

THE TIME MACHINE

OCTOBER NOVEMBER 17

**NOT EASY, BUT I GOT ALL
THE CONCOURS MGS FOR
GCMGCC ON THIS PAGE!**

**PRIDE OF OWNERSHIP
MGS AND THE WINNERS
ARE INSIDE FROM
PAGE 13**



**THE OFFICIAL MAGAZINE
OF THE GOLD COAST MG
CAR CLUB**

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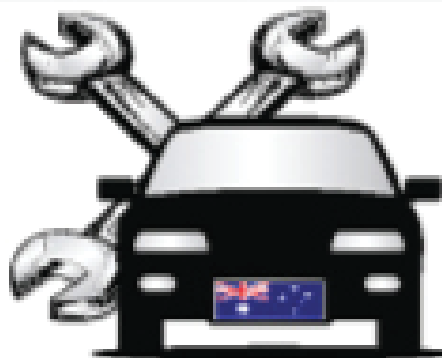


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THE TIME MACHINE

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

Affiliated with the MG Car Club UK



Club email: goldcoastmgcarclub@hotmail.com
Club Web address: www.goldcoastmgcarclub.com.au
P.O. Box 1018, Southport. Qld 4215

Peter Johnston (Liz)
(President)

Mobile - 0417 769 680
email: pe.johnston04@gmail.com

Steve Begley (Stuart)
(Vice President)

Mobile - 0402 255 744
email - mgztfan@gmail.com

John Talbot
(Club Captain)

Mobile - 0421 185 419
email - ejohntalbot@hotmail.com

Anita Lachowicz (Mark)
(Treasurer)

0450 716 768 evenings only.
email - anita.lachowicz@gmail.com

Marie Conway-Jones
(Secretary)

Ph 07 5563 2137 Mobile 0411 181 725
email - marieconwayjones@gmail.com

Stuart Duncan (Lesley)
(Membership Secretary)

Mobile - 0405 402 745
email - lesley_stuart@bigpond.com

Carole Cooke
(Editor)

Ph 07 5536 9730 Mobile 0481 480 017
email - cazcooke30@gmail.com

Stuart Duncan (Lesley)
(Webmaster) (Dating Officer)

Mobile - 0405 402 745
email - lesley_stuart@bigpond.com

Dave Godwin (Laurel)
(Committee))

Mobile -0412 029 277
email - murphgod@hotmail.com

Annika Graz (Griff)
(Committee)

Mobile - 0400 968 198
email - agandgk@westnet.com.au

Register Co-Ordinators

Peter Kerr - T & Pre War

John Crighton - MGB

Gary Lock - MGA

Other MGs - TBA

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

PRESIDENTS REPORT

As this is my first correspondence since the AGM I take this opportunity to welcome our new Vice-President, Steve Begley and Committee member, Annika Graz to the Club's Management Committee. I am confident that both will be a positive influence to the Committee which always benefits from a new infusion of talent.



Since the last Time Machine we held our annual Concours/Display Day at Rudd Park, Burleigh Heads. What a day. Fifty two beautiful MGs on display presented a magnificent sight for the members and viewing public. In fact we had so many visitors to our display it resembled a seaside carnival. Couple that with our "Pride of Ownership" section (the new judging category where members judged each other's cars) the day was a real success. The concours section had thirteen entries which really set the bar for next year.

Much of our success belongs to the excellent planning and dedication shown by our Committee, the judges and the Club helpers. Special mention has to go to Lindsey Stevens and Anita Lock who manned the BBQ. Their skill with the tongs was tested as the general public heard of their culinary prowess and turned it into the in place to dine. The ladies sold out of food and turned our loss making venture into a profitable "pop-up must been seen at diner". It was hilarious seeing the public lined up to purchase sausage sandwiches which we were giving away free to Club members. The ladies entrepreneurial skills really shone through.

It was also pleasing to see Shannons Insurance arrive with marquee and assist in promoting our day. Perhaps it's an area where we can further promote our commercial supporters. So the benchmark has been set, the blueprint firmly in place, the location confirmed as the best yet. All that is required now is that we continue to build on this success.

Planning is well underway for our Concours /Display Day Presentation Luncheon to be held on the 26th November. It was decided that given it was to be held later in the year, this event would be combined with the Club's Christmas function. It will follow a similar format that was adopted at last year's anniversary luncheon. So we can look forward to prizes, presents and the odd surprise, which ensures it will be the event of the year.

On Friday 1st September Club Captain, John Talbot published the upcoming club events through to the end of the year. If you had a chance to read his notice you will see that we have a full schedule of events taking us through to the new year. In short we have a busy time ahead.

On a different note. Under the rules of our constitution on our first Committee meeting following the AGM the committee has to nominate the charity that will be the recipient of our fundraising raffles. In deciding who would be the beneficiary we proposed to favour a local charity who in our option does much for our local community. This year

the Committee chose the Saint John's Drop-In Crisis Centre which is based in the St Jones Church Surfers Paradise. Saint John's provides a cooked lunch and sandwich pack to take away for the homeless in Surfers Paradise. They cater on average for up to seventy hot meals a day plus provide showers, toiletries and have councillors to assist those in need. The charity has been operating for over twenty years, six days a week, often with the cupboard almost bare. Approximately fifteen years ago I was a cook in their kitchen. I did this for three years each Tuesday. During this period I witnessed first hand the wonderful work they do for the homeless, the staff were inspirational. The heart of the city beats strongly when we have such dedication for those less fortunate. I am very proud that our club chose Saint John's as this years recipient.

The Committee also approved a donation of \$250 dollars for Gold Coast Horse & Carriage Club. The club suffered flooding earlier this year that set them back financially. As many of our members would know, each year the Horse and Carriage Club hosts our Club to a combined day. It's a wonderful day with their Club hosting us this year on the 24th September at Schuster Park. John Talbot will provide details shortly.

So for this forthcoming committee year we're off to a flying start so let's go and have some fun and enjoy our Club.

Peter President

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CHRISTMAS IN JULY RUN 2017



The run commenced at 0900 on Wednesday at the Coomera BP service station – there were 22 cars and 42 people who were all rugged up as it was a clear cool day.

First time Christmas in July runners were Lou and Fiona Hietbrink, Peter and Chris Stovold and Jeff and Julie Wicks. Guests were Roger and Geraldine Farbrother, relatives of Joe and Jan Evans.



We headed north on the M1 towards the Gap and despite the hour the main highway progress was steady and once clear of the Gap the country

opened up and good progress was made to our morning tea site at the Apex Park immediately over the North Pine River Bridge, a pleasant place on the river bank. Leaving the park we proceeded through Dayboro, Mount Mee then onto Maleny for our lunch destination





at the Garden Café – a most pleasant restaurant thence onto our Motel at Montville where after settling in the customary nog & natter occurred.

Dinner was held in the upstairs dining area and we were entertained by Coral and Graham Cogzell who sang appropriate songs accompanied by their ukuleles. A most entertaining and riotous rendition! Well done.

There were 9 raffle prizes in the draw which were provided by Liz and Jim, with a bottle of wine being donated by mine host Lyle at the motel. A traditional three course dinner, supplemented a most convivial evening.

This was the seventh Christmas in July run, a most popular annual event. On the home run about half followed the suggested route via Redcliffe whilst others made their own way home. Redcliffe was stunning in the brilliant sunshine with members of our group visiting the BeeGee's memorial walk.



It was great to have a Triumph Stag and a two door Jaguar sedan with us adding spice to our varied array of MG's.



Rumour has it that Queen Elizabeth and Dame Edna were staying at the same Motel as the photograph reveals.

Thank you Liz and Jim for yet another most enjoyable Christmas in July run.

Brian and Gillian Hockey



LSIM RUN - JULY 30 - OUR SPECIAL TRIBUTE TO GRAEME BUMFORD

On a beautiful and crisp winter's morning, 28 cars arrived at Schuster Park, Tallebudgera to enjoy chatter and camaraderie among the 50 or so members joining the LSIM Run. This run was dedicated to long-standing member, Graeme Bumford, who had passed away on 29th May this year. Special guests present on the day were Graeme's daughter and granddaughter, Anna and Anisha, who have indicated a wish to continue Membership of the club.



President Peter Johnston led the gathering in a Minute's silence in Graeme's memory.

Following a briefing by Club Captain, John Talbot and on receiving our run sheets, we started our run around 9:30am as we wound our way out towards the morning tea stop. We travelled via Currumbin Valley and Carool, all the while enjoying the stunning

weather and excellent touring roads to Knox Park at South Murwillumbah. Morning tea was a boisterous affair as we took over the picnic area with lots of chatting and laughter amongst the groups while we enjoyed our hot drinks and snacks. We farewelled Jim and Moya Haines at this point due to a prior commitment.



After morning tea, we continued along from Knox Park through Stokers Siding to Mooball via Burringbar and then wound our way through Pottsville and Hastings Point to our lunch destination at the Cabarita Beach Bowls and Sports Club at Bogangar. Sam and Pam Everitt joined the lunch gathering. All but one arrived safely with Aiden Handyside's faithful chariot stopping between Mooball and Hastings Point. Help arrived via NRMA and all ended well.



The Club at Cabarita had set us a separate room and provided excellent quality Chinese meals along with the \$10 Specials Menu. With everyone fed and watered, Graeme's family shared a slideshow of life events – a fitting tribute to a lovely man. Thanks to Anna and Anisha for sharing his story with us.



This LSIM took us through beautiful countryside with delightful touring roads and in superb weather conditions to boot! Congratulations and thanks to John Talbot for organising a top day out with the GCMGCC.

Lindsey Taylor

MIDWEEK RUN - 9TH AUGUST

What a morning it seemed like mid summer more than the end of winter! The start at Jacobs Well could not be believed as 21 cars gathered to be lead on the run.

After a few words from our Midweek organiser, Jim, a joke and the introduction of his guest navigator for the day, his friend, David Gelme from Bermagui, our organiser Bruce Ibbotson explained that the first leg of the run had to be reorganised as on the survey run last week he found the bridge on the Stapleton Road loop had been closed as it was still under repair since being washed away in the floods so an alternate more direct route had to be taken. In all the end result was the same as we stopped at Beaudesert for morning tea.

The usual raffle run by Kay and Laurie was won this time by Tip, a great way to say thanks for their efforts in the run today. I was one off as usual... I had to put this in for the raffle organisers benefit.

We set out after a good long chat towards our destination Boonah and the Dugandan Hotel on the Maroon dam side of the town. Lunch was an alternate drop of Beer battered Flathead, chips and salad or Chicken Schnitzel, chips and salad followed by Sticky Date Pudding, Tea and coffee @ \$18.00, a bargain to say the least.

A shorter trip than normal due to washed out bridge but good roads, great company and an extra ordinary lunch. Thanks Tip and Bruce.

Denis Thomas

*Ps. Bruce celebrated his 81st birthday and their 29th wedding anniversary two weeks later on the Qld MGCC midweek run 23rd August 2017
Congratulations to you both.*



Here is Denis Thomas in Daffy and Peter Kerr in Roger Rebel at the recent GEAR Day

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DISPLAY DAY - AUGUST 20







Marie Conway-Jones, Gary Lock, John Talbot, Gary Stevens were the Display Day organisers. Our judges were Ian Cowen, Barry Grey, Charles Dickson and Steve Begley. Anita Lock and Lindsey Stevens did a great job with the BBQ.

Our thanks to all that helped make the day a success.

Cut off date for next magazine 10th November 2017

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

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

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

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

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

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Account Number 14-920-3252

Account Name Gold Coast MG Car Club Inc

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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 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

DISPLAY DAY & CONCOURS RESULTS 20TH AUGUST 2017.

Class "A"

- 1st Winner: - MGT. 540 Allan Ross
- 2nd Won 82 - Peter Zabell
- 3rd 2668 - Neil Weenink.

Class "B"

- 1st Winner: MGA 1960 - Rob Gibb.
- 2nd MGA 962 - Phil Kratt – not in GCMGCC

Class "C"

- 1st Winner AZD 860.- Les Clarke.
- 2nd MGB 73T. - John McNamara.
- 3rd S26510. - Sid McKenzie.

Class "D"

- 1st Winner. 15MGF - Madeleine Weenink.
- 2nd 120 TF - Liz Johnston
- 3rd 04 AMG – Annie Grey

Class "E"

- 1st Winner CAZ305 - Carole Cooke
- 2nd PCK01 - Peter Kerr.

Concours Overall Winner:

- 1st MG1960 – Rob Gibb.
- 2nd AZD 860 – Les Clarke
- 3rd MGT540 – Allan Ross.

Pride of Ownership

Griff Kilbourne - MGA

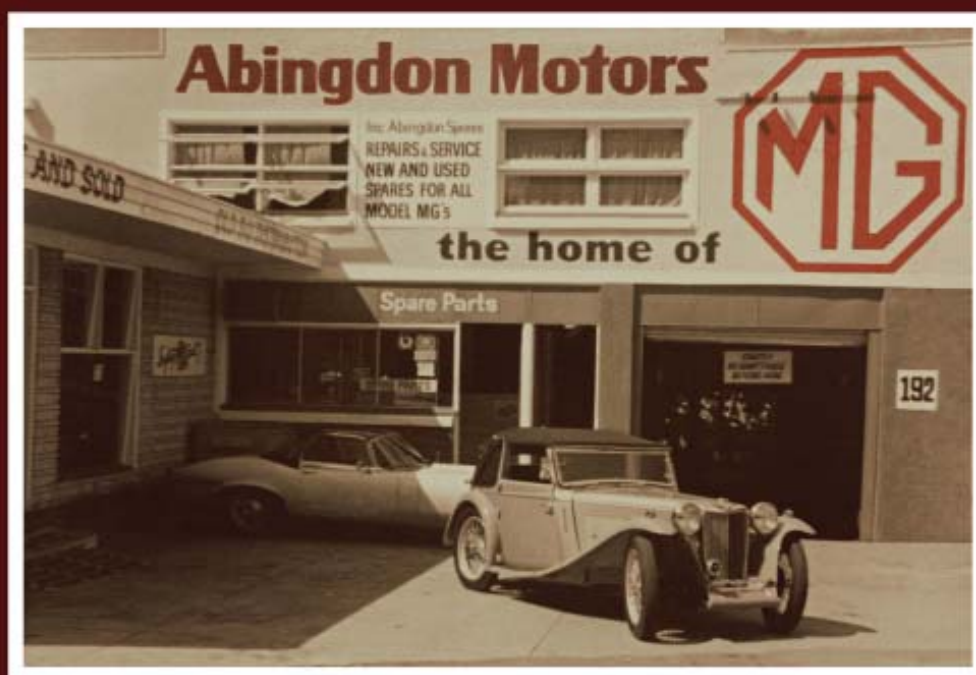




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MGA AND MGB STEERING

MGA and B drivers are very defensive about their heavy, awful steering - in the name of true sports car driving. Well there is a low cost and safe way of making an MGA or MGB a joy to drive and above all, easy to park.

This article relates to a steering modification that is easy, professional and most cost effective. The results are extraordinary. Astounding.

Changing anything about brakes or steering is always controversial. This steering set up, is wonderful, worthwhile AND safe.

The question most frequently asked of me - "What happens if it fails?" Here is the detail:

The system is taken from a late model Toyota Yaris - a car of similar weight, with a 12volt electrical system. The system works on a motion sensitive ECU, in the electrical system. If it fails to work, then the steering reverts to the weight of the original manual system.

The mechanical components are of simple structure - so designed that they CANNOT dis-engage. The system fits up under the dash board, and it is hardly noticeable. Leg room and knee space is not reduced.

The MG steering rack and the MG steering wheel column remain unaltered. There is a variable adjuster knob, with which to set the required amount of assistance. I leave my adjuster permanently set in a low position.

The nice characteristic about rack and pinion steering on an MGA or B is the "road feel" - especially on corners and the self centering of the steering. These attributes do not change. Steering the car through tight corners - at speed - with the assistance, is most enhanced, it goes easily just where it is aimed.

Driver fatigue is reduced to that of a modern car. These can be all fitted up for under \$695.00.

Oh What a STEERING FEELING.

Try my car.

Nuffield



AUSTRALIA AND ASBESTOS IN CARS

Renewed enforcement of Australia's total ban on asbestos-containing imports has led to enhanced scrutiny of collector cars entering the country and reportedly caused collector car enthusiasts to stop importing older cars altogether.

Issued last month, the Australian Border Force's notice No. 2017/21 warns importers that the agency takes a hardline stance on enforcement of the country's ban on manufacture, use, and importation of asbestos or asbestos-containing materials, enacted December 31, 2003. Specifically, the agency notes that it conducts risk assessment of everything imported into the country, regardless of whether the importer declares to customs that what they're importing doesn't contain asbestos, and that importers must know – "back to the point of manufacture" – whether their goods contain asbestos.

"Importers need to obtain sufficient information, prior to shipment, when unsure of any asbestos content, parts or components accompanying the primary item of import that are a risk (such as gaskets), or whether asbestos was present at any point in the supply chain process," the notice reads. "If the information presented does not provide sufficient assurance, the ABF will require importers to arrange testing and certification in Australia... For testing in Australia, the ABF will only accept certification from a laboratory, that is accredited by NATA to undertake asbestos testing, that confirms asbestos was not detected."



And that testing certainly comes at a price. According to an account by Australian collector car importer Terry Healy that received widespread attention across Australia – and that may have prompted the ABF to issue its notice – extensive testing on the 1965 Ford Mustang and 1966 Shelby G.T. 350 he had shipped to Australia earlier this year cost roughly \$15,000, caused

\$12,000 in damages due to destructive testing of samples from the two cars, and led to the seizure of a number of parts found to contain asbestos, among them the brake pads, brake shoes, exhaust manifold gaskets, and exhaust pipe gaskets.

"For those thinking of importing cars particularly restored cars let alone highly original cars like my Shelby GT 350 there is much to be



fearful of,” Healy wrote. “The asbestos content of these cars is very high and in places most enthusiasts would not guess.”

Similarly, according to an account that Michael Sheehan related last month, a DKW importer whose car’s brakes, gaskets, and undercoating tested positive for asbestos faced storage costs, inspection fees, and replacement parts costs that nearly totaled the AUS \$7,000 purchase cost of the car.



“The extra red tape, inspection costs and uncertainty have slowed imports to a crawl,” Sheehan wrote. According to Sheehan, the Australian Imported Motor Vehicle Industry Association, largely concerned with getting the Australian government to liberalize the country’s import laws for new cars, has lobbied the ABF for a standardized asbestos

inspection regime for imported collector cars that would cut down on the costs and uncertainty.

The renewed scrutiny of imported goods that may contain asbestos – the ABF specifically cites automotive parts in its list of such goods – likely comes on the heels of a report published in *The Australian* in August of last year and of Australian senate hearings in January of this year that detailed how materials containing asbestos had slipped past ABF inspectors. Specifically, the report cited in *The Australian* noted the presence of asbestos in “motor vehicle gaskets and spare parts.”

In June, the ABF stated that its “activities are not designed to cause inconvenience to importers, but are part of the Australian Government’s arrangements to protect the public from the significant dangers of asbestos.” Along with that statement, ABF officials provided figures showing that its own asbestos enforcement actions had dramatically increased – from 10 tests in 2013-2014 to 742 tests in 2016-2017 and from zero infringement notices in 2013-2014 to 13 in 2016-2017.

Asbestos, a naturally occurring mineral, at one point was highly prized for its fire resistance but is also known to cause mesothelioma, asbestosis, and lung cancer, according to the American Cancer Society. Asbestos was commonly found in clutches, brakes, transmissions, and gaskets up until the 1970s.

Fines for individuals who import asbestos can run up to AUS \$180,000. Importers can obtain exceptions to the ban on asbestos-containing goods, though only if the goods are naturally-occurring materials with trace amounts of asbestos or for a narrow set of circumstances, mostly involving research and analysis.

From Hemmings Daily

E-MOTION CONCEPT CAR



May, 2017
MG and innovation go hand-in-hand. That's why when Auto Shanghai 2017 commenced, we were keen to show-off our latest vehicle: The MG E-motion Concept.

This exciting grand tourer concept vehicle features 'Black Technology', and is based on SAIC Motor's all-electric platform. Accelerating to 100km in 4 seconds – with over 500km driving mileage – the vehicle allows you to realise your sports car dreams, all while keeping the energy output clean.



With a traditional fastback GT shape, coupled with graceful curves and a fierce sporty looking grille, the model features design cues inspired by its British heritage, with reimaginings of London landmarks including the river Thames and the London Eye.

The E-motion concept combines MG's design heritage with SAIC Motor's advanced new energy and internet technologies, successfully capturing the attention of existing brand enthusiasts and the imaginations of tech-focused millennials.

The E-motion Concept represents an exciting and bold future for the brand.

But what next?

Watch this space.

From Internet sources



The Club is looking for an Assistant Editor to learn the programme (InDesign) for the Time Machine. A reasonable ability with computers would be a great help. The idea is that should anything unexpected happen to me, or I go on holidays, someone can take over. I will teach anyone willing to help. Carole Cooke, Editor. Please contact me at cazcooke30@gmail.com

We would love to hear what made you buy your MGs – any of them! I expect the stories are varied and interesting. Send to me at cazcooke30@gmail.com



'...and there's a ton of space in the back to keep your driving shoes.'

If you haven't yet paid your Membership dues, this will be your last Time Machine magazine.

Also those on concessional registration **MUST** be paid up members.



New Members

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

Chris Turner of Mermaid Waters - MGBV8
Bob and Sheila Roberts of Labrador - 2003 MGTFinTe

P - Midweek Run - October 11

The October run is the Fish & Chips run being organised by Denis Thomas. Start at Coomera Community Centre, Abraham Road, Upper Coomera from 7.30 am for brekky and a natter. BYO morning tea, fish & chips lunch on the Tweed and don't

P - LSIM Run - October 29

This is an observation Run organised by Dennis and Mae Simpson and will start at the Clubhouse. More details will be given when Dennis and Mae return from urgent overseas trip.

Noggin & Natter - November 3

This is at the Clubrooms, 238 Mudgeeraba Rd, Mudgeeraba at 6:00pm for 7:00pm start. Join us for our fourth Noggin & Natter Night for a great social evening. Admission \$10. Chicken, Caesar Salad, Potato Salad, Traditional Coleslaw and Sweet Rice Supplied. We have speaker arranged for the evening, she is Robyn Clelland, Adv Dip Financial Planning, an expert on aged care. Please let John Talbot know you are coming by November 1 on 0421 185 419 or email - ejohntalbot@hotmail.com

P - Midweek Run - November 8

Meet at 7.30 am for brekky and a natter at Arthur Earle Park UBD 37 K1. Leave at 9 am. BYO morning tea and picnic lunch. Your organiser is Caren Sattler, 0409144622

The Presentation/Christmas luncheon on 26th November will be held in lieu of LSIM Run. Details on next page.

P - Christmas Midweek Run - December 13

From 7.30 am on, brekky and or natter at Schuster Park on Heather Street, off Tallebudgera Creek Road, West Burleigh. UBD 70/B2. Leave on run at 9 am. BYO morning tea. Lunch at Coolangatta Tweed Golf Club as usual. Numbers are needed by previous Friday to John Talbot on 0421 185 419 or email - ejohntalbot@hotmail.com

P - January Midweek Run -January 10 The start will be at Arthur Earle Park Nerang. BYO morning tea and Tavern lunch. Your organiser is Graham Cogzell. Email -

grahamcogzell@y7mail.com

EVENTS



The EVENT of the year
26th November



12pm pre luncheon drinks.
It's that time of year again
where we celebrate our
Concours/Display Day Luncheon.
Included also is our end of year Christmas Celebrations.

This is the EVENT.
We have GIFTS. We have FREE RAFFLES.
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Reservations to:
Marie Conway-Jones by 17th November

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email -
marieconwayjones
@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 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, Dave and Laurel Godwin, Chez Letten, Jan Evans, Pam Everitt, Steve Begley, Gill Hockey



The ADO34 was a prototype car built by MG in 1966. It was designed as a possible replacement for the MG Midget and Austin-Healey Sprite. The project was aimed to develop a Mini-based roadster using a Mini sub frames and Cooper S engine.

RIP IN EUROPE 2017

I hope GCMGCC members are still happy to hear about RIP's Trips – otherwise, please let the Editor know and save me hours of work...

Plans for RIP in 2017 started off being ambitious – as usual – to drive RIP from the UK to Vladivostok; hop over to northern Japan and drive as far south as possible and to ship her home! Commonsense, lack of time and inspiration put paid to that idea!

Next thoughts were to drive to Kiev, Minsk and Moscow before returning to the UK via St Petersburg and Hamburg. Finally, commonsense prevailed, (read: my marriage was saved) and we drove RIP – in the company of Blue B, GCMGCC member and great friends, Ross and Shez Letten's MGB – from the UK to Kiev; back to Portugal and the UK – all in a 14 week period. As usual, we filled in our time between expanding our MG International family by playing tourist.

Very briefly, our first stop was Dunkirk (the film "Dunkirk" had just been released); then The Somme (educational and sad); a weekend at the Laon Historics (a meeting of 700+ classic cars in the walled city of Laon, France); 5 days in the Black Forest with 10 MG couples; a week to get over the passes of Switzerland in the company of Swiss MGA Register members; another week in the Dolomites, northern Italy, with 8 MG couples; then 10 days with the Italian MG Club in Croatia. 71 MGs on ferries, island-hopping, sure was an exercise in organisation!

Thereafter, RIP, Blue B and our Italian friends Mary Jo & JeanV accompanied Elena and Patrick, our hosts for Ukraine, via Zagreb, Budapest and the wonderful Ukrainian cities of Lviv and Rivne, to Kiev. Kiev is an exceptional city and one that



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people should consider visiting while it is still relatively inexpensive, to learn the history, to see the sights and sounds and to taste the foods of that part of the world!

Blue B and RIP then turned westward and visited Warsaw (WW2 history); Krakov (concentration camps), Bratislava (capital of Slovakia); Vienna, Prague, Stuttgart (Porsche museum) and Carcassonne (another wonderful walled city) before spending 4 days driving over the Pyrenees (part of the Tour de France route) from the Mediterranean Sea to the Bay of Biscay and on to Porto, Portugal and the MG European MG Event of the year.

Top is Mary Jo and JeanV (with Laurel), and their MGF with RIP and BlueB. Then RIP with Dominic Clancy (white MGA). Below, celebrating reaching the Bay of Biscay. GCMGCC members may remember these friends who visited us in Australia.

At this point Blue B and RIP had covered 16,000km and the occupants were decidedly tired of the elements, so a ferry to the UK was hailed and the two gallant MGs were loaded into a container for Australia.

No – I didn't forget to mention the reliability or otherwise of our classic MGs! There is nothing of note to report! They started every morning; did not miss a beat and carried us to our destination in time for evening drinks 99 days-in-a-row! That's why I chose to travel Around the World in an MG back in 2005!

Long may the Marque of Friendship bring pleasure to us mere mortals. And long may RIP stay in Australia!

Dave and Laurel Godwin



(map not including trip to Portugal)

CROATIA TOUR WITH ITALIAN MG CLUB

Piero of the Italian MG Club organises MG holidays every second year - and this year we joined 71 other MG couples from around the world in northern Croatia, island hopping...

Being a Queenslander, I found the Adriatic very hot and humid - and I believe the Pre War MGs did too!

From New Zealand, there was John and Brenda Hancock in their immaculate K1 and Bob and Lynne Douglas in their beautiful SA.

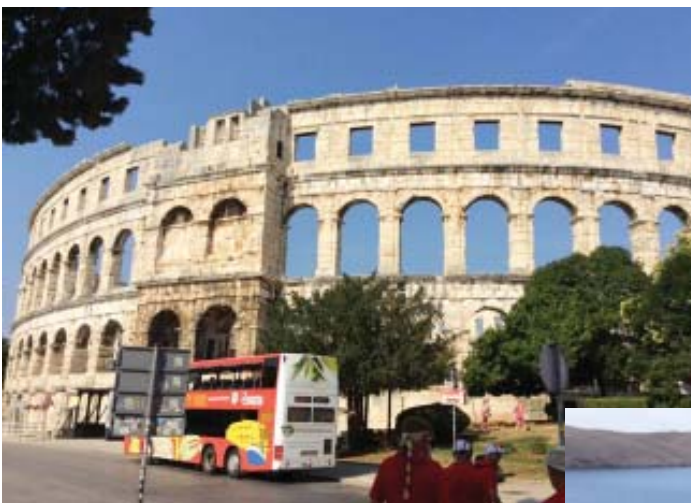
The oldest MG was a 1930 18/80 from Munich, Germany - Peter and Irene Forstner.

Lastly, Teun and Wilma van der Heiden of the Netherlands have a recently restored early TA - with PA rear guards and wide fuel tank. Chassis number TA0896. It is black on red and is "as original as I could make it!" Peter took lessons in woodwork and painting and restored his TA from ground up!

Piero appreciates the wider International MG Family joining him and will welcome all MGs to his next 10-day event - in the Split and Dubrovnik areas in 2019.

Dave and Laurel Godwin







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MG EUROPEAN EVENT OF THE YEAR 2017

As in Australia, each year, the MG Clubs of the UK/Europe volunteer from time to time to hold what is now known as the European Event of the Year, or EEOTY!



This year, it was the Porto MG Club that wished to showcase their town, a World Heritage Site by UNESCO and region to the International MG Family.

Porto is on the coast in the north of Portugal and is best known for its fortified wines – port - both red and white. In fact, it was difficult not to notice the vineyards on the daily tours of the region and we were told that the best vines are over 400 years old!

The format was very sociable, with a combined sign-on and noggin 'n natter on the first afternoon/evening, followed by a boat tour up the Douro River the next day with a return trip on a train. The boat trip was picturesque but the train trip was unforgettable for the wrong reasons - the heat of the day was oppressive and the doors wouldn't close properly, so the train trip took twice as long as it should have to get us back to the hotel...



*Above Charlesworth
SA and P Type*



That evening was a free evening and we were given a choice the next day to either drive northwards to Braga, Guimaraes and the ancient pilgrimage sanctuary

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of Bon Jesus de Monte or southwards to the quaint river-side town of Aveiro. Enjoying history as we do, Laurel and I chose the northern route and the Bon Jesus sanctuary included an absolutely fascinating church on top of a hill.

The Gala Dinner followed and after speeches were concluded, a hippy band played 50's and 60's music well into the night.

Right - TA and J2

The farewell breakfast and MG Display attracted in excess of 100 MGs in the City Park, with the Pre56 group being well supported by models as diverse as a Charlesworth bodied SA, a J2, a couple of P Types, and many more TAs, TCs, TDs and TFs.

RIP and Blue B had just completed a marathon 16,000km trip from the UK to MG events in the Dolomites, Croatia, Ukraine, and the Pyrenees, so instead of continuing our tour of Portugal and Spain, we headed for the UK and home – we were seriously tired!!!

Next year, the EEOTY will be held in Switzerland, so if you haven't planned your 2018 itinerary as yet, maybe you could include a wonderful trip to the Swiss Alps in your MG next year?

We only have one life!
Safety Fast,

Dave and Laurel



TUNE UP TUTORIAL PART 1 - INTRODUCTION: 3 SIMPLE RULES

FROM AUCKLAND CAR CLUB MAG SEPTEMBER / OCTOBER 2017

The objective of tuning is (without modifying the engine) to get as much useful energy as possible extracted from the fuel consumed, leaving less to be wasted as heat. This gain may be used to improve fuel economy or to produce more power, or a combination of both, depending on the driver's preferences. In this "sweet spot" the engine will also be better mannered. In this context, tuning is not about modification to increase power output. A worth aim for some but not the topic of this session! When your car was new, tuning was easy.

The manufacturer put a lot of R&D into perfecting the state of tune for the engine as-built, and helpfully listed all the relevant settings in the workshop manual. All that needed to be done was set it as specified and voila! It was tuned. However, as classic cars enthusiasts most of the cars we own are old. The intervening years have brought about varying stages of wear in the components which govern your engine's tune, so this makes tuning rather more of a challenge.

It's a bit like us: when I was young, I was a bit of an athlete and fit as a fiddle. A few decades later various parts of me have got worn, some have even been replaced, and I can't get back to that level of fitness without something radical happening. Like a time machine perhaps. So there's no point in my expecting to run a mile in 4 minutes 20 as I could when I was 17!

Fortunately for our cars (unlike humans) the wear can be remedied properly and they can be got to perform just as new if given the right TLC. So the first rule is that to get your car tuned properly, you must first address a few decades of wear and tear on those bits that govern the tune: the ignition system, fuelling, and even (if applicable) overall engine health. Unless this is done, attempts at tuning will be at best half baked and more commonly a failure.

The second rule is DO NOT TOUCH THE CARBURETTORS UNTIL EVERYTHING ELSE IS DONE! There is a very good reason for this golden rule: to set carburettors, the engine has to be running. If there is a fault elsewhere, no amount of fiddling with the carbs can possibly fix it, because that fault isn't in the carbs in the first place! This would have to be one of the most broken rules ever, and as a result multi-carburettors have gained a completely unfair and untrue reputation for being hard to tune. More than once I have found people wanting the carbs tuned to cure the rough running when the problem was in fact a blown head gasket!

Going back to 17-year-old me, my experience illustrates the problem: I bought my first MG, which of course had twin carbs as they do. Everybody I knew sucked

their teeth and sagely advised me that twin carbs were devils of things to keep in tune, so when the car inevitably went off-tune I fiddled with the carburettors. And of course it didn't make a jot of difference at all because the problem was never in the carbs.

Variously it would have been that the ignition timing had shifted as the points wore, or perhaps one of the spark plugs or valves was getting iffy, etc. So I concurred with my sages, and told the next MG owner I saw (not to mention my mate that bought a Riley, and anyone else who would listen) what a devil of a job these twin carbs are, impossible to keep tuned! And thus the myth perpetuates. Stick to the right process and it all becomes satisfyingly easy.

And what is the right process?

The third key point is to use the right grade of fuel. Contrary to what you may expect, fuel shouldn't explode in the cylinder, it should burn evenly, spreading out across the cylinder from the ignition source (the spark plug). It does so quickly of course (around 1 millisecond or two, +/- a bit depending on loading for the technically minded) so it doesn't take much to upset it. With a little provocation it will explode, causing your engine to rattle its head off (figuratively speaking). This very audible sound we call knock, pinking, etc. What provokes explosion mode is a critical combination of high temperature and high pressure. Assuming that the engine is at normal temperature and there is nothing amiss internally, then the main thing that governs pressure at full throttle is the engine's compression ratio.

Compression ratio is our friend: the higher it is the more useful energy we extract out of a given amount of fuel (=more power and better economy), but it is a friend that is fussy about its fuel diet. Incorrect ignition timing (too advanced) can also be a source of excessive pressure, while hot points in the combustion chamber can act as unintended ignition sources. To deal with the extra pressures generated by higher compressions, we want the fuel to be stable enough for explosion not to happen.

Petrol's octane rating is a measure of its stability, and ability to cope with higher compressions. (It's true! It's not some sexy ploy dreamed up by the oil companies' marketing teams!) For those of us whose classics have sporting engines, this is an important point to remember:

Rule number 3: Use the right octane rating. Specifically, high compression options (most nominally around 9:1) for BMC and Jaguar engines are better off using 98 if possible but can live with 95 (albeit with a loss of efficiency and a greater tendency to run on) if they have to. Newer engines are more tolerant. Specifically, most European cars have compression ratios of around 10.5:1 and should use 98. This includes the MGF. As noted above, the manufacturers like high compressions and so should we: It squeezes usefully more energy out

of every litre of fuel rather than pumping it out the exhaust or cooling system as heat. It is of course possible to run engines on fuel below their optimum octane rating. However, doing so either wastes energy and/or causes engine damage, the degree and rapidity of which will depend on the extent of mismatch. Most often engine damage is long term and is more a matter of bringing forward the time for a recondition by quite a bit, but occasionally it can be more dramatic – such as a hole in a piston.

Rigorous tests have been done which establish that, despite the cost disadvantage, higher octane fuels in engines which need it will be cheaper to run than using cheaper low octane fuel. Why? Because the fuel isn't stable enough to burn properly, so a lot of its energy gets dumped as heat as the resulting explosion rattles the piston around, or fights it while it is still on the way up the compression stroke. Yes, it can be re-timed to mitigate the worst of the explosion, but that doesn't produce anywhere near the efficiency of proper timing on the right grade of fuel.

Two final points on fuel quality: High octane doesn't benefit (low compression) engines that don't need it, and some octane boosters on the market work and some don't. If you want to go the latter way, do some proper testing to see if you have a good 'un or a pup.

OK, that's the end of the rules!

TARGA FLORIO AUSTRALIAN TRIBUTE - 29 NOVEMBER - DECEMBER 3 2017

2017 will celebrate the 101st Anniversary of the Targa Florio and the first time the event has left Italy, an amazing attraction for Victoria and all car enthusiasts. The event, which is set to tour Victoria's coast and countryside this November/December will feature over 150 of the world's most admirable cars and is expected to attract fans, celebrities and media from across the globe. The Targa Florio Australian Tribute (TFAT) is a regularity event for classic cars produced in the years between 1907 and 1976. Cars will be competing over 4 days on Victoria's open roads at regulated speed. As part of the event there will be 56 trials across the 4 days. A regularity race, also called time-speed-distance or TSD race, is a type of motorsport race with the object of driving each segment of a Course in a specified time at a specified average speed. The race is usually conducted on public roads, but sometimes includes off-road and track sections. Participants compete in teams composed of a driver and navigator. Teams usually start a regularity race at fixed intervals, creating a field that is spread along the course. The TFAT will also include the Ferrari Trophy; open to Ferrari's produced from 1977 to present day. The Ferrari Trophy will follow exactly the same course and take in the same stages.

THE BEGINNINGS OF MG - PART 2



The M type Midget was the birth of the keystone MGs. It was a third of the price of the 18/80 and so it satisfied the demand for an affordable sports car. The M type won its share of awards in the Lands End Trial and at Brooklands. These string of successes cemented demand and sales soared off the track. The 'Safety Fast' slogan was 1st adopted for this MG Midget. The styling of the M type with the radiator and bonnet arrangement went on unchanged for over 25 years.

The subsequent J series came out in 1932. The cutaway doors on the C type & Double Twelve M types were adopted, along with the slab fuel tank and rear mounted spare. In 1933 the J2 adopted swept wings with running boards. These later cars became the complete model right through until the MGA was introduced late in 1955.



Also in the 1930s came chassis and engine design improvements, but the basic body style remained constant. The P type replaced the J type in early 1934. It was bigger and more powerful. An attractive Airline Coupe body was also offered and it became one of the first GT designs. The PA was fitted with an 847 cc OHC engine in 1934. The PB 939 cc OHC engine was discontinued in 1935.



Top and down, M,J,C and P Type MGs.

The TA Midget, in 1936, was the first of the T series cars which remained in production until May of 1955. The familiar two seater also saw an Airline coupe, plus a drophead coupe by Tickford. The engine was pushrod as Leonard Lord decreed no more OHC, and all MG engines were to be sourced from the Morris parts bin.



TA Airline coupe, TA Tickford and below TB and TC



The TB had a short production life due to the outbreak of World War II. This MG was powered by a very successful XPAG engine.. Only 379 units were produced before production ceased at Abingdon due to the outbreak of war.

The post war Midget was labelled the TC. This was the model embraced by most Americans, especially the returning servicemen. It was the beginning of the post war sports car revolution which changed the basic philosophy of many automobile manufacturers. Car makers now know that many buyers look for more than mere transportation when they choose a car. The TC, too, is responsible for the interest collectors are showing in post-war sports cars.



It has classic beauty, and was chosen for the New York Museum of Modern Arts exhibit for classic design in 1951. It was a beautiful combination of the classic look plus modern performance. The production run on this model equalled the entire output of the factory since its beginnings. The TC was a hit in most Commonwealth countries including Canada, South Africa, and Australia. Waiting lists and long delivery dates were the norm. TCs are still being rebuilt across Australia and the world; I regularly watch the progress of two of these on the Gold Coast and offer help and advice to the owner. Long live the TC.



The TD appeared in 1950. The purists saw changes they did not like. The delicate front mudguards and 19" wire wheels on the TC were gone. It grew on you and I bought a wreck as my 1st car and restored a TD to howls from my mates in the MG club. However, it was a better car to drive as the improved suspension and steering made it a great road car in the '50s before freeways were built. The TD today remains a popular classic. The TF was the last of the line and is revered today. The radiator shell was tilted backwards and the headlights were moulded into the front mudguards. In fact, the classic lines were tastefully modernized. The RM Rileys were all assembled at MG in Abingdon and the front bonnet arrangement was Riley.

The TF Midget was a stop gap model until head office approval was given in 1955 for production of the MGA to finally begin. TF production gave us a great model and only 9 600 TF units were built.

All the history of those two letters, M & G, came about by a man called Kimber, and his concept of a sports car for every one. I am so grateful and thankful. I



own several MGs, from 1929 to 2013 MG models, and I love them all. MG for me says Mighty Good.

Peter Kerr

TD above and TF



Brian Johnson, of AC/DC is high end racing driver in his spare time and in his series 'Cars That Rock' he drives the most iconic cars ever designed and built. We are pleased to see that he regards MGs as iconic.

On the left, Brian is with (and drinking) Old Speckled Hen

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Car two is a concours winner and has only travelled 25,600 kilometres, this car is in excellent pristine showroom condition and only driven on dry sealed roads, this car can be entered in any MG concours display. The asking price is **\$17,500.** (I will consider an MGB of similar value to either car as trade in or swap). Both cars are worth inspecting, they are both fully registered and are near Alstonville in Northern NSW. I will keep the car that is left. Please contact **Lou Hietbrink on 0456 740929.**



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In structure the MGB was an innovative, modern design in 1962, utilizing a monocoque structure instead of the traditional body-on-frame construction used on both the MGA and MG T-types and the MGB's rival, the Triumph TR series. Wind-up windows were standard, and a comfortable driver's compartment offered plenty of legroom.



The MGB achieved a 0–60 mph (96 km/h) time of just over 11 seconds. The 3-bearing 1798 cc B-Series engine produced 95 hp (71 kW) at 5,400 rpm — upgraded in October 1964 to a five-bearing crankshaft.

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



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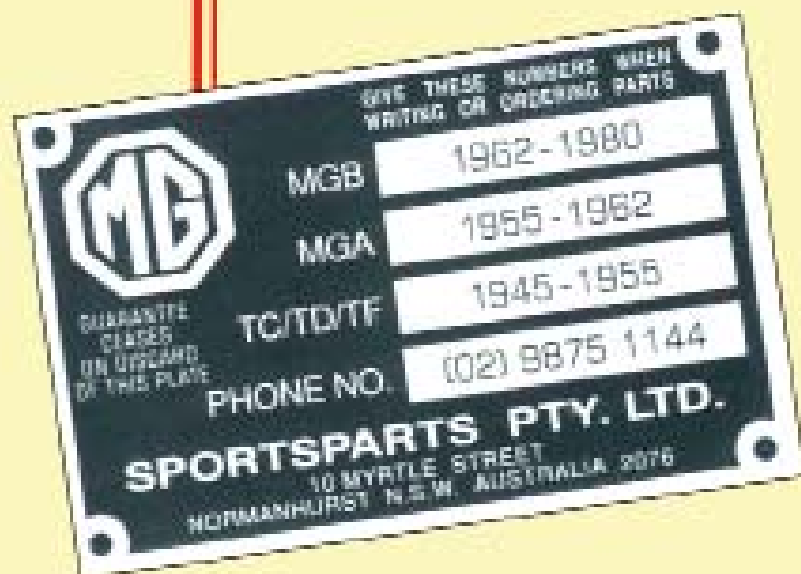


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