

# THE TIME MACHINE

## AUGUST SEPTEMBER 17

THE Midweek Run to the historic Royal hotel at Harrisville.

The GT run to polly's country kitchen on the way to springbrook.



The Official Magazine of the Gold Coast MG Car Club

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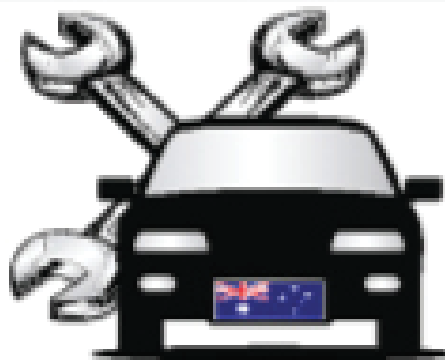


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# THE TIME MACHINE

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

Affiliated with the MG Car Club UK



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Other MGs - TBA

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

# president's july report



The Time Machine of October/November 2016 published my first President's Report as Club President. I mentioned in that report my nervous state in such an undertaking. I can say my nerves have abated somewhat but they still lurk beneath the surface.

When I put pen to paper I endeavour to be upbeat, but the story I am about to relay is anything but. It's a true story about a man and his car.

On a recent cruise around Australia to Fremantle WA, Liz and I visited friends in a small coastal town down below Margaret River.

My friends Fred and Lorraine have a neighbour who we will call Jim who owned a 1957 Ford Thunderbird. It was a beautiful car in great condition. It was Jim's dream car, black with red leather upholstery, loads of chrome. As they say a real head turner. As I said they live in a small town with no auto clubs so Jim decided to join an auto club about an hours drive away. Jim duly joined up and arranged to go on one of the club outings. To his dismay club members paid him little heed and displayed even less interest in his car. He left the day feeling as though he had done something wrong, he felt dejected...

A week before we arrived on the scene Jim went to another club outing with a similar result. My friend Fred had spoken to Jim about our pending arrival and had arranged for me to view the car. When Jim told me his story I was shocked as he also told me that he was selling the car. He didn't want just a classic car, he also wanted the social aspect of a car club setting. My friend Fred contacted a person by the name of Peter he knew was a member of that club who happened to own a MGTC. Fred arranged for all of us to have a coffee together and see what could be done to assist Jim. Peter was a lovely guy and was disappointed in Jim's treatment but wasn't surprised. It appeared that if you didn't have a pre fifties car you weren't part of the scene. The other night Fred informed me Jim had sold his pride and joy and was done with classic cars.

The point of this sorry tale is that our cars are just part of our story. The main ingredient is the people you meet, and the enjoyment we derive from being a very social car club.

This publication marks the back end of my elected term as Club President. In writing for TTM I have endeavoured to make my articles relevant and hopefully informative. I was always conscious that our magazine is not only distributed to our members but also other car clubs around Australia. I read other club magazines

and subconsciously compare the different publications. The standard of articles written by our club members is something we should be collectively proud of.

I was speaking to a Club member today and I mentioned I was writing this column. She stated how nervous she became when writing up run reports. She was always aware of the high standard we take for granted. The stories written by members highlighting their MG adventures shouldn't be underestimated. Collectively these stories are a tremendous boost to our Club's reputation and Club's history and that my friends is something to be proud of.

As we are moving towards our AGM I will be reporting on your committee's fine work. Much has been achieved in this term, too much to write here so I will address it separately in this issue.

Finally I wish to thank club members for the support I have received during my term as club president and I deem it both a privilege and honour to have been your President of the Gold Coast MG Car Club.

*Peter Johnston*

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# committee report

Dear Members

As I wrote in my latest President's Report I said I would comment on and give you a snapshot of our Committee members plus work that was carried out in this elected term.

**Marie Conway-Jones, Secretary** and our longest serving life member is the true backbone of the Club. Nobody dedicates more time to club business than Marie. Because of ever changing legislation the demands on the secretary is endless. Today this position is a legal requirement which requires a good working knowledge of the legal framework we operate under. Not only does Marie manage her role with great skill but she finds the time to manage the ladies runs, organise our presentation day, assist with the display days, maintain our Committee Minutes plus maintain a full time job. We all owe Marie so much for her work in making this Club what it is today. Marie we salute you.



**Club Treasurer Anita Lachowicz** is the perfect club Treasurer. Her demand for attention to detail ensures our Club finances are professionally managed. Her monthly fiscal reports are detailed and accurate which gives the Committee a solid base to make informed decisions. No expenditure is approved without sound professional input from Anita. Much of her Committee work is governed by legislative demands so again the Club is blessed to have Anita in charge of our finances. Anita is a true professional.



**Vice-President Gary Stevens** has worn many hats in his Club work for the last twelve months. Not only did Gary take control of the VP role but he also managed our regalia sales, was heavily involved in our new logo design, ran open shed hoist days at his home. Gary is our 'go to' man, nothing was too much trouble. The work Gary does is often unseen until much later, he is the quiet achiever with that great mischievous grin. Due to outside demands Gary is stepping down from the VP position but has agreed to nominate for a Committee position. I sincerely thank Gary for his help in the smooth running of our Club.



**Club Captain John Talbot** is the engine room of the Club. John's enthusiasm is boundless. In its organising functions, Club runs, Club notices, John just gets it done. He is tireless in his role as Club Captain, his cheeky grin is everywhere. Working with John has been an absolute pleasure for the Committee and myself. Nothing has ever been too much trouble for John. He is the perfect Club Captain which makes for a smooth running Club.



**TTM Editor Carole Cooke** is our print communications guru. Carole has had a year of challenges. If it wasn't dealing with a busted computer, incompatible programs, it was chasing myself and others up to get her articles in to meet editorial deadlines. This is the tenth year Carole has been the Editor of this publication and for those reading this edition would know the professional approach Carole takes to this job. The interest she shows in gathering so many varied stories for TTM is truly amazing given the busy life she leads. Murdoch thinks he has the best... No he hasn't.



**Membership Secretary/ Web Master/ Dating Agent, Stuart Duncan** wears so many hats, manages so many portfolios he makes us all wonder where he finds the time. Stuart's job is critical to the smooth running of the Club. All membership applications pass his desk, all concessional registrations require his attention. Much of what he does is a legislative requirement, it takes hours of work. The work Stuart does in just keeping the internet site up to date is a full time job. On top of everything he does Stuart was instrumental in obtaining accreditation for vehicle concessional registration from the NSW Government. This allows cross border MG owners to enjoy the same Club benefits that we enjoy in Qld. Congratulations Stuart on a great job well done.



**Motorsports Coordinator David Godwin** is unique in the history of our Club. Those who know David are never surprised with what he will do next. As immediate past President of the Club I relied quite heavily on his experience in many ways. Thank you for your support. David also took on the difficult task of seeing what can be done with Team Racing. Unfortunately very few Club members are taking up racing so this problem will come up for review later in the year. Dave's great contribution to the Club has been his extended Club runs. We all remember the Twin Gorges run and the 2017 National Meet that ventured onto Coober Pedy, Uluru, Alice Springs then home. A lot of planning and research goes into these extended runs and there is none better at it than Dave. I'm looking forward to what Dave has in store for next year.



**Assistant Editor Peter Kerr** has always owned MGs since he bought his first car ever as a university student. His choice was an MGTD which was a write off. He restored it in 3 months and has always owned an MG since. Today he has MGs ranging from 1929 to 2013 and his MG won the overall Prewar trophy at the 2017 MG Nationals. Peter's contribution is assisting Carole Cooke in getting the Time Machine out on time. The best way to describe Peter's contribution is understanding the love and passion he holds for racing his MGs. His knowledge is invaluable when we need that experienced input.



**Committee Member Gary Lock** has been busy working with the Gold Coast City Council exploring options for MG club rooms. This process is ongoing as there are many hurdles to cross. Gary's approach has been measured and methodical, emotive commentary avoided. He was instrumental in obtaining Bell Park at Burleigh Heads for our Pride of Ownership/Concours Day. It's a beautiful park that I believe will have lasting benefits for the Club. On top of that work Gary was also involved with the new logos designed for our regalia apparel. His knowledge of the MG brand is extensive and spends much time assisting others with their car issues. He represents the best of what this Club has to offer. Unfortunately Gary is retiring from the Committee so we wish him well and I thank him for his support.



In closing with this presentation of our Committee members profiles I would make the observation that the administration of a Club such as ours has radically changed over the past ten years. The legislative demands from the government now places a great deal more responsibility on the Club executive and Committee members. This Committee has displayed a dedication to their given portfolios that has made my job so much easier. We have invested money where needed, made savings where possible, promoted the Club when the opportunity arises whilst enjoying what the Club has to offer.

In the final analysis we have done our best. I hope you agree.

*Peter Johnston, President*

*DC Bradley married Jackie Lambert in 'Heartbeat'. The MG Midget they are in is our Treasurer's Anita Lachowicz MG which is here in Australia with her.*



# bushrangers run - may 27 & 28th may

We all met at Arthur Earle Park on a very crisp beautiful winters day (well not quite winter) but just the right temperature for cruising with the wind in your hair. Those of you that didn't come on the run missed one of the best days.



We had a few day trippers join us, and we set out to Darlington Park. Nearby Caravan Park was mostly full of Grey Nomads in their homes away from home. We continued on to our destination of Boonah for lunch. Unfortunately Keith Bailey who had joined us just for the run to Boonah had a problem on the way home and had to call for a tow.



The next destination was Gatton. Some of the roads we travelled on we didn't even know existed behind the main towns. Rosevale Road area, then through Rosewood. What lovely scenery, undulating roads that we love. The cars purred along especially Robbie and Kim Baylis's TC, which we could hear behind us.....love that sound. After a very full

day we arrived at the Gatton Motel feeling happy and relaxed. The memory of that run will stay with us. We were joined by Murray Arundell from Brisbane and later on by Cheryl Robinson who motored up after work. So off to the RSL for dinner where someone, we won't name (we all know) thought it was buy one

meal get one free. The raffle was a hoot because every name they called wasn't at the RSL, until finally they got a winner who was cheered.



Next morning we left Gatton to head to THE BARN – SCOTT'S Garage. Robbie nearly had a meeting with a kangaroo that decided he like the



look of his car. The scenery was spectacular and some challenging driving. We had a delicious morning tea, and then we did a tour of the Barn's Memorabilia. Wow... what a collection. Bruce Corr found this place when visiting his daughter, and it was well worth the visit (although lots of blokes stuff) there was also a room to take you back "Happy Days" for the girls.

We continued on toward the ever friendly Maryvale Hotel for lunch, and once again we hit the back roads for great motoring. We all went our own way after lunch, and we clocked up just on 600Kms reaching home.

What a fab weekend. Our thanks once more for the work that John Talbot did in organising this weekend.....if you weren't there .....well.....you missed out.

*John and Marilyn Muirhead*



# m.g.y. –type 70<sup>th</sup> anniversary weekend

## 9<sup>th</sup> – 12<sup>th</sup> june

With the theme '70 Flat out FUN' how could you not have a great time?



The weekend started on Friday and ended on Monday. A sort of a long weekend filled with M.G. activities and excellent M.G. roads twisting and climbing through the Nambour Hinterland and Blackall Range. In total, 33 Y-Types joined the runs on Saturday and Sunday.

*Quota Park Nambour*

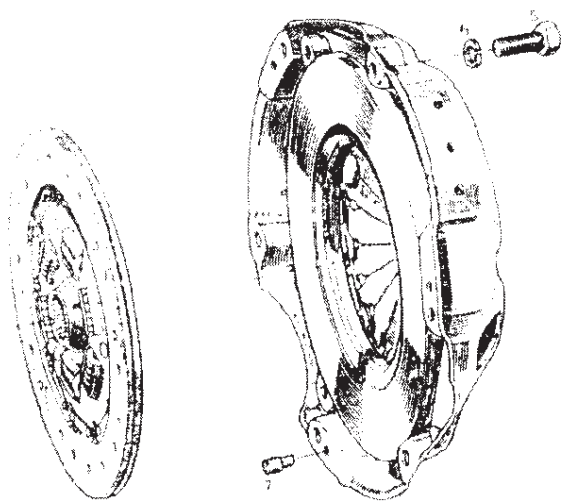
Prior to leaving Quota Park in Nambour on the Saturday run a review of the 'Route Instructions' did cause me a little anxiety. The instructions contained words like: STEEP CLIMB, CAUTION, MOUNTAIN RANGE, STEEP DESCENT and RAZORBACK. M.G. brakes have never been good and MGY brakes are probably the worst. I was pleased to note the route instructions for the lunch stop were 'RICK'S DINER' where an excellent burger and an anxiety settling cold beer were appreciated.

*Rick's Diner*

The afternoon run included a Y-TYPE photo-shoot. In 2007, we all gathered in Maitland N.S.W. for Y-TYPE 60 Years Birthday Celebrations. As part of the celebration all cars were arranged in a large 'Y' formation and in so doing created an Australian record for the most Y-Types together at a given time. This year we broke the existing record by 3 cars with a total of 33 Y-Types in the photo-shoot.

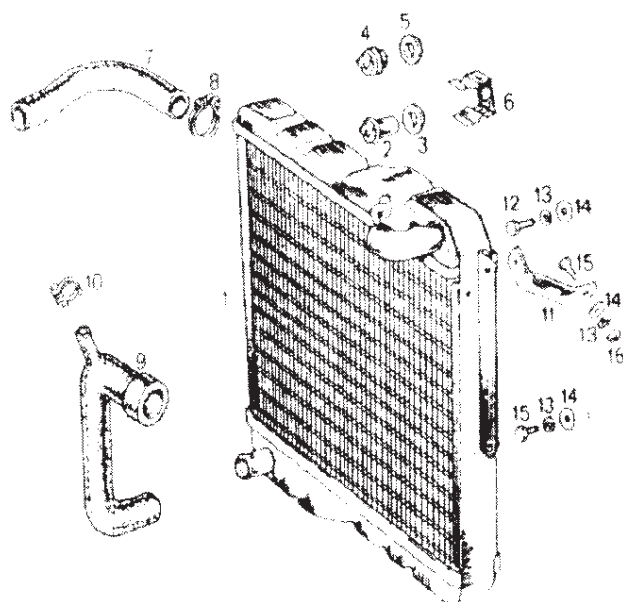


Sunday's route instructions were also a little scary and included words such as: MOUNTAIN VIEW, Y-TYPES CLIMBING, CAUTION, RANGE and SCENIC LOOKOUT but what a beautiful M.G. day with morning tea hosted by the Blackall Range Horseless Carriage Club and lunch at the Cheese Factory in Kenilworth followed by afternoon tea at the "Koongalbe" Homestead.



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Tony and Debbie Slattery did a fantastic job of organising the 'Celebration Weekend'. Excellent drives, roads and scenery not to mention the superb 'Anniversary Dinner' and organised functions including: a fashion and frills workshop, a silent auction, technical sessions, workshops and garage tours. They also organised presentations from David Lawrence (South Africa), author of 'Let there be Y's', and Paul Barrow (U.S.A.), co-founder of the International M.G. Y-Type Register.

Thank you Tony and Debbie and hope we can break another record in 2022.

### *Terry and Berit*

On Saturday, two 'Classics' from the GCMGCC were spotted in Southport being put through their paces. For their age, their chassis stood up remarkably well to the conditions

Number 13, fitted with a new radiator performed well as did the shock absorbers considering the additional luggage being carried. The dynamo has however been sent to the Classic Car Clink for a rebuild as it was charging at an extremely low rate. Number 14 breezed through the early morning trial without missing a beat. This 'classic' is however extremely finely tuned and in perfect race condition. Both 'classics' crossed the finish line in record time but did show some evidence of overheating. Perhaps more 'classics' could join them next year in support of cancer and men's health.



*Happy motoring. Terry and Berit*

## mg y-type 70th anniversary weekend – friday 9 to monday 12 june 2017 - by stuart duncan



To mark the 70th Anniversary of when the first Y Type sedan rolled off the MG production line, former members of our club Tony and Debbie Slattery, now living on the Sunshine Coast, organised a fun filled weekend for MG Y-Type owners.

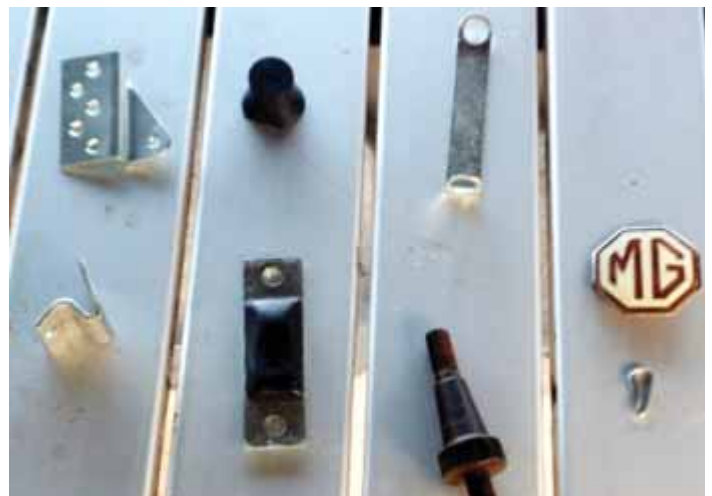
*Debbie Slattery*

MG Ys came from all eastern mainland states, with international visitors coming from NZ, USA and South Africa.

All MG Y owners in the Gold Coast MG Car Club attended, Terry and Berit Dewley in YA3392 and new members Robert & Margaret Smith in YT4265 experiencing no problems, whereas I in YT4310, my recently acquired 1950 Y Tourer which only got registered on the Friday before the weekend, only made 20km. Members Peter Kerr and Carole Cooke (in her new MG3) dropped in to some of the events.

Although the weekend's activities started on Friday afternoon with Registration, meet and greet, welcome dinner and Q&A discussion with the international guests, I started driving from the Gold Coast early Saturday morning, only to have a coolant explosive event (dropped welsh plug) on the M1 motorway. After the RACQ returned the Y Tourer to my shed, I grabbed my back up vehicle (the 1972 VW beetle) and headed north for the weekend.

Each morning (Saturday, Sunday and Monday) all participants gathered at a central carpark in Nambour and then drove the various winding, hilly and very scenic roads, visiting numerous lookouts where participants had event passports stamped and tried to guess a MGY part enclosed inside a sealed cloth bag. All items were small and unique to Y types and included a boot lid chain attachment plate, a door stop bar rubber, an under front mud guard wiring harness support bracket, the front number plate bracket, rear axle lower bump stop rubber and plate, a bumper bar to chassis pin, a boot chain clip and a boot MG Badge. I could only identify a couple of items correctly.





Saturday afternoon saw all 33 Y-Types (the largest gathering of Y-Type cars) form a large "Y" for the formal photo of the weekend. (See front cover)



Saturday afternoon, saw us descend on the Sunshine Coast Antique Car Club (SCACC) clubhouse for a technical session on clothing of the 1950s, in

readiness for the individual period photos on Sunday.



Saturday evening was a free night where we could go out on the town.

During the Sunday morning pre-run briefing, I took up an offer to ride as a rear seat passenger in a Y Tourer. I can advise Y-types may be classed as a four seater, but rear (adult) passengers need to have short legs and if of average height, be able to sit with their knees up under their chins.

# Cut off date for next magazine 10th September 2017

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

Email the Editor - Carole Cooke  
- cazcooke30@gmail.com

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

**GOLD COAST MG CAR CLUB INC**

The Secretary,  
P.O. Box 1018, Southport Qld 4215

Membership at 3 July 2017

Active 160 Family 126 Life 7 Honorary 4 **TOTAL 297**

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

Sunday morning's drive took us to the Blackall Range Horseless Carriage Club clubrooms in Maleny, where that Club's members had a display of their vehicles and put on a very large spread of cakes, etc., for our morning tea. It was during morning tea that we had our only major weather event over the weekend - a short rain shower. A big contrast to elsewhere in SE Queensland and northern NSW.

After morning tea we continued our drive visiting a number of lookouts, ending up at Kenilworth for lunch. Afternoon tea (LARGE scones with jam and cream) was at the historic Koongalba Homestead where participants were able to get photos of themselves in period clothing next to their MG Y.



It was then back to the SCACC for another technical session, which due to WiFi difficulties didn't happen, and a musical entertainment by one of the participants in his Dakota.

Sunday evening was a formal dinner at which the winners of the various awards were named. None of the GC representatives had the honour of receiving an award.



Monday morning had an earlier start (7.30 for a 8am departure) as we were using a carpark adjacent to the Nambour State College as our starting point. Due to the distance travelled to attend the weekend, nearly half the participants did not participate today, but headed home, be it to Victoria, Sydney or north to Gladstone or Mackay. We all inspected and were impressed with Gavin Donahue's A frame set up to tow his Y -Type.

A separate wiring harness connects to the all rear lights whilst an over-ride braking system activates the Y Saloons brakes. It is all legal. Here Gavin is explaining the set up to Paul Barrow of the USA.

This morning's drive was to a local MG enthusiasts' residence for morning tea and a look at his collection of MGs (5 running MGs (MGB, 2 T-Types, a Y Saloon and a Y Tourer) and 4 Saloons waiting for restoration. From here it was a short 10 mile drive to Tony and Debbie Slattery's residence for lunch where we checked out his enormous collection of MG Y spare parts and ended a great weekend.

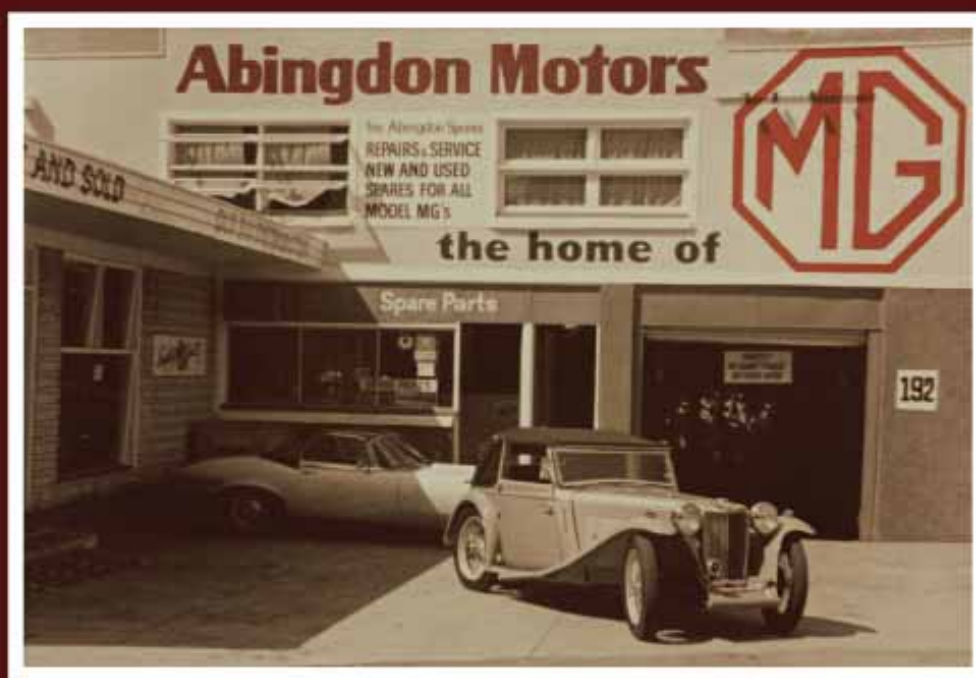




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## mg Live!

After a very tough 192 mile (310 k) walk across England, Anita and I were looking forward to Saturday at MGLive 2017, catching up on old friends, and enjoying the Octagon. MGLive is the World's largest MG event, and sees all variants of the marque descending on Silverstone. A revised event layout and an array of fresh features proved very popular with members of the MGCC, sponsors, traders and members of the general public. The weekend weather was fantastic, enabling us to watch all manner of motorsport activities, check out the traders stalls, chatting with friends, and enjoying a cold drink on the village green whilst listening to live bands. Unfortunately we could only spend a day there this time, and as the Concours and Pride of Ownership was scheduled for the Sunday, we missed out on these.



The prestigious California Cup Autotest was this year moved to a very central area, and this proved a great hit. Tyres squealed and smoked, the crowds gathered, and with a packed entry of 30 plus action was guaranteed. I've never seen Midgets perform such tight circles around one witches hat before!

The Village Green was also a welcome addition to MGLive! this year, the large open area really giving the event a festival feel as the Candy Girls UK, Glamophones, Dammit Jack and the Shadow Monkeys took to the stage.



MGLive! saw some very close racing trackside, proving exciting and hugely competitive. Cars used the full Grand Prix circuit, but I must say that this tends

to leave large gaps in the field for a couple of moments until they come around again. The short circuit is a much better one for viewing, but probably the drivers don't agree.



This was our sixth visit to MGLive, and it gets better every time.



Gary and Anita Lock then flew to America for -

## gt-42 solvang, california

NAMGAR's Annual GT (Get Together) was recently held in Solvang, California, about 2 hours drive north of Los Angeles. Solvang has a lot of Danish history, and all the buildings in this small town are Scandinavian themed. Of course, there are pastry shops on every street corner! The event was jointly organised by the Paradise British Car Club and the MG Owners Club of San Francisco. There were a total of 122 MGA's registered, and 6 Magnettes. We flew out from MGLive at Silverstone to attend this event, which obviously caters for all MGA's and Variants.





This is the third NAMGAR event we have attended, and over the years have become good friends with many of the NAMGAR members.

Among the events organised were tech sessions, John Twist's Rolling Tech session, brewery and wine tours, winery dinner and entertainment, a Santa Maria-style BBQ held at Nojoqui Falls Park, tours to the Solvang Motorcycle Museum, Mendenhall's Museum of Gasoline Pumps and Petrolinana, and Moss Motors in Goleta.

If any MGA enthusiasts here in Australia are interested in joining NAMGAR, they have a very good website. They have around 1800 members in the USA/Canada, and produce a great quality magazine. I was the first Australian to join, and I think there are now about eight Australians on the roll. Every five years, the various MG groups (MGA, MGB etc.) have a joint get together, and it is a huge event. Next years NAMGAR event (GT-43) is in Richmond, Virginia.

*Gary and Anita Lock*



# june midweek run to the royal - june 21

A fine sunny morning greeted 19 cars at Nerang to start Jim and Moya's run.

We all took note of the speed camera warning as we headed along Clagiraba Road then onto Canungra and Beaudesert via Biddaddaba and Boyland Roads. The countryside is very green and the cattle and horses looked in good condition. We did as we were told and headed our cars straight past the usual Beaudesert park to Wyaralong Dam for morning tea.



Here we were joined by 7 more cars. The large park area has bbqs shelter sheds rowing courses and an interesting sculpture park. The dam is very full.

After morning tea we went through Boonah and the farming areas of the Fassifern Valley - Mount Alford, very full Moogerah Dam, Kalbar preparing for the show and onto lunch at The Royal Hotel at historic Harrisville. The hotel has many old photographs.

The roads were very good for MGs and traffic was light and Moya set a quiz to keep our minds active.

*Peter and Laraine Ganderton*



Jim and I would like to thank the 19 members who joined us for lunch at Club Helensvale on June 14.

It is always a concern when you make the call to postpone a run but we were glad we did as the weather, although better, still would have been very uncomfortable for open top cars and chatting in pleasant surroundings was a much better idea..

coming

updated events to the time machine magazine

**P - ANNUAL GENERAL MEETING - August 6**

To be held at the Clubrooms, Mudgeeraba Road, Mudgeeraba. - 10.30 am for an 11 am start. Lunch supplied and BYO drinks. Please RSVP to John Talbot on 0421 185 419 or email John at - ejohntalbot@hotmail.com.

**P - Midweek Run - August 9**

Meet at Jacobs Well from 7.30am for brekky and a natter. Leave on the run at 9 am. BYO morning tea, Pub lunch. Numbers required to Bruce Ibbotson on 3366-1889 or email on namtan@bigpond.com by Monday prior.

**pride of ownership / concours**

**DATE - SUNDAY 20th AUGUST 2017**

**VENUE - RUDD PARK,  
GOODWIN TERRACE  
BURLEIGH HEADS**

**GATES OPEN - 8 am.**

**All cars to be in position by 9:30am**

**Event concludes at 2:00pm**

**ENTRY FEE - \$10 per car on the day**

Please  
RSVP  
for  
GCM  
even

**P - LSIM August - Our Club Captain will advise**

**P - Midweek Run - Wednesday September 13**

Organisers John & Kate Careless promise less navigation and more open touring. Start at the Three Figs Café, 2 Village Way, Currumbin Valley (just off Currumbin Creek Road). Meet early for coffee. Park around the back, not on the road. Depart at 9.00am. Finish near the NSW / QLD border. BYO morning tea and lunch. Bar-b-ques available at both venues. Numbers not required

# events

## **P - Ladies Day at the Clubhouse Sunday September 17**

Starts at 10:00am. This day is for the next part for the Marie Conway-Jones Ladies Trophy. Program for the day will be a timed run round the Hinterland [closest to the set time wins] followed by a Gymkhana then BYO barbeque Lunch cooked by the Men. Prizes for winners on the day.

## **P - LSIM September - Our Club Captain will advise.**

### **The Great Jail Break Run - October 3-7**

Revisit those hard bygone days at Trail Bay Jail at South West Rocks NSW.

3rd - Grafton, 4th and 5th South West Rocks, 6th Tenterfield. . We only have eight spots left so book now.

We have gone international with Past Treasurer, Robin Godfrey and his wife, Linda joining the run. He will be here from the UK on holidays.

Contact President Peter on: [pe.johnston04@gmail.com](mailto:pe.johnston04@gmail.com) or 0417769680

## **P - Midweek Run - October 11**

The October run is the Fish & Chips run being organised by Denis Thomas. Start at Upper Coomera, BYO morning tea, fish & chips lunch on the Tweed and don't forget to bring a chair.

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

**Our Club Captain will confirm all event details  
when they come to hand.**

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The photos in the magazine have been contributed by Carole Cooke, Peter Kerr, John and Marilyn Muirhead, Terry Dewley, Gary Lock, Stuart Duncan, Denis Thomas, MGCCV, Internet



# pride of ownership and concours day

This year's event will be held on Sunday 20th August at the beautiful beachside location of Rudd Park, Burleigh Heads (opposite Oskars Restaurant). Over the past few years, classic car clubs the world over have acknowledged a reduction in members wishing to nominate for their Concours events and we are in a similar position. The alternative event that has become very popular here and overseas is called Pride of Ownership and runs side by side with the traditional Concours.

## PRIDE OF OWNERSHIP

Vehicles that nominate to enter range from daily drivers, weekend tourers right down to cars driven only 2 or 3 times a year. Importantly – all owners still have the same amount of pride in their cars as Concours entrants.

**The categories will be as follows:**

**PRE MGA / MAGNETTE (ZA / ZB)**

**PRE MGF / FTF**

**POST 1995**

Judging for these cars is completed by the entrants themselves and (obviously) you don't judge your own car!! On arrival, each entrant to the Pride of Ownership category, will receive a judging form to complete.

The breakdown of points per car is as follows:

**Exterior:** Paint condition, cleanliness, chrome, lights, glass, hood/roof 30

**Interior:** Upholstery, carpets, dashboard, side screens, windows 30

**Engine bay:** General cleanliness, tools, labels 30

**Underside:** Wheels, axles, exhaust condition, cleanliness 10

**Total Points:** 100

Judging will commence at 10:00am and will be completed by 11:30am.

A trophy will be awarded to first place in each of the 3 categories and a certificate awarded to second and third place getters.

The Committee extends a warm welcome to ALL members for this event and rest assured – you are not obliged to enter either the Pride of Ownership or the Concours events. If you simply wish to participate in joining with the Club with your beloved MG and not get involved in the judging or awards side of things, we still would love to see you there on the day.

The cost is \$10 for each car. We look forward to seeing you on the day.

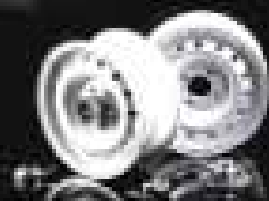
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# G.E.A.R.

**THE GOLDEN ERA AUTO RACING CLUB PROMOTES THE PRESERVATION OF THE RACING AND SPORTS CARS OF THE GOLDEN AGE OF AUSTRALIAN MOTOR SPORT. GEAR ORGANIZES NON-COMPETITIVE DRIVE DAYS FOR THE PLEASURABLE USE AND ENJOYMENT OF THE CARS IN A SAFE, REGULATED, AFFORDABLE AND SOCIAL MOTORING ENVIRONMENT.**

Have you ever dreamed of driving your own car on a racetrack? You can go flat out at QR and Lakeside with no speed limits!

You can drive your own classic car on a racetrack, without racing other people.

Satisfy your need for speed.



## What is G.E.A.R.?

A G.E.A.R. track day is simply an open racetrack for anyone with an eligible car to drive around as fast as you like. There is NO timing, NO race, NO "first", so it is not a race. However don't think No racing means No rules as importantly there are very clear rules to maximise safety and enjoyment while driving on two of the best racetracks in Australia.

Why not turn up at a GEAR day, usually a Thursday once a month, and see for yourself. Club members welcome visitors and love to talk about cars and driving.

## So how do I join?

If you are interested in joining the club as a driver, you must have a vehicle suitable to our selection committee.

For example, all post war production sedans and production sports cars built up to December 31, 1978 are eligible, as are Clubmans, Open Wheelers and Sports Racing Cars up to December 31, 1990.

You cannot just turn up on a GEAR day, sign up as a member and drive on that day!

The Single Membership Application Fee is presently \$35 and \$25 on renewal.

An approved race helmet is compulsory.

*These are excerpts from the brochure sent to me from GCMGCC member, Denis Thomas who would like to encourage members to have fun at GEAR. See his story on Daffy.*

The following vehicle eligibility criteria will apply to all new applications for GEAR Queensland membership, from May 2016:

- A. All post-war production sedans up to 31 December 1978;
- B. All clubmans up until 31 December 1990 but excluding all clubmans with independent rear suspension or other departures from the clubmans concept;
- C. All open wheelers and sports racing cars up to 31 December 1990 but excluding all Formula Fords with carbon fibre bodies or suspensions;
- D. All production sports cars up to 31 December 1978;
- E. Replicas and reproductions faithful in size, shape & mechanical specifications of cars of the era prior to 31 December 1978. Cars that are being replicated or reproduced must be of a car that would be eligible for GEAR selection under Categories B,C and D of the GEAR Eligibility Categories; and
- F. All special interest vehicles with provenance or race history, which may fit outside the eligibility criteria of A to E above.

All new members of GEAR, as well as existing members who have never driven at the circuit where a GEAR meeting is being held, must attend an Induction Briefing before being allowed onto the track.

The Briefing conducted by a Queensland Raceway official, starting at 7:45am to 8:00am is held prior to the usual drivers briefing.

Drivers are responsible to ensure their cars are safe according to a checklist, and their driving must follow the Club Code, which is explained fully on Sign On sheets, and in the compulsory drivers briefing sessions at the start of each driving day.



As a GEAR member, you presently pay \$80\* to Queensland Raceways for the day's drive, in one of four categories or groups. This is extremely good value, as you would have 4 runs of 15 minutes on a GEAR day. That's an hour on the track!

#### What next?

To learn more visit: [www.gear.org.au](http://www.gear.org.au)  
Contact by email: [secretary@gear.org.au](mailto:secretary@gear.org.au)  
Phone: Les Whelan 07 3398 6017  
John Rowe 0418 716067  
Perry Dayas 0409 386010



Once you are a member of the GEAR Club, you need a QR clubman licence to drive at QR and Lakeside. The licence can be applied for directly from the QR or Lakeside office on the day. Fill in the forms and pay currently \$25 for the day or \$65 for a year

### Gold Coast MG Car Club Club Trailer

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Email [neeandgeoff@hotmail.com](mailto:neeandgeoff@hotmail.com)

Members who wish to hire the trailer contact Geoff

# hi all , my name is daffy and this is my story.....

I started my life as a 1978 MGB BL Roadster Rubber Bumper. I have been nicknamed "Daffy" and I belong to Denis the "dill". In short



these names represent my colour "daffy" "dill"!! MGCCQ may know my stable mate by the call sign "Leprechaun" BRG MGB BL Roadster OOOMGB.

My life history is not well known and even after research we have been unable to establish all my history. This is what we now to date

**Born in ??????? 1978** as a left hand drive roadster.

We presume I lived in USA and was transported to Australia at some stage.

**Original families unknown ??**

Around 1999 I was for sale in a car yard at Ferry Rd, Southport and purchased by Brian Darke of Maintaining The Breed on the Gold Coast. By this stage I had been converted to right hand drive and as a power plant now had a 3.5 litre Rover V8 and Rover 5 speed rover gearbox. Rego then was 659 DVO

**I don't know who, when or where the transplant was done ??**

I travelled south many times with the Darkes to their holiday home at Narooma and to the National meet in 2000. Brian's son Harry recalls my power and some fun with me and tells us at this stage I was fitted with twin SUs but now have a four barrel Holly carbie and a Offenhauser inlet manifold.

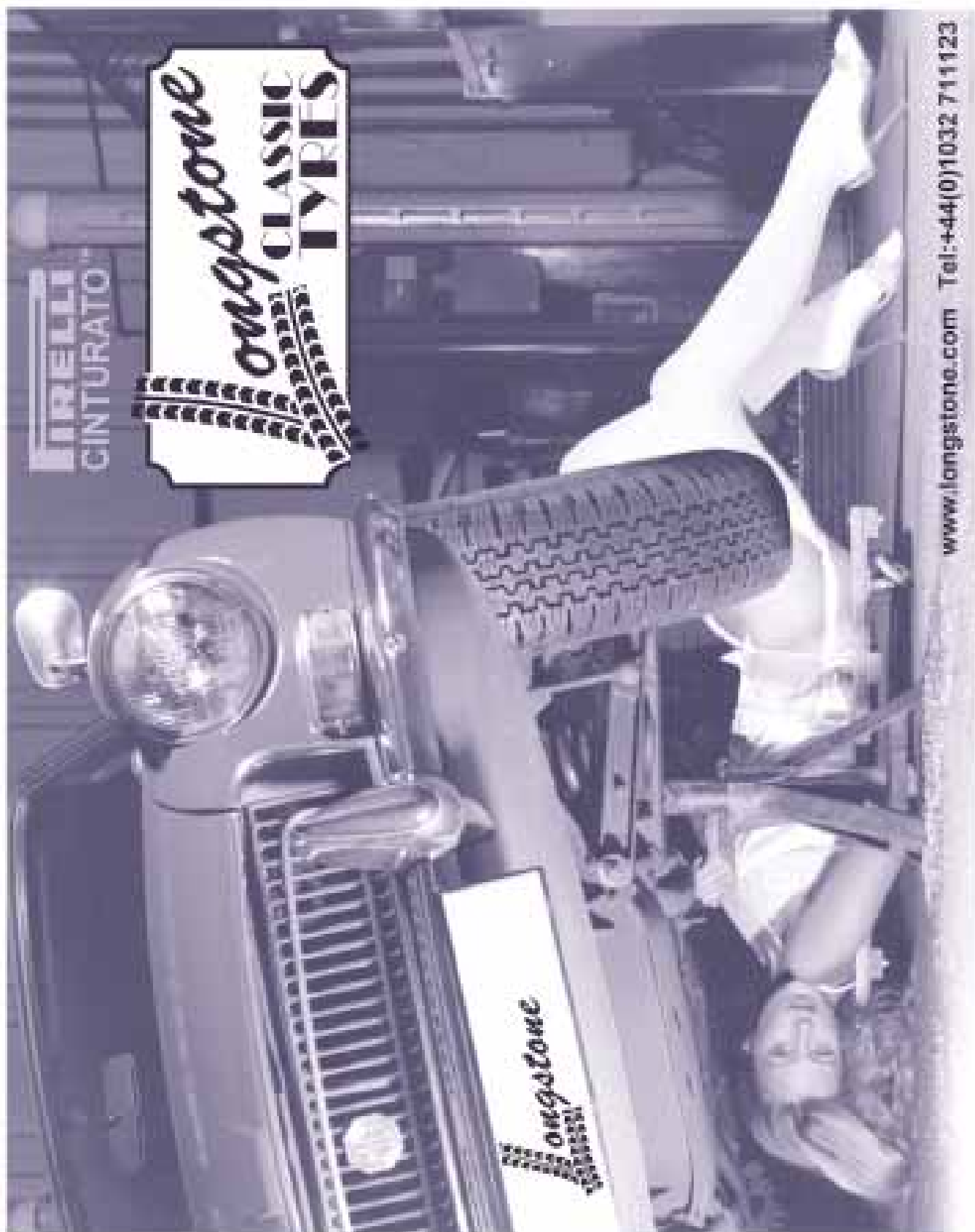
**I don't know who, when or where this conversion took place??**

I was sold to Madeleine Weenink ex president of the GCMGCC and I am told due to my fuel consumption problems (very high) was sold on after a short time to Peter Probert. I'm told I was known as George due to my deep voice.



**My life is unknown during this period ??**

Until I was purchased by Barry Evans of MG Automotive for a time and then sold on to a gentleman who lived in Maleny.



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

[www.borrani.co.uk](http://www.borrani.co.uk)

Hudson's Yard, Doncaster Road,  
Bawtry, Doncaster, UK, DN10 6NX

I was again sold to Russell Ashby a car dealer and directly to Denis in April 2016. This was registered as **MGB878 (8 cyl year 78)** when this registration was changed is unknown.



After my past little did I know I would be changed again!!



Top of the 1965 MGB 'Clear Screen' and the 1965 MGB 'Fastback'.



Top of the 1965 MGB 'Fastback'.



Top of the 1965 MGB 'Fastback'.

The GTB was marketed as 1965 with a more rounded roof profile and a larger back end which offered better headroom and greater convenience, providing all the look of a fast-back, appearance.

Cost:  
\$390.00 incl tax

Denis has always wanted a MGB GT V8 but only had a limited amount to spend on a track car. He had bit the dust in the green roadster "Leprechaun" at Lakeside and did not have the heart to risk it again sooooo along came "Daffy". Everything he wanted was there apart from the GT tin top. He was lucky to acquire a J&S fibreglass hard top from Sydney as well as a front spoiler. These were painfully fitted to the car after much adjustment by Denis removed,

painted and refitted.

I was run in GEAR events twice as a roadster and since the mods as a special **"J&S GTB Fastback"**. These hardtops (2<sup>nd</sup> edition) were manufactured in Ashfield NSW from 1965 at a cost of \$390.00. These were marketed as **J&S GTB Fastback**. The original specs are attached in sketch 3 1966. NSW



I would appreciate any information that can assist in filling in the blanks as I would love to know my full past.

If you could email them to [denisthomas47@bigpond.com](mailto:denisthomas47@bigpond.com) it would be appreciated.

**Thanks, Daffy.**

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## the all new mg3

Caz has a new baby called Tiger Lilly and the yellow saloon is the first borne in our Club. Like any new baby, the older ones are revered and the new edition is decried by the purists. This has been the same at MG since forever but all new model MGs take their place in the MG history line in due course.



The MG3 is 70 years younger than the Y type MG. Carole and myself were Tail End Charlie in her MG3 at the Y Type National Rally on the Sunshine Coast in June 07. We helped any Y type owners in their MGs who failed to proceed.

The MG3 is a brand new creation at MG. It is not an MG on a Chinese platform. It was designed from the ground up by MG in Longbridge and Warwick in Britain

Sales are going great guns worldwide. Australia has been a slow starter due to lack of a dealership network. I spoke to visitors from South Africa, New Zealand and other nations at the MGY National event in June 07 and they are well ahead of us here on sales figures. When the specs become known about this new MG, I am sure sales will boom here too. Clinton at Brisbane MG handled her purchase including the two trades when she popped in enroute to the Sunshine Coast.

This MG sells at Kia/Hyundai prices with a ticket around \$17k driveaway including a 6 year warranty. Features include 5 doors, 5 seater and 5 forward gears. Carole traded her FTF and Cooper and tipped in a moderate cash top up for a new MG with 6 year warranty. The Cooper had no spare tyre so we had to buy a wheel, tyre



and jack which sat on the rear seat folded down for our trip to the Phillip Island historic races. There was no built in storage space for a spare at all - just a spray pack of tyre sealant! The MG3 has a full sized spare under the rear carpeted luggage storage. Her 2 trades only had 5 doors & 5 gears between them. Actually, there was only the Cooper as a trade. I bought Mary to keep her in the family rather

than Brisbane MG sending her to an auction and vanish in the 'ether' forever.

Being a new car the MG3 has many newer features including an audible reversing warning system. I found this very helpful at night in my driveway & I was warned about adjacent fencing also..

Lets compare performance as the MG3 keeps up with its bigger brothers

### MG3

71kW - 142 NM torque - 0 to 100 km/h

11.9 sec. - top speed 168 km/h

### MG3

78kW - 137NM torque - 0 to 100 km/h

10.9 sec. - top speed 173 km/h

I am not a car salesman but Caz assures me the seats are firm and comfortable. All controls are clear and useful but she added a digital clock on the dash as the clock in the console distracts the driver as it is small and below her eye line of vision.



Steering is precise and accurate and much improved over her trades. Suspension can be noisy on rough surfaces at speed. The gearbox is a delight and the 5 speeder has a dash readout showing the gear currently in use. Caz has moved from her 2 trades with auto boxes to the MG3 manual box without stress. A shoulder injury made driving her TR4 uncomfortable and the change was made back then to automatic gearboxes. This is her 1st manual gearbox sports car since the Triumph TR4 but she has no difficulty with the MG3 gearbox and is a model driver with smooth gear changes. I think the light clutch has a lot to do with that and the ease with gear changes.

External mirrors are large and user friendly. The 4 corners of the MG are visible but a blind spot to the rear quarter has to be noted. A rear camera could be easily fitted.

The audio system easily beats those fitted to the trades. The MG3 has six speakers, CD/MP3 USB/Bluetooth/DAB/FM/MW. I will let you work all that out. The system is wonderful and state of the art.



When the ignition is switched on, the instruments do a full check including the fuel gauge which has a line of LEDs showing the fuel level in the tank. There is no oil pressure or temperature gauge, just an array of coloured lights. Handling on the road is precise and is sheer joy. The MG3 is brilliant and can tolerate

fools and does not bite back. This is a rally and motorkhana fun car in the true MG mould.

This MG is a massive package for a small car. Carole did not know it was 4 door when she bought it, the rear doors fit so snugly and the rear luggage area is great for trips. The design includes all you need and more. This is a brilliant MG and is a welcome addition to the MG family. The old MG team at Abingdon would be proud of it. Enjoy this addition to the MG range.

*Peter Kerr*



*Editor Caz says - The MG3 is certainly good value. I do like it, am very pleased with it, but would love a roadster...It gets looks when on the road, it has been called sporty and cute. This is the Essence, top of the range and has the best wheels, leather interior, cruise control. Most of all, Mary, the FTF is still with us and I am able to drive her for that 'wind in the hair' motoring experience.*



## gt run - june 25

Sunday 25<sup>th</sup> of June started out as a beautiful crisp morning for the drive to Jabiru Island Park Hope Island. About 12 cars, (a few 'B's a few modern 'TFs' a few modern cars and Carole in her brand new '3') assembled for a pleasant half hour or so before the run sheets were handed out, instruction issued and the journey begun.

Not only were we to follow the prescribed route, but a challenge was put to us to place in order a series of half a dozen photos taken previously along the route as well as trying to work out the identity of a person in a photo and the year he won the F1 World Championship.

The drive took us across Hope Island, across the M1 through Maudsland, Advancetown and on to Brochow Park for morning tea. By this time the weather had warmed up and it was very pleasant in the sun with friends.

After morning tea we headed south through the spectacular Numinbah valley, into NSW past more beautiful scenery, through Chillingham then on to the Tomewin Rd with more stunning scenery, we entered the Currumbin Valley before winding our way through the backblocks of the Gold Coast to our luncheon destination of Polly's Country Kitchen.

For those of you who have not been to Polly's, it was a beautiful meal, in a delightful country setting with good service and pleasant staff. I thoroughly recommend it to everyone.

As it turned out Denise & I guessed the correct combination of answers to the photo quiz and were rewarded with a lovely bottle of Sav Blanc.

Thanks to Cheryl Robinson for organising another truly beautiful day in a magnificent part of the country to enjoy our cars.

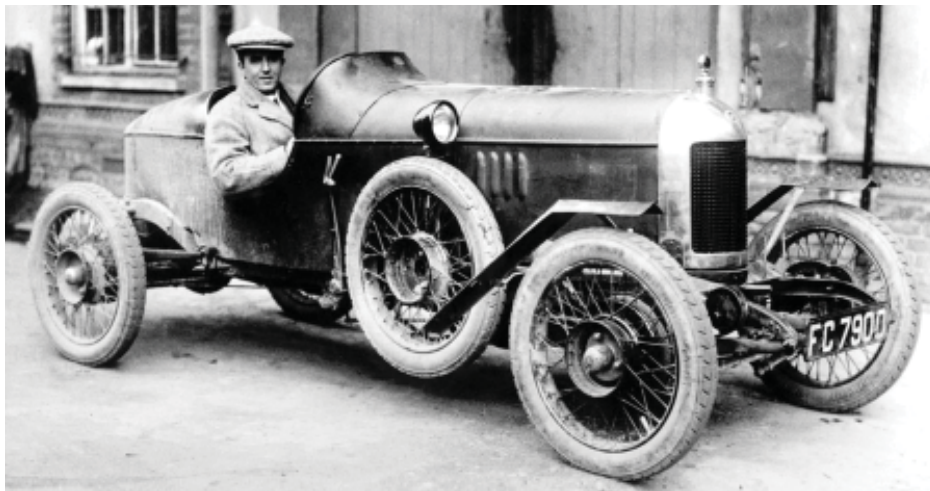
*Denise & John Bromley*





# the beginnings of mg - by peter kerr

The beginnings of M.G. are best described by Cecil Kimber. Old No.1 was registered on March 27, 1925 as FC 7900 and within a few days of that date, Cecil Kimber & Wilfred Matthews piloted the car and won a gold medal in the London to Land's End Trial.



Kimber actually began work as sales manager of Morris Garages in 1921 when 33 years of age and he was the brains behind the M.G. concept. He had a keen organisational mind, with a love for the mechanical, plus a creative ability which

grew quickly. In March of the following year, he was appointed general manager in that newly created position. He had some Morris Chummy bodies modified for customers, and also ran FC 7900 as mentioned above. Within the M.G. definition, "Old Number One" was the first MG built specifically for sporting purposes. The M.G. is a sports car and the earlier cars with special saloon bodies on a production chassis were Morrises. Cecil Kimber himself never considered any other car other than Old Number One as being the first M.G., which was purpose built in late 1924.



MG 14/28

The M.G. car company itself was not established until the spring of 1928 as a direct offshoot of Morris Garages which was registered in July of 1927. The 14/28 was produced from 1924 to 1927.



The 14/40 Mk IV production ran from 1927 to 1929.

*Top - MG 14/40, below MG 18/80,  
bottom - M Type*



The 18/80 was M.G.s first production chassis which could be said to have an original design and was produced between 1928 and 1932.



The fertile mind of Kim had other ideas when creating the MGM type which was introduced to an eager public in late 1928 at the Olympia Motor Show, and was M.G.s first ever motor show debut. This car said 'sports car' to all who saw it and continued to make M.G. and sports car synonymous for all time. The MGM Midget was the car which started the sports car revolution for the enthusiast with a modest budget. Henry Ford recognised that and his own MGM still sits in the Ford museum. Kim created a sports car within the reach of the less than wealthy which was similar to Henry Ford's plan for the Model T.

I wrote to John Thornley each month in the days before email. His typed answers to my queries are lovely memories now. All the production numbers I used in the MG Downunder book are courtesy of JWT as Managing Director of MG Abingdon and are accurate and taken from the MG files. These are the production totals he supplied: 14/28, 400; 14/40, Mark IV 700; 18/80, Mark I/II are Mark I 500 & Mark II 236. John did say some of these were approximations as he started work at MG in 1931 as Service Manager. The last in the series was the 18/100 Tigress and 5 were built.

The MGM type production total was 3235 and this MG was seen around London with its distinctive 'V' shaped windscreen and pointed tail. Owners waved to each other so the time was ripe for the formation of a car club. The 1st meeting of the MG Car Club was held in North London in September of 1930. John Thornley was the 1st honorary Secretary and was sent to obtain permission from Cecil Kimber in Abingdon. The meeting ended with JWT being appointed as Service Manager and the rest is history. The MGM type was popular and the production figures showed that. Racing, trials, and speed attempts gave the model the publicity which sold cars back in the '30s.

Record breaking was intense between Austin and MG. The Montlhery course in France was ideal. EX120 was set up in 1931 for this attempt and 100 mph was achieved. 44 MG C-Types were built and many were entered by the factory. This version of the M type became known as the 'Montlhery Midget' because of the speed records set. It was



usually a supercharged version of the original MG M Type Midget with short stroke 750cc engine. John Thornley told me they were called Midgets as the letters M & G were in the right order in the name.

The J type Midget was introduced in 1932. The overhead cam engine was continued with this model, but the body saw the introduction of the petrol tank at the rear plus a traditional squared windscreen. So the distinctive MGM/C features disappeared and MG has followed the J style right through to the mid 1950s. The





J 1 & 2 were standard configuration in 2 or 4 seater. A supercharger provided power for the racing J3 & J4 versions. Numbers built were: J1, 380; J2, 2083; J3, 22; J4, 9.



*Top left, J2, top right J3, right J4  
Previous page, C Type and below J1*



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

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

The Club Car Trailer is now with Geoff Shephardson, Gold Coast Antique Auto Club, 281 Springbrook Rd MUDGEERABA 4213. Home Ph 07 55303678 Mobile 0438863725. Email [neeandgeoff@hotmail.com](mailto:neeandgeoff@hotmail.com)



## Free Hire Club Engine Stand and Engine Hoist

We have an engine stand and engine hoist for FREE use to any Club member. It will take the weight of a 6 or 4 cylinder motor and flat packs for easy storage. These are stored at the Clubrooms. **Contact - John Talbot on Mobile - 0421 185419, email - [ejohntalbot@hotmail.com](mailto:ejohntalbot@hotmail.com)**



John Crighton also offers the loan of a load leveller, which makes the task of manoeuvring the engine in and out of the car much simpler, as well as assorted chains, slings etc.. Contact him by email at [johnhcrighton@hotmail.com](mailto:johnhcrighton@hotmail.com)

## Regalia

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Badge - small sew on MG	\$4.00
Badge - sew on GCMG	\$9.50
Badge Pins - metal	\$8.00
Car Badge - magnetic	\$5.00
Car Badge - metal grill	\$35.00
Caps	\$15.00
Key Rings- 5 colours	\$8.00
Mugs	\$5.00
Polo Shirt - Club Logo (mens & ladies)	\$35.00
Polo Shirt - MG Models (mens & ladies )	\$32.00
T Shirt - as above Long or Short Sleeve	\$25.00
Stickers - inside window	\$1.00
Stickers - outside window	\$4.00
Torch - MG logo and our www. Embossed	\$5.00

We hope to advise soon a new Regalia Co-Ordinator

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# For Sale

**::MGB** Model No. YGNN3 car No. 2410. Chassis No. 18AUH16344 (1965/66) The MG was modified in 1989 by my brother in law (mechanic). I have all relevant paperwork for the modification. 2.6 litre Mitsubishi astron motor coupled to a 5 speed Borg Warner gear box. The brakes have a booster and dual circuit master cylinder. It has wire wheels and has been registered since year 2000 and driven a few times weekly ever since. I would like to sell it unregistered as some of the window rubbers etc have perished. I am still driving it and it goes well and has been very reliable. There is no rust that I know off and only a couple of cracks in the doors near the quarter window. I am looking for \$8000 for it. Robert Fromm. Mobile 0427888076



**MGF 1997** for sale. It has had the MGF Suspension Kit and new tyres fitted 5/1/16. Just over 50000kms Great Car Registered till February 18

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