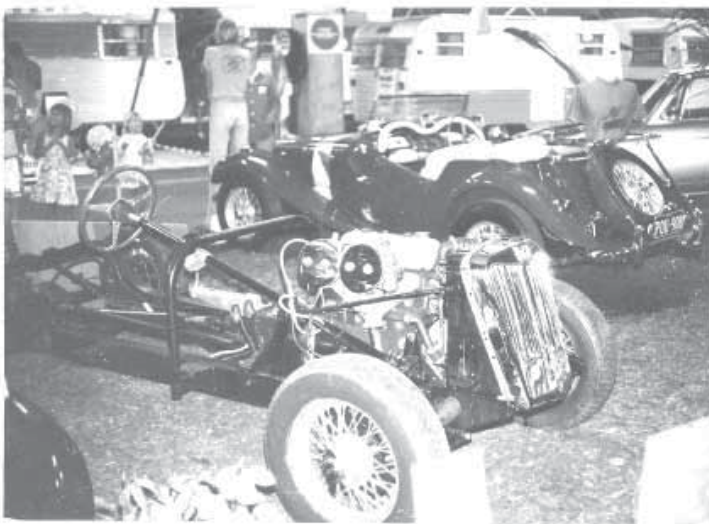
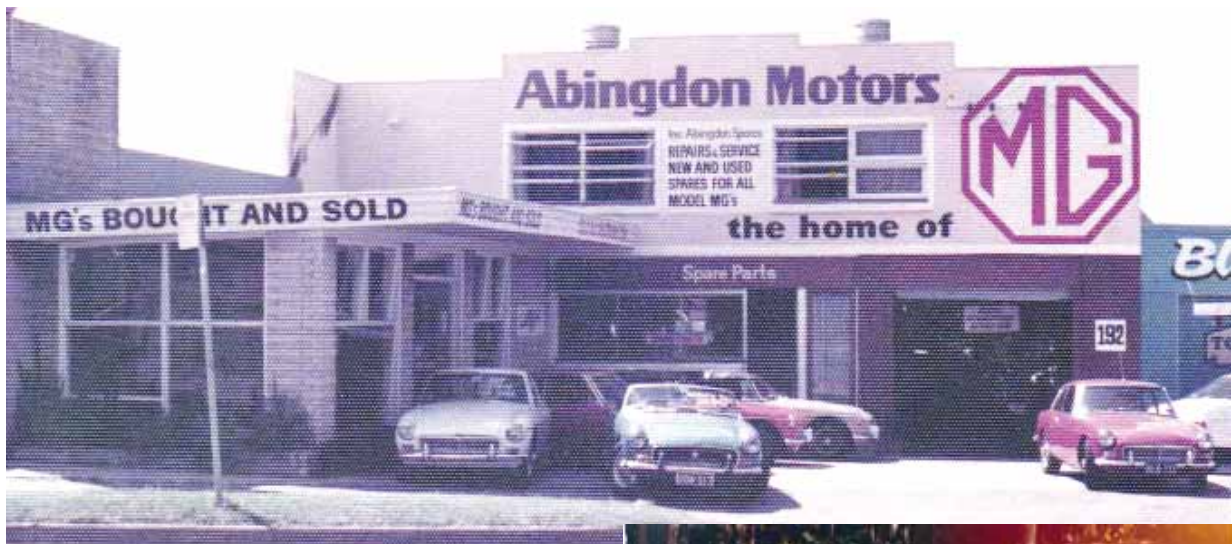


Marie Conway-Jones' Historic Photos



GCMGCC hosted the 1980 NatMeet on the Gold Coast





Top - Saturday morning Nog N Natter at Rod Hiley's Abingdon Motors





Geelong NatMeet 1982



Hobart NatMeet 1984





Top - GCMGCC winners 1980

Middle - Rod Hiley's K3 outside our Clubrooms!

Marie's daughter, Renae at 9 days old in Neil Haase's MGBGTV8



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Part 2 MGA to Australia - A Test of Endurance

When we got to Turkey, we quickly discovered just how cold and snowy it could be, especially in the mountains. Even before reaching Ankara we'd got bogged down in a snow drift and had to dig the car out. Then we had to back it down the mountain for a couple of miles before we could find somewhere safe enough to fit the snow chains. Those chains were a bit of a disaster anyway, they were always coming loose and you had to spot that quickly or the flailing chain could have snagged on the car's bodywork and rip it apart.

We had the first niggles with the car in Turkey, just minor things like a broken speedometer and trailer lights, plus the brakes became very poor and needed adjusting. We also had one very big incident which I have to admit happened when I was driving, but fell asleep on the job. I woke up just as we were about to enter a wooden bridge, but I was too late to line the car and trailer up properly with the main planks. As a result, the car got on the bridge but one trailer wheel slipped off the side, shattering the hub. Both car and trailer were pulled off the bridge, fortunately onto grass rather than into water as we were still over the river bank.

This happened at 4am on a Monday morning. We slept until 9am, then Norman stayed to watch the trailer while I drove to Merzifon to cable Eagle Engineering, who arranged to send a replacement hub to Ankara airport. As there were no facilities for changing travellers cheques, I had to borrow 150 kudos from a local school teacher (and subsequently 100 kudos from the police) until I could cash some at the airport – people were incredibly kind and helpful.

Collecting the hub involved a round trip of 150 miles and sleeping overnight in the car at the airport. The local traffic police in Merzifon were most helpful, sending a gang of men and a lorry to shift the broken trailer to their HQ and allowing us to use the facilities there for washing and repairing the trailer. We finally left five days later, on the Friday.



From Samsun to Carsamba and Terme in Turkey, both the weather and the roads were terrible. We lost a wheel off the trailer at one point when the wheel nuts stripped. We managed to bodge it back on, and our repair lasted until we could get a proper job done in a workshop in

Trabzon. They also welded up our broken hub to act as a spare; by this time we had no more flash bulbs for the camera, so we took pictures of them working by using the light from the welding rod as illumination.

Also at this stage the connection between the two petrol tanks had broken. We had removed the boot tank at the roadside and soldered the damage, but this was not successful so that was also sorted out at Trabzon.

In the mountains, there was snow like I'd never seen. The Turkish military cut a path through it when they could, but the snow was piled up on either side as high as a house. You don't imagine Turkey as being like that, you think of it being hot, but we were about 8000ft above sea level. When we got stuck in drifts at 8120ft in the Tamir Pass one night, we put a black plastic cover over the car and bunkered down in our tank suits trying to keep warm. We were up early in the morning because we were worried that if the car got covered with snow, a bulldozer could come along, the driver would not see us and we'd simply be pushed off the road. A snowplough arrived at 6am, dug us out and cleared ahead to the next habitation.

At one stage we were within 14 miles of the Russian border and we had to have an army escort. I think that was just standard procedure at the time, not the result of any particular conflict. Norman rode in the army truck while I had an army officer with me in the MG and the thing I remember most was that the smell of garlic was over-powering!

Finally, on Thursday 12 March we reached Bazorgan and the border with Iran. It was in Iran around 3.30am on a Sunday that I noticed the trailer lights had broken again. Upon stopping to investigate, however, I realised that it was not a case of broken lights, rather that the entire trailer was missing. We back-tracked for three miles and found it in the road with a broken hitch, but otherwise none the worse for wear. We lashed the trailer to the car with rope, and drove gingerly on to Kazvin, where we could have a proper repair made.



Two days later, in Meshed, we had a number of other problems sorted: the trailer wheel (which had been buckled in the bridge incident and straightened in Merzifon) was splitting, so this was welded up, as was a split mudguard and a break in the roof rack. We also had the hydraulic jack repaired.

From Meshed, we drove to Zahedan where our planned route took us into Afghanistan. We had all

the paperwork to enter the country, but the border guards would not let us in. I've no idea why, but if the guy on a border gets it into his head that you are not crossing, then you are not going to cross.

We had found the best method was generally to have two or three packets of cigarettes sitting on top of the gear in the trailer. The guard would generally open it up to check the contents, confiscate the cigarettes and let us through. Not this time, though. So instead of going down through the Khyber Pass, we had to loop south for another 650 miles through Iran to reach the nearest border crossing into Pakistan.

The only maps we had been able to get for this part of the world were RAF aeronautical charts which showed settlements, but not a lot of roads. There were a lot of areas marked as uncharted desert, though!

At one stage on this leg I got dysentery. That was not surprising really because some of the places we went through... well, you could smell the villages half an hour before you reached them. There were open sewers running down the streets and these were used for washing camels, trucks and dishes from the café! We had our own 10 gallon water tank under the trailer and Boots the chemist had given us pellets for treating the water, but I still got sick.

The roads were terrible, and eventually both trailer springs disintegrated. We had to remove the remains and bolt the axle directly to the chassis. By this time I was really dead to the world from my sickness and sleeping on the air mattress, but all through the night we had been troubled by a burning smell. Then suddenly the air mattress deflated and the car was filled with smoke. What happened was that the exhaust had been bashed upwards during one of our river crossings, and that had now set fire to the plywood floor. I rolled out of the car and just didn't care what happened to me. It was all left to Norman to put the fire out, bend the exhaust back down, bundle me back into the car and carry on. Fortunately he didn't come down with the same thing until after I had recovered.

On 21 March, we entered Pakistan at Zanazak. There wasn't a lot of trouble here at the time, though occasionally at night you'd find guys with chains across the road and you'd have to part with a bit of money. We didn't argue with them, just kept them happy. Looking on a map at the route we traced through Pakistan, it appears as though we took a huge detour when we could have headed straight down the country, but that was simply because this was the only way you could go – there wasn't a road heading more directly on our route. There were some pretty big mountains here, but nowhere near as bad as they had been in eastern Turkey.

Crossing the Fort Munro Pass in the Suleiman mountains, there was one stretch of narrow road that was designated as one way, but you had to be a brave man to take that for granted and it was always best to proceed with great caution.

We crossed the Indus river on a series of about 20 boats topped with planks – a more permanent structure would have been washed away in the rainy season, whereas these could simply be moved to safety. They moved about a bit when we drove over too, but we got to the other side in one piece.



In Lahore, we visited the MG agent, Kandawalla's, and had the car serviced and the exhaust repaired, then went to the Lucas agent to have the wiring fixed. We also cleared out the trailer, which was in a terrible mess. I don't know if you have ever driven on corrugations, but we were on them for days. You could see the little nuts and bolts dropping off from behind the dash. The two front coil springs collapsed completely and we had to drive with the car sitting on its bump stops. Not reinforcing the front suspension or bringing

spare springs was one of our big mistakes. The trailer springs had collapsed too, and with the trailer body bolted directly to the chassis the Viscotastic oil drum had ruptured from all the shaking and the trailer was filled with oil. Our camera was one of the victims of this oil slick, which is why we had no more colour photographs from that point onwards.

Crossing into India on 26 March, we passed the Golden Temple at Amritsar. We reached the Taj Mahal at night and saw it in moonlight, then bedded down for a sleep so that we could see it in the morning by daylight. That time we slept in the car, but throughout Pakistan and India they have bungalows fitted out with beds and a stove for government officials to stay in while travelling and we had been given permission to use them. One morning we were leaving one of these when a guy kept telling us we couldn't go any further. It turned out that the road ahead was unsafe – two travellers had been shot the day before, so we were not allowed to proceed until armed pickets had been put out on vantage points. We could see people standing on hilltops with guns, but you had no way of knowing who were goodies and who were baddies. It was lucky that we had stopped for the night or we would never have known about this.

On the road to Bangalore, we had considerable trouble with monkeys. Whenever we stopped to eat, we had to keep the trailer firmly closed or they would be in like a flash, looking for food. Eventually we made it down to the port of Dhanushkodi, where we planned to cross on the ferry to Ceylon. The delays and obstruction we faced here were absolutely terrible, with everything possible being done to frustrate us into paying yet another back-hander. But we had to struggle through because Ceylon was the main port for P&O and we wanted to get a ship from there to Perth. This was to be a nine-day voyage, in some ways a bit of luxury for us, but I think perhaps 'boring' would be a better word. We had thought of driving more of the way, but we'd been refused a visa for Burma. We had also read a book

called First Overland by a group of students who'd gone that way to Singapore in two Land Rovers and from what they wrote, I don't think we would have made it in the MGA anyway as many of the roads had fallen into total disrepair.

However, there was one benefit from getting to Ceylon as, while driving through Colombo, I happened to see an old school friend from Greenock called Roy heading the other way in his Austin A30! It turned out he was living in Colombo and working for the ship repairers, Walker and Co. We spent a very pleasant few days with Roy and his wife Joyce and with Freddie Harper of the British Car Company, waiting for the ship to arrive. On Thursday 9 April we loaded the car and trailer onto the Orcades, boarded at 6pm and sailed for Fremantle in Australia at midnight.

Arriving in Australia, we drove from Fremantle down to Perth where we found that MGAs were being raced right, left and centre. They would soup up the engines, but competition clutches weren't available so we were able to sell our spare one there. We also sold the spare back axle we'd brought in the trailer. By the time we reached Melbourne, we had covered over 12,000 miles, but Australia is so vast that about 3000 of those were just crossing from Perth to the east coast. A full 1050 miles of this was on the Eyre Highway, an unsealed earth road that was dusty, corrugated and with horrendous potholes that were often concealed by dust in dry weather or impassable in the wet. This road was maintained by one grader, which travelled continually from end to end towing a living van and equipment trailer.

Between the townships of Belladonia and Cocklebiddy it was straight for 90 miles, and I mean gun-barrel straight. If you broke down, you were advised to stay with your car and not to try and walk out – it may take a few days for another vehicle to pass, but at least that way they would find you and you'd still be alive.



Finally, on Monday 4 April 1960 we arrived in Sydney after 12,688 miles and 600 gallons of fuel, giving approximately 20mpg. Looking back, I think there are two reasons why we made it. One was the meticulous planning and preparation over a five-month period, and the other was the relationship between Norman and myself. Despite the often arduous, trying and dangerous conditions,

we never had a disagreement of any kind and we each had the reassurance that we could depend on one another, no matter what was thrown at us.

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Postscript

After living and working in Australia for some months, David and Norman were joined by their fiancées, Patricia and June, and had a double wedding in the Church of Scotland in Melbourne. David had a 16ft caravan built (also pulled by the MGA) to live in at Deniliquin in the Riverina district of New South Wales. Norman purchased a TF, which also towed his caravan. At Deniliquin the landscape was so vast and level that you could see the earth's curvature as if at sea. Deniliquin was the railhead for shifting sheep and cattle to Melbourne, the large flocks of sheep being brought in by drovers who had been on horseback for weeks on end and who consequently went a bit crazy when they hit town. David woke up one night to hear the MG start up and drive off. It had been taken by a drover who headed out across the One Tree Plain, a paddock that contained only one tree in 300 miles. Not only did he hit the tree, but he then took out the radio and continued on foot!

After a couple of years, due to illness of a relative, David was asked if he would return to the UK and rejoin the family construction company in Lisburn, Northern Ireland. Although David and Patricia shipped the caravan home with them on the P&O Himalaya, the MGA was sold in Australia, probably a cause for subsequent regret – although it has been replaced by another MGA in recent years.

Norman made use of his marine expertise and took up the position of Harbour Master on Christmas Island, later returning to the UK and entering the offshore oil industry and settling in Reigate, Surrey.

Oh, and remember the brake application counter fitted by Ferodo in the UK before David and Norman set off for Australia? Well, if you have ever wondered how many stabs on the pedal are required for a journey of this magnitude, we can tell you that it is 34,349.

*Story told by David McMullan to Simon Goldsworthy -
MG Enthusiast January 2014*



New Members

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

Lisa & Dominic Treston, CARRARA 4211
Leith Johnson WARWICK 4370

Where is Technology taking Cars?

What would you think if your choice of new cars in the not too distant future would be from Apple, Android and Google to name but three, and other technology companies known to be thinking about entering the market?

Where will advancing technology leave traditional makers?

A decade ago serious discussion of driverless cars would probably have resulted in a snigger and accusations of too many beers but the facts are simple: technology is taking over cars so quickly that the above is not as ridiculous as it sounds.

My article on Driverless Cars two years ago now seems so simplistic. Although a number of established makers have had experimental cars successfully on test for some time so have Google. "What do Technology Companies know about cars?" you may have wondered, I know I did. Perhaps the question should have been: "What do the traditional car makers know about technology?"

If driverless cars are to become common where should the priorities lie - control systems or suspension systems?

Look at the facts.

All vehicles are increasingly reliant on computer systems, not just for engine management which is now old hat, but for functions that were historically controlled by the driver such as windscreen wiper operation, total operation of the lights including their brightness, traction and suspension etc, etc. We the drivers are becoming increasingly redundant in our modern cars, cocooned in our environmentally controlled bubble. In the most advanced models all we do is mostly steer, technology currently can do most of the rest with the exception of operating the indicators and opening the doors as we approach, but I expect those manual operations will soon be history. Three years?

Talk to the younger generation who have grown up with computers, smart phones and social media and you will discover many would prefer their set of wheels allow them to carry on texting and tweeting while travelling, which many already do illegally and dangerously, with unfortunate occasional dire consequences. Although it would be comparatively easy to install a blocking device to immobilise communications whilst the vehicle is moving, hackers would quickly find a way round this.

Driverless cars would allow them to carry on communicating safely for everyone's benefit. A number of countries have now legislated to allow driverless cars to operate, prompting serious discussion on liabilities in crashes, driving tests (the car or its occupants?) The benefits worth having would be increased safety, a reduction in collisions and safer higher traffic density on congested roads.

We are all used to travelling on driverless trains which by comparison do not have the same risk of collision as road transport but would you feel the same about other means of public transport – buses for example?

How will we feel about the effect this will have on our MGs? In our lifetime will these beautiful old cars be banned because they will be incompatible with 99% of the other vehicles on the road?

Will our grandchildren live in an era that science fiction predicted, travelling in safely, in modules and denied the chance of driving and being in control?

Since the invention of the motorised vehicle innovation has progressively improved its function and comfort. A visit to a museum will remind us of the progress that has been made; starting handles, acetylene lamps, magnetos, semaphore indicators and so on – all replaced by technology, but, we are currently still in charge, for the moment.

These days are now coming to an end.

Oil Leak

40th year of the Maclean's Bridge Display

Maclean's Bridge is a major sports and classic car festival in Queensland. 17 May, 2015 will be the 40th year of the Maclean's Bridge Display and the 2nd year at Griffith University (Logan Campus at Meadowbrook).

This year Macleans Bridge will be held at Griffith University (Logan Campus at Meadowbrook)

Entry fee change – Display car plus Driver and 1 Passenger – \$15

Members of the Gold Coast MG Car Club

After 23 years Sixth Ave Motors has closed its doors...

We are now mobile.

**If at any stage you require a service/repairs, please do not
hesitate to call Andrew Allen**

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Competition Call

The A Series of the Supersprints which was to have been held on the 21/22 Feb was cancelled as a response to the forecast cyclone which was heading for Brisbane, we hope this will be rescheduled later in the year and as the B series is not scheduled until the 28/29 March there are no results at this stage.

However this year this year a number of the sporting car clubs in Queensland have joined together to offer a series of event in the form of an interclub challenge and the GCCMGC have registered our interest. This will give members an opportunity to try their hand at something new and pick and choose which events they may like to try from the list below.

March 22	Khanacross at Willowbank (run by Holden Sporting Car Club)
May 1st	Night Observation Run (by MGCCQld)
May 2nd	Mt Cotton Hillclimb (by MGCC Qld)
May 17	Regularity Sprints- Lakeside (BMWCC/AROCQ)
July 17	Night Observstion Run (MGCC Qld/ Z car Club)
Aug 16	Lakeside Skid Pan DTC (Lotus Club)
Sept 27	Motorkhana at Willowbank (HSCCQ)
Oct/Nov	Show & shine/ Trophy Presentation

If you have any interest in any of these events let me know, I will try to keep everyone updated as info comes to hand.

Safety Motoring
Ian Rogers.



Stop Press

Great news for the Club. As a result of a very generous donation of a car trailer by members Terry and Berit Dewley, the Gold Coast MG Car Club is now the proud owner of this asset.

This is part of the Committees ongoing objective to give greater value to the members.

The Committee accepted this gift in order to benefit members by making the trailer available to members to pursue various activities such as: transporting cars to meets, undertaking restoration, cars to painters, retrieval of breakdowns, etc.

The trailer is a full size tandem trailer with a carrying capacity of up to 1400 kilos and as you can see from the photo, has loading ramps and electric winch. The Club has fitted 5 new tyres and has checked it has excellent brakes, bottle jack and wheel brace supplied.

The trailer is being housed by Gary Stevens (our Regalia Officer) at 20 Goline Crt, Tallebudera. Bookings can be made by ringing Gary on 5522-6735.

In order to help defray the Clubs costs, there is a \$10/ day donation.

I hope members utilize this asset.

Ian Rogers
Committee member





Petrol Life in Vehicle Tanks

INTRODUCTION

Petrol is a mixture of many components with different properties that contribute to the performance of the fuel. When petrol is left out in an open container exposed to the air it will in time completely evaporate. As it evaporates the composition and properties will change because different components evaporate at different rates. This is a normal feature of petrol and the same process takes place in equipment fuel tanks. Where petrol is kept for more than a week in equipment tanks then it can become stale and it is better to add fresh fuel before using. Examples are classic, veteran and vintage cars and bikes, racing cars and bikes, drag cars, boats, dual fuel vehicles, lawn mowers etc.

Generally petrol will last in equipment fuel tanks for about 3 weeks at a temperature of around 20 deg C, after that it will perform better when fresh petrol is added.

Petrol will last in sealed containers for more than 6 months, while some breathing will take place this is not enough to significantly affect product quality.

In underground storage tanks the rate of replenishment prevents the fuel from becoming stale

HOW PETROL CHANGES IN A VEHICLE TANK

Loss of light components – impact on mixture

The evaporation of the lighter components with low density means that the remaining petrol has a higher density. Because the fuel carburetors and injectors operate on a volume metering system the higher density means that more fuel is introduced for a given volume of air and so the air fuel ratio is fuel rich. If all the fuel cannot be burnt then it forms carbon deposits that will foul the spark plug and cause the engine to stop and not start. With unleaded petrol carbon deposits in the engine can be electrically conducting and this weakens the spark.

Loss of light components – impact on octane

The light components in petrol are high in octane but when they evaporate the heavier components left are also high octane components so there is no loss in octane but the volatile components provide added octane during cold start and cold acceleration. As a result if the volatile components are missing then engine knock would occur during cold start and cold acceleration.

Gum and Peroxide formation

With long storage periods, especially in the presence of hot weather or engine heat the petrol can oxidize to form peroxides. These compounds can attack rubber and metal, stripping away the liner on fuel lines or copper from fuel pumps and attacking rubber hoses. These normally take a few months to form in sufficient quantity to cause a problem. This process is faster if Ultra Violet light can get to the petrol.

Document: Petrol life in vehicle fuel tanks v3.doc

Issued: Jan 2010

Supercedes: Feb 2005

BP Australia Limited A.C.N. 004 085 616

IMPACT OF ENVIRONMENTAL LEGISLATION ON PETROL PROPERTIES

Volatility restrictions

Current State EPA legislation curtails petrol volatility in the summer period, generally November to March. In that period petrol will have less volatile components than at other times, generally the summer volatility of petrol is 30% lower than the winter volatility which means that the loss of lighter components in summer can be quicker. However this is not usually an issue due to higher ambient temperatures but can create problems in autumn if the summer fuel is held over to a cooler season. To avoid this fresh fuel should be used in the April May period.

Removal of lead

Lead used to be an octane booster in leaded petrol but it also used to lower the burn off temperature of carbon deposits so that they would burn off at lower temperatures and not foul the spark plugs. Without lead in the fuel the carbon requires a higher temperature to burn away, this can be addressed by using hotter temperature spark plugs in older vehicles.

MAINTAINING FUEL IN VEHICLE TANKS

It is not possible to provide a foolproof strategy for engines that are used only intermittently, however the following principles help.

- 1) Always add some fresh fuel when the equipment is to be used if it has not been used for more than a week.
- 2) Always keep the tank half full to stop water vapour from being sucked in and condensing.
- 3) Use a fuel that contains anti oxidants, metal deactivators and corrosion inhibitors to protect metal surfaces such as BP Ultimate
- 4) Using a hotter spark plug will help to reduce carbon deposits

EXAMPLE OF HOW PETROL CHANGES WHEN STORED IN FUEL TANK

Property	Week 1	Week 2	Week 3	Week 4	Week 5
Octane RON	98.1	98.4	98.6	99	99.5
Density kg/l 15 deg C	0.75	0.76	0.765	0.78	0.79
Equivalent air fuel ratio at constant volume	13:1	12.8:1	12.7:1	12.5:1	12.3 :1

At the end of 5 weeks the fuel is 5% heavier and the fuel air mix will contain more fuel.

**For further information, please call the BP Lubricants and Fuel Technical Helpline 1300 139 700 local call
Or visit www.bp.com.au/fuelnews**

Document: Petrol life in vehicle fuel tanks v3.doc

Issued: Jan 2010

Supersedes: Feb 2005

BP Australia Limited A.C.N. 004 085 616

P



Happy Birthday, MGF!

Sunday 8th March 2015 saw the MGF officially turn 20. On March 8th 1995 the car made its official debut at the Geneva Motor Show, supported by an intrepid bunch of MG Car Club members who drove from Abingdon to Geneva to be there for the car's unveiling.



Missed it by this much!

Peter Kerr and I were driving back from 2 weeks in Melbourne in my MINI. We had been watching some nasty storms build up all around us for a few hours when we were just past Coonabarabran. We saw a truck had stopped with a tree on the road in front of it, so we slowed down, heard a loud crack and a large branch fell over the truck and to the road, just metres from us. "Let's get out of here". We managed to get around the branch on the side, we knew what would happen and it did. GCMGCC members Chris and Ann Murray, also returning from Victoria, were caught and they took the photos as they waited and waited. They were one of the first to be stopped.



We got to Goondiwindi and undercover at a motel, yes, the storms were still threatening. Chris and Ann eventually got to Narrabri. We found out about the Murrys having to wait there on Facebook and we surprised them by telling how close we came to being hit by the branch.

Carole Cooke



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6,7,8 June 2015

(June long weekend Qld.)



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For Sale

- **::MGB GT.** Equally at home on club runs, daily drive or in Regularity at the track. Many thousands spent, new motor and mechanical upgrades. This car is a multi championship winning car in Regularity, just hop in and drive. **Price:\$18,000.**
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MGB GT 1980 Much loved car needs new home! 1980 MGB GT Damask Red. Twin carbs, 1800cc straight overdrive gearbox. Rust free body, good interior, regular service, sun roof, always kept in garage. Same lady owner for last 33 years. Historical registration till 14/09/2015. **\$12,000 Contact Jean Irons 55303033 or 0403799374**



::For Sale - Leather tan Italian. Exc. quality. Enough for a small car. \$200 Lyn Talbot. 55789972

:For Sale 1 set of pistons +0.40 HC for MGB with pins and rings \$100
1 set JP pistons + 0.60 flat top with pins and rings have had some use \$80
1 set quick release seatbelt mounts for MGA \$45
1 Smith Combined oil pressure / water temp gauge in good order \$100
Ian Rogers 0419344039

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For Sale

::MGB 1966 Canary yellow and black trim. Boot rack looks sporty and is practical. Runs well but needs some work for RWC. Some rust bubbles on passenger side. Registered but will sell unregistered **\$7900** or offer. Phone **0429096131 John**



A good example of a **1957 MGA**. A list of upgrades & receipts are available. All work carried out by a BMC mechanic. Reluctant sale due to a stroke. Original engine, head, carbies, wheels etc. go with the car, **\$27,000** or offer, all enquires to **Lou Hietbrink 0456 740 929**.



:MAGNETTE ZA 1955. Red with red leather interior, Usual woodgrain dash and door features. No rust or dents of any kind. In immaculate condition and always garaged. Another MG project forces sale. **\$15,000**. Phone **Gary at home 5522 6735**

:For sale: 4 x painted wire wheels 14*4.5*60 \$160. At time of removal from my **MGB**, spokes were in tuned condition. Overall in good condition. Contact **Kathy 0411076545** (Bne

1968 MGB Roaster Has been restored with a reconditioned engine. British racing green. Registration until November 2016. Much loved car. The safety road worthy certificate has been completed. Price negotiable. Contact Gail mobile **0432568530** email gailbrown@westnet.com.au



MGA Bits for sale

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

Mild cam (detailed specs available, suit any 3-bearing B Series motor e.g. MGA, early MGB) **\$300**

Electronic fuel pump (SU, +ve earth, as new) **\$125**

Starter motor **\$50**

Generator **\$50**

Oil cooler (new) **\$50**

S/S oil cooler hoses (new) **\$100**

Headlights(60/50w) **\$30(pr)**

Voltage Control box **\$25**

6 blade steel fan **\$20**

Lucas dist. (side entry) **\$75**

45D dist., exc cond **\$75**

Concertina rad. hoses (new) **\$10 ea**

John Crighton 0418232093 or johnhcrighton@hotmail.com

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

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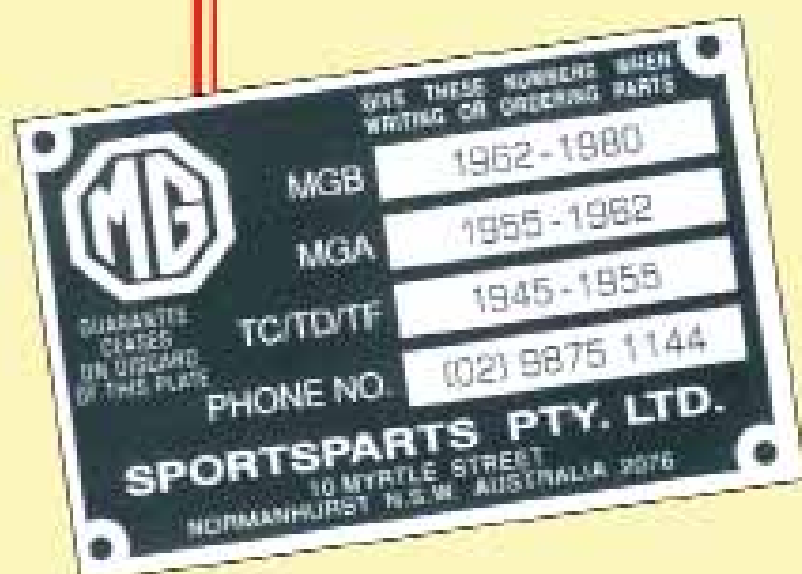
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