

THE TIME MACHINE

June July 2020

The Club met at Arthur Earle Park in March. This became our last get-together before restrictions for COVID-19

The members met with the Citroen Club for lunch.



The Official Magazine of the Gold Coast MG Car Club

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THE TIME MACHINE

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

Affiliated with the MG Car Club UK



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

ACTING PRESIDENT'S REPORT

The past couple of months have been trying for all of us due to the Government coronavirus restrictions on movement and gatherings. As Australia has had nowhere as many infections and deaths as 'expert' modelling predicted, our Governments are now easing these restrictions and hopefully before too long we will be able to enjoy going out in our MGs in convoy and enjoying each other's companionship, even if at a distance.

Some Queensland members have availed themselves of the easing of travel restrictions to privately take their MGs out and about. Remember, it is very easy to register, on the Club website, an Impromptu Run in your SIV Concessional Registered MG.

Whenever out and about, remember to social distance, and if feeling unwell, please stay home and/or see a doctor.

In the email Bulletins I sent to members, I outlined the Committee's decisions on Club activities during the coronavirus restrictions. If you didn't receive them, please check your 'Junk' or 'Spam' email folders and allow my email address as a safe address. Both Bulletins can be viewed on the Club website.

In mid May, the Queensland and NSW Premiers outlined how restrictions will be eased in their states. If the restriction easing goes as originally outlined in Queensland, by mid July we should be doing most things as we did prior to the Pandemic being declared, as long as we social distance. Unfortunately, I do not see Queensland opening the NSW border before mid July and possibly later, thus restricting our NSW members from participating in runs and our ability to have runs cross the border.

You will notice in the Events Calendar in the middle of this Time Machine that all events planned for June, July, and early August are listed. These events/runs are provisional and dependant on the lifting of restrictions on gatherings in Queensland.

The annual 'Christmas in July' mid-week run has been scaled back to a normal mid week run at which members are encouraged to attend in Christmas attire and enjoy the day as though they are at a Christmas lunch.

A couple of important club events are happening in August. On advice from the Council, the Club's annual Display Day had been brought forward to Sunday 9 August. It will again be held at Rudd Park, Burleigh Heads, from 9am to 1pm. You therefore have 2 month's to get those little bits done to you MG, so that it is looking its best for the display day.

Two weeks later (Sunday 23 August) will be our Club AGM at the Club Rooms, Mudgeeraba, starting at 11am and followed by a light lunch.

Membership renewal is due in July, and I wish to remind members with vehicles on Concessional or Conditional registration, you are required by state regulations to be a financial member of the Club. Laurel, our Treasurer, will be emailing or posting out renewal Tax Invoices in June.

On behalf of members, I welcome the new members listed elsewhere to the Club and I hope to see you on a run or at an event as soon as restrictions are lifted.

Safe driving in your MG

Stuart Duncan Acting President

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



RUN TO MEET THE CITROEN CLUB

- MARCH 22

This was to be the last time Club members met due to COVID-19 restrictions. We met at Arthur Earle Park and drove to the Nook and Kranny for morning tea. From there the drive was to Green Frog Hollow to meet with the Citroen members and we had lunch there, while checking out the lovely MGs and Citroens. Dave Godwin brought along his father Roy, aged 91, as he has a Citroen Light 15.





Some Citroëns on display.



At the Nook and Kranny for morning tea

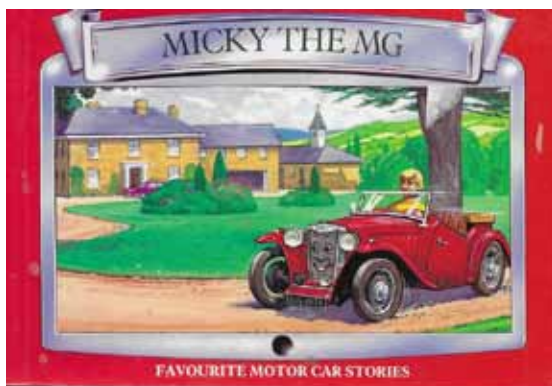


At the Frog Hollow for lunch



Micky the MG was a jolly little red sports car. This is the story of how he left his old owner, Mister Greyhair, and found new friends in Freddy the Ford and Bertie the Bentley at beautiful Whiteporch Manor. Would you like to hear more?????

One of the books from my MG library. Leon Sims - MG T Register Victoria Fbook



STRAWBERRY THE TC.

Nothing of course, can come close to the pain of selling your TC Roadster. *Nothing.*

I swore that the Doctor who said there would be no more driving, would suffer horribly. But as my Father used to say, man proposes but God disposes. And how true that is, IF you can ignore the effect of memory. And that is the problem.



We bought MG-TC 812 on December 20, 1979 from John Dalton in Melbourne, which included new front leaf springs, and wiring loom replacement. Re-christened "Strawberry," she was ready to go.

Great days in Melbourne, each Saturday morning the Club held MG TC Runs hell-for-leathering away from the City. And on Sundays M & I would generally camp at and explore around Lake Eildon.

Then later we came up here, to the Gold Coast, courtesy Bruce Corr. More great days, especially our production of the 2007 National Meeting. The best of the rest, my word!



Strawberry was a mite weary - so never shone her true mettle, so to say. But we did get a gong when the chassis flew apart during a long run... So after 25,686 miles, on March 3, 2018 she was sold to a young bloke in Adelaide, who [still] is as pleased as Punch.

But as I say, nothing can come close to the pain of selling your TC Roadster. *Nothing.*

*Neil & Madeleine
Weenink*



72 YEARS AGO — A 12 YEAR OLD SCHOOL LAD DISCOVERS M Gs — TCs OF COURSE.

We are presently experiencing an austere period through the world, a virus. It hardly compares with WW 11 austerity. Coupons for everything — food, clothing, tobacco. A two gallon limit per month for petrol. Motor tyres and tubes were not available. No new motor cars...

The war ended and the troops returned home. In England, the theme was — manufacture, export, build, export. The British motor manufacturers went out of War Time Production onto new models to export.

The MG Factory put aside armoured car production and returned to automobile production. Pre-War designed TB bodies were made to be wider and became TCs. Simple. The left over grey/green Army paint was used on the scuttles of the first production of TC Cars. Later these were painted the body colour. Waste not! English built cars, Ford, Austin, Vauxhall, Morris, Standard, Triumph, Hillman and others found their way to the outposts of the British Empire. Lots came to Australia. MG TCs began to appear on the Australian roads. The square rigger with large thin wheels!! The cars had HUGE appeal, in an automobile starved world. And MG had a racing pedigree...

A guy living just a few houses away, bought brand new — RED — MG TC. Its number plate was XX525. WOW — what a great little car!!

After the War, our family used to spend Christmas holidays at Bondi, Sydney. There was an MG dealership on Oxford Street, opposite the Waverley Tram Depot, TCs on display! Both Brian Darke (we had not yet met in those early times) and I used visit this showroom and muse over the little cars in the late 1940's. We later shared the passion.

My older cousin (a City Slicker) had a new Singer 9 Roadster. We would go down to Bondi Beach on Friday and Saturday nights, since the "TC Boys", would all have their cars there. A great spectacle. Then the Police Sergeant would slowly pass by — looking — checking on the unruly bodgies and widgees of the time. The Sergeant rode in the motorcycle side car, while the tentative Constable rode the big Harley.

Growing up, the MG yearn developed. I finished High School in 1951, commenced a 5-year Automotive Apprenticeship in a FORD Franchise. "Now getting closer to MGs." A mate's father bought a 3 year old 1949 model TC, Clipper Blue. We used to go off to the Trades School weekly, in the TC, WOW.

Now years later, 1967 and I am out of the Motor Trade, running our Newsagency in the Woden Valley, Canberra. An automobile enthusiast came to assist with paper deliveries. Peter had old cars and motorcycles. We clicked. Not surprising! He continued to work early each morning, delivering our papers for some 8 years. He placed a sketch of an MG TC on the wall of the room we used to roll-up the newspapers. It had an oil drip from under! Great humour!

Early afternoon on a Saturday in 1968, the Newsagency was by then closed for the day and Peter phoned advising of an MG TC advertised in pieces—For Sale — WOW. (Now I'm being led astray!) The car was at Duntroon Royal Military College. I met Major Brian Kelley, a rigid Army Officer but we got along very well. During our negotiation his phone rang, a far better offer came over the phone — I was out bidden, sight unseen. Shame.

Two weeks later the car again appeared 'For Sale' in the Saturday newspaper. The guy needed money quickly. It changed hands at the price Brian Kelley and I had settled on. Phew! Several trips with the trailer to collect the rusty bits. The neighbours were openly shocked with the arrival of this junk! Lots of parts missing and the long trek to gather used and new parts commenced.



The Duntroon car as it arrived

Again, Peter added to the "PAIN". At the next Canberra Swap Meeting he met one Steen Pederson of Salmson Racing Car fame. Steen had \$780.00 of MG TC parts at Dapto — no negotiation — take it or forget it! I hired a trailer and hitched it up to the family Falcon (of course) and brought heaps more "Junk" home. A huge amount of parts! Several engines, two had engine numbers, XPAG 9434 and the second engine XPAG 9435. It's now a 2 car PROJECT with surplus parts to barter with!

The re-built Blue T C ex-Duntroon Together with the Red car from Dapto circa 1973



At about this time, there was an auto intrusion, the Triumph of my life. I spotted a TR3a, in a terrible state, in a back yard in Canberra. Triumph? I just had to go and ask the question. His wife was adamant that the junk had to go. "Come back later and speak to him". He was much less enthusiastic about selling! I offered a "Deal" having looked at the "car". She was delighted, he was most upset. \$700 changed hands and I had the Triumph of my life. I could see right through the engine block—the head and sump were removed and the pistons were in the BOOT! No floor pans, rust everywhere.



The Triumph of my life that won Gay \$700.00!

As we placed the rusted hulk onto a trailer — the guy came out with BOXES and BOXES of brand-new parts. A treasure trove, Christmas again! With an MG mate, we took the car home and placed it on our elevated driveway. It had no brakes, of course. Suddenly shock set-in. Gay had no idea that I was about to buy yet another car! She was away from the house just at that time. Since the TR had been out in the open under a bush for some time, its paint was discoloured it looked awful. My mate and I decided to polish off the marks with Re-Po. The day was very cold and the polish would not dry. Just trying to make it a lesser shock for Gay's return.

I had time to think about the matter, but when she arrived home BAM! I settled her down with the offer for her to go out and do whatever she wished to do with her own \$700.00! PEACE! I really enjoyed the TR's wet sleeve engine, it was a fine sports car. However, we soon sold it, after only 4,000 miles. I had stacks of MGs, anyhow.

The ex-plumber's TC which went to New Zealand—brand new.



Peter and the Saturday paper again — an MG TC for sale. I just had to go look at it. It was owned by a plumber

who had no hope of rebuilding the car from its damaged state. What was it worth? I placed a low figure on it and walked away. Two weeks later the guy phoned "the car is ready for you to collect!" HELL, I did not need it. It was not an offer to purchase — but anyway, where does one find MG TCs? And I had all of the parts in store to complete the car. The dashboard and all the missing instruments were at hand. All TCs had fog lights and the curved external rear vision mirrors. Difficult parts to find.

Its chassis was broken over the N/S front spring, a common problem. A new chassis would solve this. I found one in Sydney, it turned out to be in a worse condition than the broken one. So, I sent the 2 chassis to a well known repairer in Sydney — to make one good chassis from the 2 offerings. Instead he re-built BOTH chassis to be like new. Only cost money! Lots!



What happens now? Parts stored everywhere under the house and in the large garage. Just need to build up 4 cars to use up all of the parts. Two cars were on wheels and running with little body work on one, as pictured in 1973.

Advance the clock to 1980 while a lot of TC restoration had taken place. Together with

another TC rebuilder in Canberra, one Ian Holden, we decided to drive to Surfers Paradise for the Club's 1980 National MG Meeting. Ian's car won the TC section — it was the only car displayed fitted with 4.50 X 19" B5 tyres and wheels. The others were all fitted with 16" fatties! Unfortunately, during the drive home, Ian's car had an electrical short and nearly caught fire. Ian LEPT out of the car, road side, as smoke filled it. However, some alternative wires saw it running again.

Advance the clock to Easter Time 1988. Gay and I then moved to the Gold Coast. Marie and Brian Darke followed 3 months later. What of the 3 partly re-built cars? I had driven the original road-going Clipper Blue car up, by now it had run for many years. Gay had used it daily as transport to go to work for 10 years! It had many interstate trips, mainly to MG National Meetings. It had travelled to Tasmania and Victoria several times and to South Australia. N.S.W. repeatedly and Queensland twice. The 3 mechanically re-built rolling chassis with bodies partly built, over time came up to Queensland in the carrier's trailer box.

In an effort to finish the 3 projects, I hired a lock-up at Nerang for all of the tools, parts and partly built cars. The 3 cars were completed there.

Where did they all end up?



The Blue car which had come from Duntroon, ran on steadily for many years — 68,000 miles of sheer fun — until its sale in 2011, to a Pilot in Brisbane.

The car from Dapto with its matching chassis and engine numbers — it had used all of the best parts, was painted red, with red leather, is unused and resting in a Retirement village near Brisbane.

The plumber's car with the broken chassis (painted green with green leather) was sold with no miles on its speedometer to a New Zealander and shipped home.

The second repaired "extra" spare chassis had a lovely black body built onto it. It used up a mountain of the available parts. It has red leather and chrome wheels. It is in Brisbane, owned by a fellow Club member and largely unused.

That's the TC saga. But other MG rebuilds follow!. I miss the Triumph.

Nuffield.



Another of
the Editor's
jigsaws -
1000 pc

Cut off date for next magazine 10th July 2020

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

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

Membership: \$70 per year (due June 30) - Joining Fee: \$20 per person

Membership forms available on our website - www.goldcoastmgcarclub.com.au

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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
Email - goldcoastmgcarclub@gmail.com

Membership at May 2020
Active & Family 267 Life 7 Honorary 4 TOTAL 278

The Life Members of the Gold Coast MG Car Club are -
Murray Arundell, Rob Baylis, Carol Brookman (dec), Bruce Corr, Marie Conway-Jones, Jim Haines, Phil Redding, Jeff Sattler, Jim Lutherborrow

EDITORIAL

Thank you to all who have contributed to this Time Machine. In fact, I had more than enough and can carry over for the next Time Machine. I do hope that we will have some events to report on then.

Editor Carole

MY VERY FIRST SQUARE RIGGER – THE PURCHASE OF MY MG TF1500

BY MAURIE PRIOR, MGCC HUNTER REGION, NSW

My story, which starts in February 2020, bears even more relevance today in early April, especially now, that we have been exposed to this terrible pandemic of Covid-19, so I wanted to share, sooner, rather than later, the story of my experiences with purchasing a 65 year old MG, with lovers of all things MG and their enthusiastic supporters.

I am very cognizant of the desire and importance, by most current T Type owners, and the prospective, must-keep-up buyer, to own a T Type with matching numbers. I am not criticizing them, I am simply making an observation, which is just how important, is it after all?

I honestly admire, the dedication of the presentation enthusiasts, the ones who spend waking hours and untold sums, ensuring their prized possession is cocooned, baby like, and at the other end of the spectrum, there exists, a very few rare individuals, who use their MG's as they were intended to be used, but love them no less than the molly-coddlers.

Then there are the more laid back characters, who, have owned a car for decades, keeping it presentable, and would never contemplate selling it.

I guess that some classic car owners, like to know that everything matches, and that the trifecta of matching chassis, body and engine, adds to the value, and bragging rights. That poses another question – if one has a matching number car, does one keep it forever, displaying it for a trophy, or is it simply an investment? Would you sell a T Type with matching numbers, and if you did, who would pay what you expect for it? What would you replace it with? I am sure that there are many reasons, and many answers to these questions, but I am not about to attempt to unearth the answers – in my case, my interest is purely one of absolute, self-indulgence.

I have had an unrequited love for the MG TF, since the age of seventeen, and now, I had the money and un-ashamedly, I wanted one.

There was a time some years ago, with having owned and totally restored a number of MGB's at varying times, I was eager to display them proudly, for the benefit of gaining recognition. Nowadays, as I age, chasing a medal, or seeking a prize, or trophy hunting, has demonstrated that it could be a costly, as well as, an ever elusive, pastime. I am past all that. I am happy to just own it and use it

carefully; the trophies can go to those more deserving seekers of peer recognition. So, to my new TF. I bought this car because of several reasons, and they are not necessarily in order.

I have always wanted an MGTF 1500. That was non-negotiable. I didn't want a TF 1250, or a TC or TD, and I didn't want a red, white, black, cream, yellow, grey, or god forbid any other colour but green. A British Racing Green car, or close to, with tan trim, seats, hood, tonneau etc. I didn't want a project to restore, because at my age, I don't have the energy, or the valuable time to spend on several years of a serious restoration. I didn't want a car, needing a "refreshment" as many owners, who keep these cars with the patina of age, as being the only guiding principle, believe them to be better than they really are. The purchase price was important, but not to the detriment of buying it, or not buying this particular car.

I found my car on an interstate MG Car Club website. Fortunately for me, it had not been advertised widely on the usual auto sales sites, and had largely been ignored. It was probably overpriced as well, but to someone like me, who is at the tail end of life, money means little. I am assuming here, but I reckon that because of its lack of publicity, it was fate, and it was there, quietly waiting for me. What I first discovered, when digesting the scant information provided by the seller, was that the body number and the engine number matched, however the chassis number, did not.

Further investigations revealed, that the XPAW engine number was different again, to the incorrect XPAG engine number as advertised. So, here was a car that was advertised as a 1954 MGTF 1500, with two allegedly matching numbers that did not match after all, and bore no real relevance to the car. Justified questions elicited begrudging scant answers, however persistence revealed that the chassis number was different, but most importantly, it was that of a 1955 built TF1500, and not a 1954 as erroneously advertised. Many questions followed to the international MG fraternity, who to a man, confirmed that, no matter what the body or engine numbers indicated, the chassis number was paramount and no disagreement would be brooked, on that piece of intelligence.

That was good enough for me, and given that the car colour, a most beautiful non-standard green, along with the tan trim colour was exactly what I had dreamed of, I purchased it without having physically, sighting or inspecting it, knowing that the numbers meant less than the image, in the overall scheme of things. Many MG owners would be horrified at me admitting this serious lapse in judgement, but when one is aware of just how many years are left to one, the how-it-looked to me, was much more important, than anything else. In my aged mind, the body and engine numbers were irrelevant, especially as this car had been very nicely restored at some-ones considerable expense, and the absence of the matching numbers was overlooked, in favour of the superb presentation of this particularly attractive classic MG.

Stocktake
-20%
-30%
-50%

SALE!



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At almost 80 years of age, I will now enjoy it, as if I was seventeen again, and I will never sell it, however your children may do, and inevitably they will, and I hope that it goes to a deserving



enthusiast, who like me, may desire it for what it is, and not quibble over the numbers, and overlook them, to wallow in the significance of owning a beautiful piece of MG history.

When that happens, it will not be my concern because, in this twilight of my life, I am now enjoying the pleasure of finally acquiring something I have always wanted. A very special MG T-Type, that was initially cobbled together in haste, to appease the overlords at BMC, and then, in spite of its hurried creation, it became an automotive classic.

Thank you Maurie for sending us your article at this time - Ed



New Members

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

David Franklin - Upper Coomera - 66 MGB
Greg Bennet and Rosina Franchina - Southport - 66 MGB
Timothy Cleaver - Varsity Lakes - 68 MGB
Michael Ward - Tamborine Mountain - 4272

The photos in the magazine have been contributed by Carole Cooke, Peter Kerr, Ken Shead, Sue Craig, Paul Rogers, Marie Conway-Jones, Ian Cowen, Maurie Prior, Dave Godwin, John Careless, Bruce Ibbotson, Peter Coleman, MGCCUK, Internet

THE GODWINS AND THE MG ADVENTURERS

1. 18 April 2010: Meeting at Singapore airport - the promise of interesting times to come...
2. 20 April 2010: Medicals, lectures by the traffic dept and we get our driving licences in Tianjin...
3. 22 April 2010: The first gaggle of MGs arrive...
4. 22 April 2010: Our first breakdown!!!
5. 26 April 2010: The first group heads off...
6. 27 April 2010: ...a day before the second group arrives...
7. 01 May 2010: Completion of formalities and a visit to the MG factory in Shanghai before racing to catch up at X'ain...

Congratulations, MG Adventurers!

Its been **10 years** since we embarked on "A Trip of a Lifetime", which became the first of RIPs TRIPs!

"The First MGs to Drive from the MG Factory in China to the MG Factory in the UK"!

We all took such a chance taking into account our advanced ages, unknown personalities, unknown guides to get us through - but we came through unscathed - except for Ian Besley dislocating his hip when crash landing in a hot air balloon in Turkey!

And we all learnt so much - about each other; the idiosyncrasies of our MGs; the histories of the countries we visited and the backgrounds to the people we met!



We meet at Singapore Airport en route to China



The first 4 MGs are in the warehouse awaiting collection



Get everything out. Quick!



Yellow Car is the first to breakdown with a fan belt problem



The first 4 MGs set off from Tianjin for Britain

Steve accepts our plaque at the Nanhui factory

Laurel and I thank you ALL from the bottom of our hearts for sharing these experiences with us

Dave & Loz



FROM MURRAY ARUNDELL -CHECK OUT SAFETY FAST

I was reading through my airmail copy of the March edition of Safety Fast (which thanks to Covid19 arrived last Monday). One couldn't miss the fabulous spread featuring David's MGA and their plans for their next trip. On my second reading I caught the mention of Bill Wallis' Memorabilia collection having been donated to Kimber House by Bill's family. My eye was drawn to the photograph of what was a menu from The Roebuck Hotel on the occasion of the 60th Anniversary of the founding of the MG Car Club at that very same hotel 60 years earlier. It had been signed by all who were sitting at what was the top table. I was fortunate to be given a seat at this table and immediately noticed that I was surrounded by a who's who of MG history, and felt very much the odd one out. It was a fabulous night and I was made most welcome by those at the table. If you look closely at the menu featured you can see my scrawl at the top left with signatures of the proper MG luminaries on other parts of the page. It was my great honour to sit next to John Thornley, whom I can report was a most articulate person and a real MG Enthusiast in every sense of the word.

COMING EVENTS

The Committee is continuing to suspend club events to support the well-being of our members. The Committee will reconsider this decision when the State Government eases gathering and movement restrictions enough to allow events to be held.

June 2020

P – Midweek Run – Wednesday 10 June

Cancelled due to COVID-19 restrictions.

P – June Coffee run – Monday 15 June

Cancelled due to COVID-19 restrictions.

Noggin & Natter

Cancelled as the kitchen in the club rooms has been removed ready for a replacement kitchen to be installed during July.

P – LSIM run – Sunday 28 June – Hinterland Run

Subject to easing of restrictions.

Meet at Club Rooms, Mudgeeraba, at 8.30am for a 9.00am departure. BYO morning tea and chairs in a park at Eagle Heights. Lunch will be BYO in Beaudesert. No need for numbers. Contact organiser Stuart Duncan on lesley_stuart@bigpond.com or 0405 402 745 for information.

July 2020

P – Midweek Run – Wednesday 8 July

Subject to easing of restrictions on Pub attendance.

Meet at Winders Park, Currumbin Creek, from 8.30am for a 9.00am start, BYO morning tea, pub lunch. RSVP to your host Peter Coleman on petercoleman4@bigpond.com or 0488 057 522 by Sunday 5 July, so the pub can be advised of number attending.

P – Coffee Run – Saturday 18 July

Subject to easing of restrictions.

10.00am at Café Sofi, Emerald Dr, Helensvale. (this is within the new Surrounds Estate adjacent to Light Rail, near Helensvale Westfield). Make your own way there. To assist with café catering, RSVP to Stuart on lesley_stuart@bigpond.com or 0405 402 745 by Wednesday 1 July.

P –LSIM run – Sunday 26 July

Subject to easing of restrictions

Meet at Jabiru Island Park, Paradise Point by 8.30am for a 9.00am departure. BYO Morning tea with possibly a Club lunch. RSVP with numbers to organiser Cheryl Robinson on cherylbg772@gmail.com or 0466 627 308 by Wednesday 22 July.

August 2020

P – Coffee run – Monday 3 August

10.00am at Outpost Café, Canungra. To assist with café catering, RSVP to Stuart Duncan on lesley_stuart@bigpond.com or 0405 402 745 by Thursday 30 July.

P- Annual Display Day – Sunday 9 August – Rudd Park, Burleigh Heads

MGs to be on site by 9am. More details TBA

P – Midweek Fish & Chips Run – Wednesday 12 August

Meet at Coomera Community Centre, Abrahams Rd, Upper Coomera by 8.30am for a 9.00am departure. BYO Morning tea and lunch will be by the Tweed River. No need for numbers. Orders taken at start of run. For more information contact Denis Thomas on 0401 744 667 or denisthomas47@bigpond.com

P - AGM – Sunday 23 August

The AGM will be held at the Club Rooms, Mudgeeraba, at 11am, followed by a supplied light lunch.

I'm pleased to announce that the Scheiwes and Baumans have responded for more information to my invitation to drive from the East Coast to the West Coast of Australia - through the Centre - in August or September this year, when the route is opened up by the Government. There is room for two more cars - MGs or your daily drivers - if anyone else is interested?

Dave Godwin 0412029277

Please consider sending articles and photos in to me for the Time Machine. Email - cazcooke30@gmail.com

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

JOHN CARELESS AND HIS MGA

When I came back from overseas as a single young fella I bought an MGB roadster. I only had it for a couple of months as a friend liked it more than I so she ended up with it. But the open top motoring bug had bitten. Winter in Ipswich had not yet arrived so the 'A' seemed like a good idea.

It was as hot as hell and I don't mean the temperature inside the car. It ran a seriously quick B motor with a Derrington crossflow head, twin webbers, trick diff, electric overdrive and four wheel disc brakes. Caged with race seats, four point racing harness and big tyres it literally shook when sitting at the lights. Yep it had everything right for a 'daily driver' to school and university where I was doing my upgrading at night, in Brisbane.

I drove it to Adelaide, once, and was determined to drive all the way with the top down. I got as far as Stanthorpe in the middle of winter and couldn't unlock my fingers from the small racing wheel to change gears as I came into town. The top went up immediately. I have to admire Dave and Laurel driving RIP where they do and in the conditions they encounter.

I met Kate and the only way I could get her into the car safely when leaving my house was to take the car out into the street, close the gate and let her into the car. Monty, my Old English Sheep Dog, had to be inside the fence as he very much thought it was HIS car and she was NOT welcome.

I built a rally car, got married, and was about to build a house. I made the decision to sell one of the cars. Kate thought it was the rally car and was very disappointed it was the 'A' that went. We saw it once at the Sanctuary Cove Classic Car and Boat Show. I was told it was being prepared to do Targa Tassie. But I think it got damaged and have never see it since. I believe it may still be somewhere on the coast or south east Queensland?

On and off I've had a few hot sports cars and rally cars. Kate said about a decade ago she would like the old 'A' back. We searched but to no avail. She then said she would be happy with a V8 MGB roadster thinking that would be a hard find. It only took a week!

John Careless

My MGA with Monty



ROADS ON THE SPRINGBROOK PLATEAU

On Club Runs we tend to avoid No through Roads however there is some virtue in a road that ends in it's own right – you never use it to go somewhere else! The Springbrook plateau used to have many such roads and claims were made that this allowed it to maintain its beauty and peace. However due mainly to the rapidly increasing population, many of these roads are no longer no through.

A brief outline of the background of some of Springbrook's roads:-

Pine Creek Road – The mountain's first road, was later extended to join Route 97 and Route 95. The Numinbah access is near the Pine Creek Bridge, the road goes over a small dam wall and through the Numinbah Forest Reserve finally joining Route 99.

Lyrebird Ridge Road – Originally a track that provided limited access to the farmers on the western side of the plateau, now extended to join the Repeater Station Road and has become a scenic tourist drive with excellent views of the Numinbah Valley and the Lamington Plateau.

Forestry Road – Originally part of George Rankin's selection, this road was constructed to provide access to Purlingbrook Picnic Area and Gwongorella National Park in the 1940's.

Gwongorella Parade - Was marked on Surveyor Burbank's survey design of 1906 as an esplanade. Named much later, now connects to Mimosa Road (pushed through in the early 1980's) and is planned to connect to Forestry Road via Kooralboo St.

Lloyd Road – Named for Dr and Mrs Lloyd who had property there. Well known and respected by Springbrook people, many of whom were patients. Now part of the suburb with house lots on either side.

Carrick Road – Named for S. S. Carrick who bought the original Nutley selection that later became The Settlement Camping Area. It still terminates only a couple of kilometres from the main road.

Hardys Lookout – not far from Old School Rd, the lookout was named in honour of Jim and Pauline Hardy whose first home stood only metres away

Repeater Station Road – Put through when the Department of Aviation constructed the Repeater Station in the early 1970's. Prior to this it was little more than a bullock track for snigging logs. Surprising to think that the area was once cleared cow paddocks, but since dairying and logging have stopped, the regrowth was rapid.

Madeleine Weenink

COVID-19 ISOLATION WITH 2 MGBs

Well this year has changed our lives forever. As the early warning about the Corona virus in February failed to make any impact on most of us around the world, we now find ourselves in lockdown and with Easter upon us, no prospect of letting those poor MG's out of the garage!!

Our two MGB's, Mabel Grace and Morris Gee (his and hers) look very sad confined inside the garage while our other cars face the risk of carjacking or stealing as they sit outside the garage. Ken has even disconnected the battery and put them to bed (so to speak) with old duvets to protect them under their dust covers!! Pity he hasn't learnt how to make our bed with such care!! Still with maybe 6 more months of this new life who knows what new skills we will all develop.

One very heartening experience for Ken in these troubled times has been finding a young man who just bought a house across the street pre-Covid-19. He is of course a mechanic and therefore talks our language!! The young man nearly had a conniption when he saw not one, but 2 MGB's – the stuff dreams are made of!! Naturally being "new school" as opposed to "old school" in terms of mechanics there was a lot he didn't know about these "retro motors". So for those of you who don't know Ken, he is no shrinking violet and now the poor boy is getting daily tutorials on the wonders of a 1964 MGB!!

I guess mechanics young or old are united in their passion for the engine and the performance and, dare I say it, speed of the car!! At times like this I think it would be wonderful to pass on that wonderful knowledge and ability to diagnose problems within the motor. Which is sadly something our young neighbour has little knowledge of as they now use computer diagnostics and most garages will contract their work out in specific areas eg. Diff and Gearboxes! I sometimes dream about a party of our most "technical" MG Club members like Ian Cowen, Dave Godwin, John Crighton and too many more to list. Just imagine a group of young enthusiasts who wanted to learn about the inner workings of the MG!!

Now while most of our young people are out of work it would be such a wonderful time to mentor these young ones and in turn receive such overwhelming gratitude for taking the time and effort to teach them what a REAL CAR actually looks like under the bonnet!! Because the sad fact is most people under 50 years have not had the benefit of a father or grandfather teaching the basics of car maintenance and such joys as having to use your stockings as a makeshift fan belt till you could get a replacement. Yes, now we are a computer-driven, disposable world where time is of the essence and money is the bottom line. I only hope our young will take this time to reflect on the world and try to make it a better place where OLD becomes NEW and those values and pride of ownership become a new way of life!!

And back to Mabel Grace and Morris Gee – both red MGB's (my favourite colour) they appear happy in their quarantine and don't have to practice social distancing! However who knows in this crazy world what they get up to when we are not around!! We would be ecstatic if they helped contribute to the baby boom in 9 months time!! Just imagine a few more different breeds of MG's gracing our Club runs.

One thing for sure is we are all going to be so happy to get on that first Club Run!! Hope you are all keeping safe and well and look forward to seeing you whenever!!

And by the way the Run to Harrisville that we were due to organise in April to celebrate Cecil Kimber's birthday will still be on and they have rung twice from the Historic Hotel to let me know they still have our reservation pending and will be delighted to welcome us back!

Sue Craig



MG MAN

I recently purchased an MG3 auto so Heather and I are proud multiple MG owners.

I was out of action since January with a busted left ankle, so no pushing the clutch in the old MGBGT for a couple of months, which meant I missed some rallies.

I am now able to drive it but with nowhere to go other than the shops it is a real shame. I prepared the May run but I guess that can hold until we are back on track. The magazine is great, lots of pictures and write ups, very professional. Sorry I have no news for the mag but thought the photo would contribute.

Peter Coleman

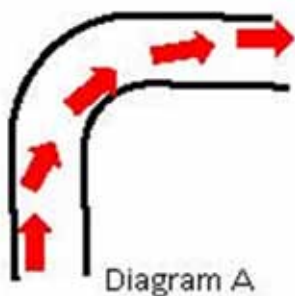


THE WEIRD AND WONDERFUL WORLD OF RALLY. – PART 2 BY JOHN CARELESS

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

The not so simple art of cornering

Wikipedia has a good explanation of the sport including terms and techniques specific to rallying including Pace Notes and Reconnaissance, the Scandinavian flick, left foot braking and the handbrake turn. Suffice to say the sport does require a different approach to circuit racing. Tarmac and gravel rallying also vary in their approach to driving. The following diagrams illustrate the different approach to a corner that require different techniques employed by a rally driver in negotiating a corner, particularly on a gravel surface.



In diagram A the circuit racing driver 'opens' the corner so they can take a wide line in and out and 'clip the apex' on the way through. This way they keep momentum and are able to accelerate out of the corner earlier. Rally drivers using 'pace notes' can also use this method if they have confidence in their notes. Pace notes are written by the driver and co-driver in advance of their run through the stage. That is, they have previously seen the corner during 'reconnaissance'. When you view coverage of the World Rally Championship you will hear the co-driver 'call the notes'. A tight corner is given a 1 or a 2 and near flat out is a 6. This calls for total commitment by the crew. But when it goes wrong it invariably results in an accident. Interestingly aerodynamics on World Rally Championship cars are designed to assist the car as it travels in a sideways slide as well as in a straight line. It looks strange to see a car in a wind tunnel placed at a 30-degree angle.

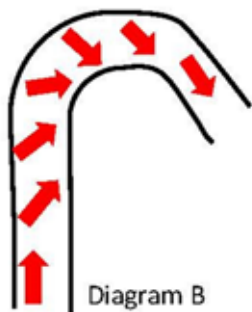


Diagram B

Rallies where crews have not previously traversed the course are called 'blind' rallies. The co-driver is given a route or road book that details very accurately the distances between certain points, so the crew follows the correct course. Cautions are also noted for dangerous situations, but corners are not noted. The rally driver's approach to a 'blind corner' is to set the car up so that they can react to what the corner does. In diagram B the corner tightens, unseen as the drivers enters the corner. If the driver approached it as in diagram A they would spear off the road. So, the driver throws or unbalances the car sideways, taking away some speed but allowing him or her to again open the corner for good acceleration out of the corner and down

the road. Rally and racing cars have a bias control fitted into their brake line to the rear wheels. Rear bias will unsettle the rear under braking. A handbrake plumbed into the brake line applies brake pressure to only the rear wheels. Some older cars had fly off handbrakes which performed a similar task. You needed to push a button in the make the hand brake stay on. (Some members will have these in their cars.)



Father and daughter team throw their Toyota at a corner during an event organised by a local Gold Coast club

The Scandinavian flick requires a lot of commitment and the ability to precisely place your car on the road being conscious of road cambers. It is a bit like a waltz. It's a dab on the brakes to get front end grip and a gentle step to the right, then a gentle step to the left, then a throw to the right creating a pendulum action. The rear of the car breaks traction and swings around the front which appears to glue itself to the inside apex of the corner as the driver continues to accelerate. Opposite lock (the front wheels facing left in this case) is applied to counter the car doing a complete spin. A handbrake turn is similar, but the hand brake is applied to make the rear swing around. The hand brake is applied to lock the rear wheels thus inducing a more violent reaction. In rear wheel drive cars, the clutch needs to be depressed at the same time to avoid stalling the engine. Modern AWD cars have the ability to pull themselves through a corner so it not as common a practice for an AWD car as a front wheel drive or rear wheel drive car.

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Left foot braking is used to save time moving the foot between the brake pedal and the accelerator. 'Heel and toe' has a similar use when the clutch is needed. A dab of the brake pedal is often applied to induce front end bite by moving weight over the front wheels giving better traction. Quick acceleration after braking is needed to keep momentum. The simple act of lifting off the throttle for a split second will induce engine braking which also acts

in a similar fashion. Note left foot braking can be damaging to some new cars if the accelerator is applied at the same time as the brake.

A great video to see these skills from inside the car and the Co-driver calling the notes is Onboard-Colin Mcrae on YouTube.



DON HAYTER

Don Hayter worked for MG cars for 42 years, becoming the chief design and development engineer, and led the team that created the MGB and Roadster models. These became some of the most iconic British sports cars of the time – with the MGB even being featured in the James Bond film, *The Man With The Golden Gun*.



The CARE team at Millers Grange, Witney, discovered that Mr Hayter sketched the original concept and was responsible for the design of the MGB body, and so arranged for him to take a look at his proudest achievement once again. The team arranged for the MG Car Club, from Abingdon, to visit the home.

Mr Hayter reminisced with members of the MG Car Club and swapped stories about his time working there. Steve Reader, home manager at Millers Grange, said: "It was a pleasure to see Don revisit one of his biggest career milestones, especially as he had not seen the car for some time.

"We firmly believe that life in a care home doesn't have to be predictable, and it was lovely to celebrate and reminisce about Don's incredible achievements – it clearly meant a lot to him." "We would like to thank the MG Car Club for coming down with their cars, it was a really special day."

LUCAS DOUBLE BULLET CONNECTORS

Lucas traditionally used two types of wiring connectors, other than plugs and sockets. A single round rubber or plastic covered connector into which bullet wire ends are plugged and a dual oval connector for connecting 2 or 3 other wires.

The single connector is reliable and trouble free. This does not always apply to the dual connectors, what happens is that the single piece of alloy which is in a figure 8 form can split completely down the centre and electrical connection then relies solely on the insulating sleeve holding the two or sometimes more pieces together.

This is one of the reasons that LUCAS got their "PRINCE of DARKNESS" reputation. Dual connectors are typically used in the lamp circuits. Fortunately single connectors are used in Ignition, Fuel Pump and other critical circuits.

I discovered this problem while changing a Radio, some years ago, when pulling out one wire then a second wire from a dual connector ended up with pieces of the figure 8 section coming out with the wires.

I then checked connectors in the headlights, horns etc and found many other dud connectors where the cover was holding the insides together. All dual connectors in the wiring harnesses were replaced with then local Australian made Lucas connectors, these were of different material. All single connectors checked were OK.

My car was made in the UK in 1968 so if your car was made around this time you should check a few of the more easily accessible connectors such as headlight wiring. I think the Leyland Australia cars were not fitted with the same manufacturers connectors as the UK cars, but I would check to be sure. Not a good idea to lose lights on a wet dark night.

Bruce Ibbotson.

26 May 05



*If you feel unnoticed, dismissed or neglected
try being this sign on the M1 for a day!*

MK 2 MGB, MGC & MGB-V8 FUEL GAUGES.

All MGB's fitted with an Electronic Tachometer have an upgraded electrical system which is a bit better than the MGA and early MGB (Mechanical Tachometer) cars.

If your car suffers from a slow to respond or fluctuating fuel gauge it may not be the sender unit in the tank (which is a variable resistor) but the Bi-Metallic voltage stabiliser whose contacts are well past their use by date.

A Bi-Metallic voltage stabiliser has been added to supply a "sort of" stable 10 Volt supply to the Fuel Gauge. This is extremely primitive but it was the electro/mechanical technology of the time.

A Bi-Metallic stabiliser works by winding a coil around a bar made of two materials that expand at different rates with temperature, current passing thru the coil heats the bar and this causes the bar to curve with heat. By having this bar make and break a contact the current thru the coil is interrupted and the circuit connected to it has an interrupted power supply set to average 10 volts. For the fuel gauge, electric temp. gauge or electric oil pressure gauge this gives a rough voltage control system. As these gauges also use coils wound around Bi-Metallic components, which have a very long time constant, such a system works well in practice, as long as the stabiliser contacts remain serviceable. With current Solid State technology the Voltage stabiliser is a Zener Diode which will control output voltage accurately and constantly. With NO Radio Interference.

For the later MGB the C and the V8 this is 10 Volts.

These solid state stabilisers are available from "Concours Spares", in Geelong, they have the same part # as the original unit, same terminals, same size and same mounting. The part # is BHA4602- Voltage Stabiliser. The only problem is getting the old one out and the new one in. The unit lives above the flasher unit (above the main wiring harness) and is held by 1 "Posidrive" screw. You will need to take out the Tacho. to allow you to see the screw, it is not possible to use a screwdriver on this screw without removing the Tacho.

Bruce Ibbotson

19 Feb. 11



COVID-19 has turned us all into dogs.
We roam the house all day looking for food.
We are told NO if we get too close to strangers.
And we get REALLY excited about car rides.

It is like being 16 again. Petrol is cheap and I'm grounded



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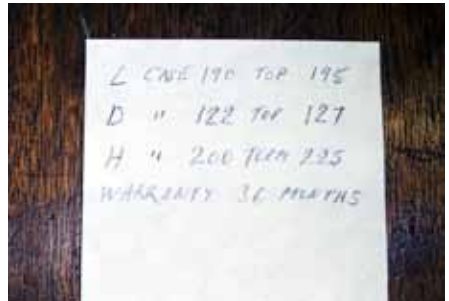
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SMALL 12 VOLT BATTERY TO EASILY FIT MGB'S.

In April 2019 I thought it would be time to replace my excellent 370 CCA [Cold Cranking Amps] Century-Yuasa DIN 44L MF battery before Winter as it was 7 years 8 months since I fitted it.

Checking to see what Century-Yuasa batteries current model was I found an even more powerful battery that was smaller than the DIN 44L and would easily fit without any modification into the battery box.

This new 410 CCA battery is an NS40ZLSX MF (maintenance free) and has a 36 month warranty. The battery is made at the Wacol Century-Yuasa facility. It did not require me to make a hold down section of aluminium angle as I had to make for the DIN44L battery.



I bought this new battery at Autobarn one Saturday with their 30% off deals for \$118-30 so it is very cost effective and has a CCA capacity of 410 Amps, 40 Amps more than the 370 CCA DIN44L.

The photos show the battery fitted into the driver's side battery box held in position with a 1 metre long 25 mm wide tie down strap from Bunnings. I needed to fill in the section between the 'L' shaped rubber front and rear mounts to the same level as the rubber. Then the battery simply sits against the front rubber and the tie down strap goes under the battery box and around the battery, tying the battery into position.

Bruce Ibbotson.

28 April 20

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HISTORY OF MG - PART 17 -

MG TD PART 3 - AND TF

A Mark II version of the TD was introduced during production with a slightly more powerful version of the engine (57bhp as opposed to the original 54bhp) with a higher compression ratio & bigger carburettors. There were also improvements to the suspension & the one-piece seat back & individual seat cushions were replaced by pair of bucket seats. In 1952 centre-lock wire wheels became an option.



1952 was also the year that Nuffield Organisation & the Austin Motor company, traditional rivals, came together under the banner of the British Motor Corporation with Leonard Lord in charge. Lord was in charge of Austin so was not a friend of any companies within the Nuffield group.



It was not long before MG was to feel the effects of his version of leadership.

Also, the sales of the TD were beginning to falter after sales of just under 30 000 units, but MG had a prototype of a replacement ready to go into production. Given the designation EX175 the new MG was based on a modified TD chassis and mechanical components. but it had a beautiful streamlined bodyshell which was right up to date. The design was



based on the special TD built for the 1951 Le Mans race. Sadly the new MG arrived too late as Lord the Austin man had done a deal with Donald Healey to build the Austin Healey 100. Lord used the excuse that 2 sports cars would compete with

each other & be counter-productive. MG's proposal was turned down flat. The future ended for Austin Healey 10 years later as Lord was long gone.

Something had to be done to keep MG afloat so the TD was given a facelift and the TF Midget appeared in 1953. Essentially this was the same mechanically as the TD, with the same chassis. A tubular hoop beneath the scuttle was added & the steering column was suspended onto it.



The bodywork received a workover, but it still had the very old-fashioned MG style. The most obvious changes were to the front end where the radiator grille had been lowered & raked to give a lower hood line. The front mudguards were shaped so that the headlights could be faired into them rather than

being mounted separately as before. At the rear there was little difference compared to the TD, although a valance was provided to fill the gap between the base of the fuel tank & the rear bumper.

In terms of performance, there was no change compared with the TD. MG were kidding no one but themselves as BMC management failed to approve EX175 (MGA) for production. The 1466cc engine towards the end of production was known as XPEG & designated TF 1500. The old traditional style of engine had come to the end of the road. It had served MG well since its inception in 1929, creating a sporting legend that, even today, is firmly established in the minds of the enthusiasts around the world. Leonard Lord was gone so 1955 was ready for change.



Peter Kerr

LEYBURN PART 2

I shared Mike Rennicks home in Leyburn so ran other MGs too. My Roger Rebel has a 1947 CAMS log book and registration. This TC is Mike's favourite.



In the rain my 1949 MGTC Ethel, with CAMS log book and full wet weather gear, has run and won also.



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owned this car for 15 years and now need to move it on. Ph: **Gerry 0415986354**



::For Sale 2004 MGTF 160

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For Sale 1951 MG TD 12109

miles. This car was restored in 2006 and won its class at the Nat Meet in 2007. It has won and placed in Club Concours and display days many times since and is in excellent condition. Further engine rebuild was carried out 8000 miles ago. **\$50000 ono. Ph Don Smith 0438237447**





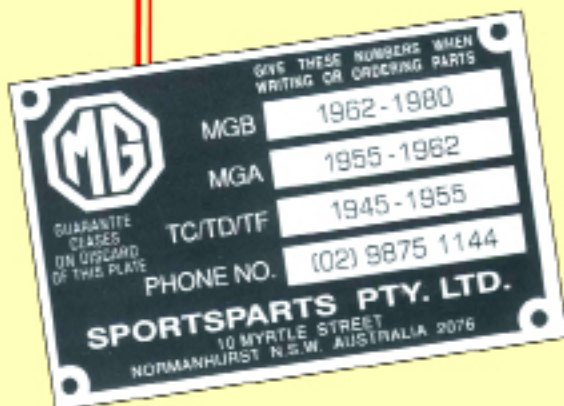
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