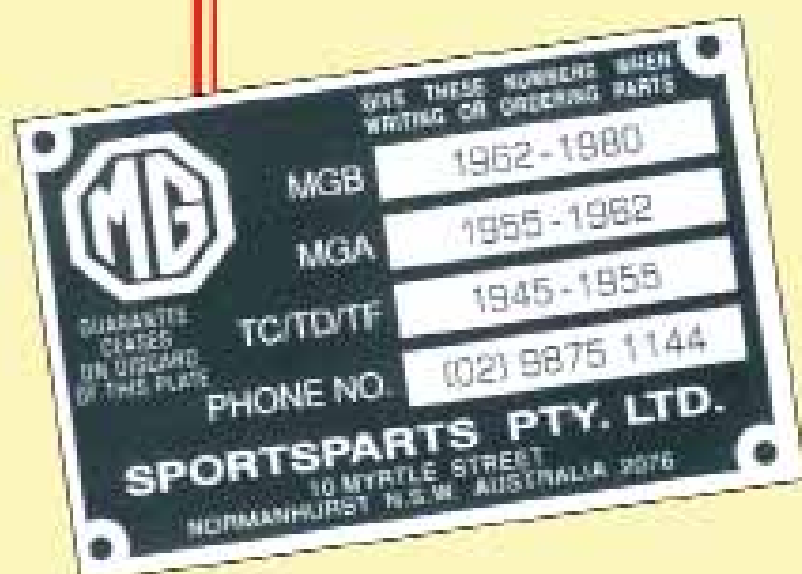
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