

THE TIME MACHINE

October November 18

Top - Outside the Cordalba Hotel on our week away to Agnes Water.

Below - The first stop on the way to Agnes Water was at Rick's Diner, Palmwoods.



The Official Magazine of the Gold Coast MG Car Club

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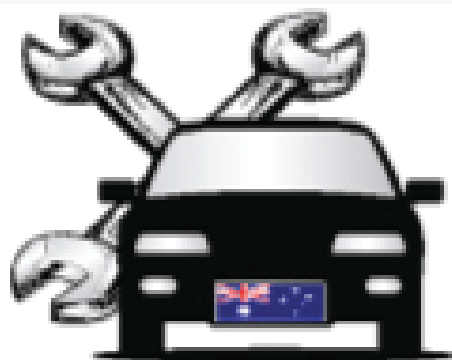


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THE TIME MACHINE

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

Affiliated with the MG Car Club UK



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The Committee welcomes your phone calls, but please before 8.30 pm
Q time

PRESIDENT'S REPORT

Greetings All

With our Club Secretary Marie Conway-Jones away enjoying an extended European holiday the Secretary's role was temporarily filled by my wife Liz. One of the perks of emptying the club mail box was receiving and perusing the various MG car club magazines from around the country. What stood out in stark relief was that so many people from around this vast sunburnt country dedicate themselves to the wellbeing of the humble MG and its owners.



My take on this phenomenon isn't that the MG is a superior engineering marvel that one must have or the ownership of such a vehicle is governed by the hip pocket. No, ownership of an MG has more to do with how it makes us feel. Is it the fulfilment of youthful dreams, or perhaps it's the sheer joy of being a part of a convoy of classic cars on the open road. Can it be purely social or the desire to be different that triggers this MG love affair? I suspect all that and more.

Whatever it is that motivates us to own an MG I can guarantee that even with the occasional mechanical hiccup you will experience as MG owners the value you receive in that sense of well-being makes all those oil spots on the garage floor worth while.

To drive this view forward Liz and I have just returned from a week's Club trip to 1770 and Agnes Water. The trip was organised by Cheryl Robinson with the route planned by Murray Arundell. Both did fantastic jobs of finding those little used country roads that are perfect for our MG's to travel on without disrupting the general public in their daily endeavours. As it sometimes happens the odd car problem occurred. One vehicle had brake failure due to a split brake line. Another two cars had windscreen damage which will require a repair when they return home. But the granddaddy of all is a very high profile Club member's car "failed to proceed." This came about because of a supposed blockage in the fuel line.

After getting the car towed in by the RACQ and spending a lonely night in the garage, it was discovered by one smart mechanic that the little "Red MGB Roadster's" problem was nothing more than our intrepid driver had run out of fuel. Oh dear! Of course it was the fuel gauge's fault. The blame has to be parked somewhere doesn't it? Me thinks that this could take some living down. Fortunately it was no hardship as we had a two night stay in Bundaberg so no time was lost.

On our return trip from Bundaberg Murray arranged that we link up with the Bundaberg MG Club at Childers Historic Movie Theatre for a showing of the Elvis Presley classic "Blue Hawaii."

This is the movie that features a 1960 red MGA. The theatre's proprietor supplied morning tea in those wonderful canvas recliners to sit in comfort and enjoy the show. I have to admit as bad as the dialogue was it was a blast from that romantic past. Who of us can forget seeing Elvis driving his MGA. Far better than James Bond and his Austin Martin. Well done Murray.

Following the movie we en-mass drove to Bargara for lunch. I can't thank Bundaberg MG Car Club enough for their hospitality. Again it just highlights the benefit of being a member of this club.

As that trip is the last organised away Club run for the year we now move onto the planning of the Presentation Lunch. Before we know it it will be Christmas. Luckily we have Vice-President Steve Begley and Club Captain John Talbot getting stuck into planning next year's calendar of events. As the saying goes. "Time waits for no one." So if you wish to be involved in the planning of next years away trips or day runs, in the first instance contact John and he will assist you.

One final thing. I ask members to consider contributing to this publication as we want to ensure we maintain our local stories and remain relevant to our membership. So if you wish to contribute, contact Carole Cooke your editor and she will assist you to be a published author.

That's it for now so let's go and have some fun.

Regards, Peter Johnston, President

FEATURES

President's Report	4
Midweek Run - August	6
Christmas in July	7
MGs Rule	12
What not to do in a TC	15
LSIM - July	21
Coming Events	22
Whooping with Joy	24
Car Quiz	25
Rick & Mary, Agnes & Elvis	26
"LARC'ing about at Agnes Water	32
History of MG - Part 7	35
For Sale	40

MID WEEK RUN - AUGUST 8

Today was the best example of why we live in this part of the world! Bruce and Tip could not have organized a better 'winter' day.

20 cars gathered at Nerang for the usual natter and briefing. Several visitors - Ken and Sue Shead had Charmaine from Calgary with them – she had flown in that morning, Jeanine's grand-daughter, Chloe, was visiting from Kuala Lumpur and David Wilmott had brought along John Willman as navigator in Ruth's absence.

We made our way up Beechmont Road and having to stop regularly, due to road works, had ample time to admire the spectacular views of the coast and Hinze Dam on our way. We drove through Lower Beechmont and then towards Canungra, stopping at Sharp Park for a leisurely morning tea in the sunshine – the slight breeze made it chilly in the shade. It was interesting to see the number of caravans using this park.

We were able to celebrate Bruce Corr's birthday with a fine rendition of "Happy Birthday" and the raffle prize of two caps was won by Allan and Leola Ross.

The next section towards Canungra was fabulous driving in an MG – that is until we came onto the Main Western Road and I was pulled up for a Random Breath Test and became tail end Charlie! Lunch was to be the 'recently up-graded' Thunderbird Park and Bruce had warned us at the briefing that parking may be a problem and we may need to double up. This proved to be the case and it was impossible to park. Quite a few cars decided to go back towards Tamborine for lunch, Peter and Laraine Ganderton, Laurie and Kay Roberts and ourselves opted to continue on towards Waterford and found a lovely lunch spot next to a creek at Rodborough Park.

Thank you Bruce and Tip for a wonderful run.

Annie Grey

Editor's Note - Members have until the end of September to pay their subscriptions for the Gold Coast MG Car Club. This will be your last Time Machine if not paid by then.

As mentioned in the President's Report, please consider sending articles and photos in to me for the Time Machine.

Email - cazcooke30@gmail.com

Also needed is for members to think of suitable Runs for the Club. Contact John Talbot for more details on how to plan a Run.

Mobile - 0421 185 419, email - ejohntalbot6@gmail.com

CHRISTMAS IN JULY -11 & 12

A total of 46 Members in 24 cars including our new members Richard Patterson and his partner Janine joined Jim & Liz Lutherborrow's annual run to somewhere cold for our Christmas dinner. Some, like Jim and myself, met our mob at the morning tea stop in Beaudesert and, after the usual chat, Jim L conducted a small ceremony to mark the passing of our long time member and friend Derek Haynes. It was nicely done... thanks Jim.



At Beaudesert

Now it is not often that we can report that our President leads us astray but that is just what happened. Flying solo, Peter headed off in the direction we usually travel after leaving Jubilee Park and several members happily followed behind. Fortunately the error was realized and soon all were back on track.

Off toward Rathdowney where although the countryside was quite dry it still looked great particularly when you saw the quite majestic mountains ahead. We



crossed Palen Creek 7 times and I saw very little water under any of its bridges.

We then drove through stands of magnificent white bark gums that absolutely towered over the road. The rainforest of northern NSW was really stunning and we had been told that these roads were a little rough in places and they were but the scenery was lovely. Kim Baylis sitting in Robbie's beautiful red TC Special managed, at least according to her Apple Watch, 45 minutes of exercise!



One of the disadvantages of being in a sedan is that you don't hear a lot of things but even I could hear the beautiful bellbirds. Initially though I thought the ZS had developed a squeak.

We arrived at the Bonalbo Dog and Bull pub for burger lunch. The Pub was built in 1905 and burnt down in 1985 not to be rebuilt till 2005. As the run fell on the day of the State of Origin the small number of locals were not impressed with our rousing rendition of QUEENSLANDER!!!! led by the inimitable Coral Cogzell.



Back on the road for the short hop to Tenterfield. On the route we crossed over the longest single span wooden bridge in the Southern Hemisphere. It was built between 1899 and 1903. Unfortunately, even though it is heritage listed, it will be demolished once the new bridge is complete.



As you may have seen by the email sent out by club captain John Talbot the local press was waiting for us and we received a substantial coverage in the Tenterfield Times.

Editor - I was surprised when the photographer asked who owns the cute yellow MG!



The car park again was the place to gather for a chat and some warming drinks. Jim H continued the tradition of whilst being in Tenterfield to drink Green Ginger wine from a bottle in a brown paper bag!!

The motel provided a very nice traditional dinner in their warm and cosy restaurant. The sticky date pudding was a hit as was the Christmas cake provided for us to take home by the amazing Pam Everitt.... Thanks Pam it was a delicious.

During the evening Jim and Liz had provided a large number of raffle prizes which were enjoyed by the many winners. This was followed by a skit performed by Coral Cogzell, Pam Everitt and Dee Handyside. It was well done, a little risqué and funny. One memberswas impressed and delighted to find, just opposite the famous cork tree, budgerigars for sale!!! Well done Ken Shead. (I guess you had to be there!)... After the skit Coral and Graham had us all singing along to their ukuleles.

Photos from our Christmas Dinner are on the next page

There was a little time after breakfast to see some sights and as Jim and myself had seen much of Tenterfield we opted for the Railway Museum. It was worth having a wander around and seeing the work the volunteers are doing.

Off back home we had a lunch stop at Kyogle. Jim and Liz had arranged for the dining room in The Exchange hotel to be available only to us. It was a charming room decorated much like it would have been when opened. Some of us though, after such large breakfast, decided something small and light would do.

Final stage home through some great MG roads and although rain had been predicted it remained fine and sunny back to the coast.

I think we speak for all who attended the run when we say thank you Jim and Liz for all the time and effort you put into make our Christmas in July runs such a pleasure.

Moya and Jim Haines







'Twas rather cold the next morning!



MGS RULE!



Third Overall

Much to the surprise of some, and to the great relief for its owners, John and Marian Crichton's MGB GT performed particularly well during a recent 8,000 km rally through central Australia.

The rally was organised by the Endurance Rally Club of Australia, and ran from Melbourne to Sydney via the Great Ocean Road, the Barossa Valley, Kings Canyon, Uluru, Alice Springs, Mt Isa, Longreach, Roma, and Coffs Harbour.

Seventeen cars participated. They included: a 1926 Bentley Tourer, 1929 Bentley Special Speed 8, 1936 MG SA, 1948 MG TC, 1954 Austin Healey, 1964 Holden EH, 1939 Chevrolet Coupe, 1964 Peugeot 404, 1972 Mercedes 350 SLC, 1934 Ford Tudor, 1973 BMW, 1929 Chrysler, 75 Roadster, 1980 Commodore, and 1941 Ford De Luxe Coupe.

The highlight was a week of competition during a week in Alice Springs, where we joined the Classic Outback Trial, a bi-annual event designed for hard core rally folk who drive at unbelievable speeds on gravel roads. In deference to our less capable classics we drove the same tracks (most of which were labelled '4WD ONLY'), not as an outright speed event but in 'regularity' format. The 'roads' were gravel, soft sand, rocks, bull dust, river crossings, and twisting narrow tracks. The regularity format requires you to average particular speeds over perhaps 30 km, timed to the second. Some of the faster sections required an average of 65 or 75kph. VERY exciting!



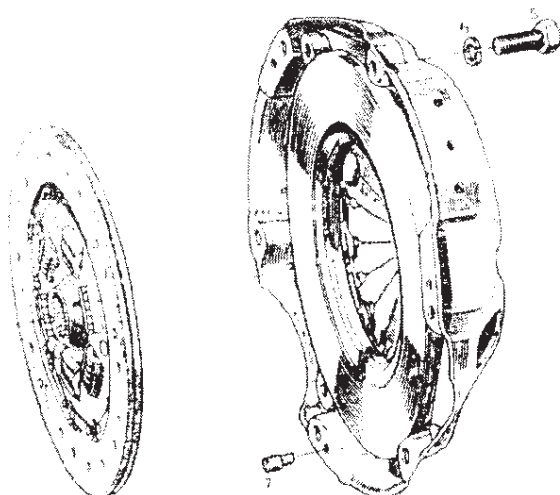
The GT was, as usual, the cheapest and least powerful car in the field but handled the rough stuff surprisingly well. Indeed we came in third overall, narrowly beaten by an EH Holden (on which had been spent over \$100,000) and a purpose built Peking to Paris car which had massive ground clearance, masses of power and indestructible suspension. This was a great confidence builder for us leading up to next year's Peking to Paris.

One of the great things about rallying is that you get to go interesting places, with interesting people, in interesting cars. Obviously the pre-war Bentleys attracted considerable attention wherever we went. As an overnight prank one of the teams put 'FOR SALE' signs on both cars, advertising them for \$1080 and \$1050 respectively, ONO. I made an offer of \$2100 for both, but sadly that was not accepted. This is probably a good thing as I doubt we could afford the massive fuel bill they must have clocked up.

Everyone was in awe of the stoicism of the team in the TC. They drove top down pretty much the whole way. That is a long way in such a small vehicle. They scrubbed out one set of tires by the time they reached Alice, but were quite unfazed – they organised a new set to be flown in. When they broke a rocker arm I was astonished to be cheerily advised 'no problem, we have a spare'. Golly! Talk about being well prepared!

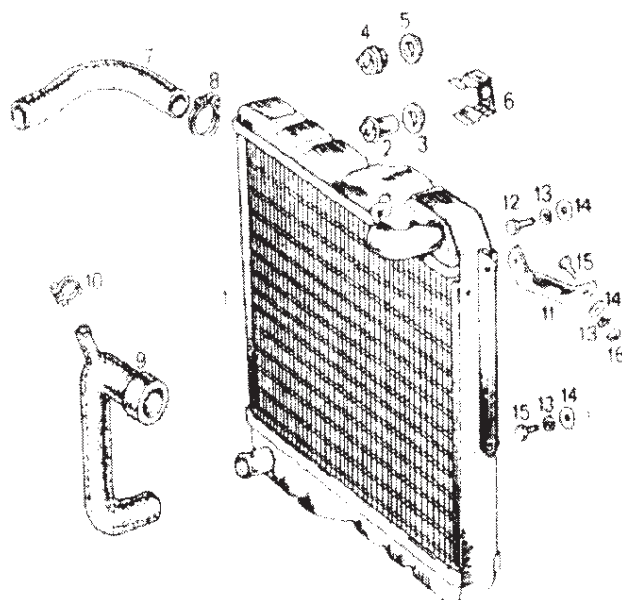


John and Marian



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DELIVERY AUSTRALIA WIDE

HOW MANY? ...OR WHAT NOT TO DO IN A TC

I had 11 broken ribs, broken arm, broken shoulder blade and 5 chipped vertebrae. I'd always thought that toddling around in a TC at a gentle 45k was a pretty safe pastime and my defensive driving awareness is pretty good especially after 40 years on the race track with amateur Historic Racing Drivers! I missed the Hyundai coming out of a car park didn't I? He didn't look and the last thing I remember was diving to the right to try and avoid him.



Lying on the grass verge I noticed my TC on its side in the middle of the road; what on earth was it doing there? Better get up and roll it upright. The kind stranger beside me gently prevented that and oddly I recall no pain but it took some time for me to work out what had happened.



Where was my 8 year old granddaughter? aah ooh, time to panic. Maddi, where is Maddi please? Apparently apart from a scratch on her hand she was fine. They kept us apart and I must say, I didn't like the look of the lacerations to my left arm, they were certainly not a suitable sight for an eight year old.

My phone rang and I heard my son say 'where are you'..? Near the hang glider site I think, I replied. We had been going out for a snack lunch in two cars near where



I live on Tamborine; the others were up ahead. Needless to say at that point Rob nearly suffered bowel failure as he guessed what must have happened. I learnt later that when Maddi saw him running to her she said 'Relax Dad I'm fine'. In fact we were just by the Bavarian Restaurant on Main Western Road, as luck would have it just metres for the ambulance and fire station.

Cut off date for next magazine 10th November 2018

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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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 May 2018
Active 157 Family 122 Life 7 Honorary 4 **TOTAL 290**

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



Running across the road came a distraught man, 'I'm so sorry, I never saw you' and with that he left again. Now we all make mistakes but over the coming three weeks in Gold Coast University Hospital there were times when my sense of forgiveness was severely tested.

I was loaded into one ambulance; Maddi into another. I was told 'We will cut your trousers off', being extremely frugal wasting a perfectly good pair of jeans was unreasonable, was the third argument of the day I lost. The journey to the hospital is a bit vague. Once there Maddi repeated her incredible maturity as when she saw her Mum waiting to come in she told her Dad to do a swap as Mum is panicking. That sense of composure finally left her

when she came in to see me. The face fell, the eyes watered and she whispered to her mum, 'Will Pukka ever walk again?'

The next two days in the ICU are a bit vague, high as a kite on pain killers, in a bed that had as many controls as a helicopter and with a value to match. I was very comfortable. That was interrupted by two trips to theater for surgery, one to pin bones in my right arm, the other to remove bits of grass etc deep in my left arm and do a skin graft. Apparently 6 hours and 4 respectively and then I was moved to the trauma ward. Another wonderful bed, control pad on the right for altitude, attitude, and mid lift together with a pad to the left for room service and overhead light. Only problem by now both my arms had been rendered immobile with splints and bandages. Left hand worked, so as long as that pad wasn't too far away I could summon help. But the right pad was going to be nurse only. There was a division of responsibilities, right arm under control of the trauma team, left arm with plastics.

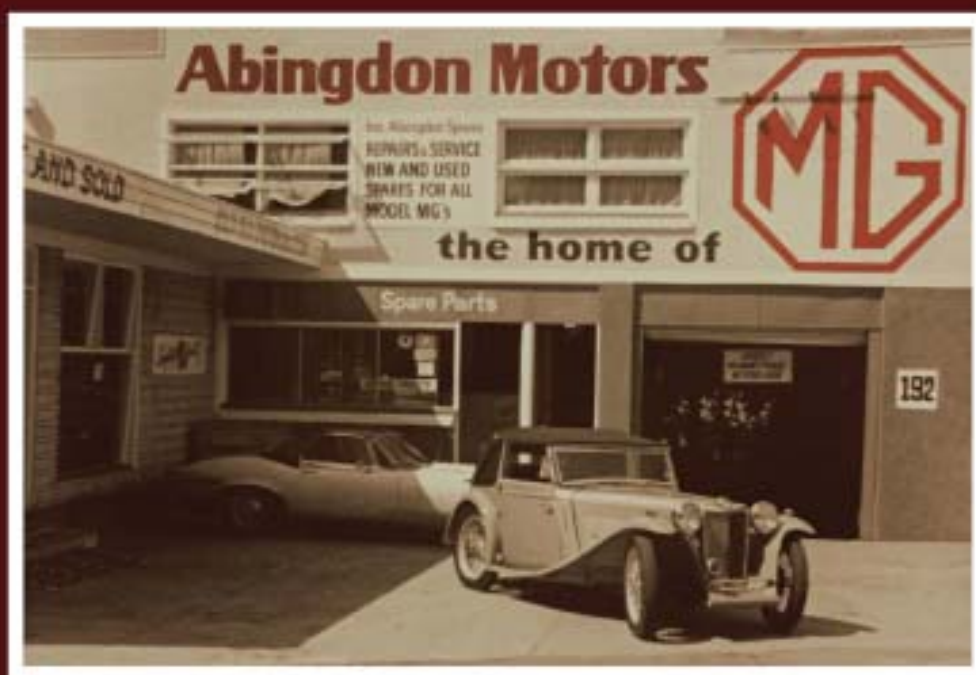




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Then the dreaded question. Have you passed urine yet? Er no, OK here is the bed pan! I had an attack of total stage fright, sorry! Try again please or we will have to put a catheter in! Still stage fright, Ok you will feel a gentle pushing. You are not seriously going to put that..... oh God he is going to! There all done? Wow that wasn't so bad and the pay off was not having to get out of bed for a pee for the next three weeks. Life was getting better again.

After couple of temporary overnight stops, testing two other rooms, it was up to the sixth floor; room to myself, views of the hinterland, 24 hour service and three hot meals a day and still high as a kite. Way to Go! Oops getting too cocky again. Have you had a bowel movement since you have been in here?

Here we go again, um, no.

Ok we will sort that out. Now the French like taking suppositories but lets get this straight, I'm English! Oh heck the nurse is putting rubber gloves on. There, that should work. It did but with no arms I had to summon help, «nurse can I please go to the loo?» It was at this point my wife decided that I was definitely in the right place, wiping children's bottoms is part of life but anything adult is totally unacceptable.

Meals I ordered on the overhead screen. Well I didn't. My wife or daughters did it for me. My family fed me lunch and supper, breakfast by the orderly on duty followed by a shower, absolutely no place for modesty being armless!

There was one more trip to the ground floor operating theatre to put a PICC line in to treat the blood infection from the bits of Tamborine Mountain that had been in my left arm. This is done with a local anaesthetic. What music do you like? I was asked, I hesitated, come on what music? So I confessed to being a Pink Floyd fan. Within 20 seconds the operating room reverberated to The Division Bell album, pretty neat? The line is put in with the help of x-ray. I could then be treated intravenously every few hours.

Back on the ward I tried to remember everyone's names, (good idea to be nice to nurses) except for one doctor that I simply addressed as My Ray of Sunshine, she was so kind.

Then the day came when they started to prep me for going home. Social workers, physiotherapy workers, all by the dozen, even home help if needed. It took an hour and a half to take out all the stitches and the skin graft on my left arm was apparently looking great; could have fooled me. It's a bit of a cliché but I've seen better looking road kill.

Then it was good bye to my doctors Quite emotional saying goodbye to those that restored me, The journey home was excellent, - still on those happy pills of course.

Now it's the TC's turn. It wasn't insured, except for the compulsory CTP. Hell, I only pop down to the local shops now and again, so I lodged a claim against the other driver. Yes I know, most accidents happen close to home, so maybe I'll rethink the insurance thing. Youi made the 'suggestion' that as I lacked any papers from when it first came into the country then it was perhaps illegally on the road! I rejected their first offer but after lodging a dispute claim Youi made an increased offer that I accepted and payment was swift.

Once back on the mountain I called in to see the Police, Fire Brigade and Ambulance guys. The latter are not allowed to receive gifts so I 'accidentally' left some wine behind after I had said my thank you's.

So what did happen? Not really sure but I know the two cars kissed, his offside to my nearside. Then I'm guessing that I rolled anticlockwise, remaining trapped inverted. Guys at the adjacent lookout lifted the car onto its nearside and extracted me and extinguished a small engine fire. The steering wheel did most of the rib damage and the left arm was caught under something. I know not what but my legs were fine and really surface damage to me was pretty mild compared to some crash victims. I was very lucky and Maddi's escape was a complete miracle!

Now for the rebuild, made easier with the wonderful response to Mark's post on Facebook's page for the MG Octagon Car Club. Good wishes and offers of help from around the world.

Andrew Fellowes



Note - Peter Kerr owned the supercharged TC described on pages 15 to 20 and displayed it at Noosa Classic every year for 10 years. Peter wishes Andrew well with the rebuild & his recovery.

LSIM - JULY 29

Well here I find myself doing another write up after I said I wouldn't. What a beautiful morning it was, and why this time of the year is our favourite time to get out into the countryside in the MG. We met at Schuster Park on the river being 16 cars in all. Peter Johnson welcomed us all and as always made a special mention to Bruce Corr, being our most senior member. He then thanked John T for organising the run.

I'm always impressed by the time and effort John T puts into organising these runs and this one was no different. We wound our way down to Murwillumbah, and had morning tea at Knox Park. On to Stokers Siding and back down Tweed Valley Way, up over the valley, which I must say was just beautiful and then back down to end up at the Cudgen Leagues Club for lunch. We were all so impressed with the reasonably priced and exceptionally delicious meal. You couldn't fault the way it was served up. Well done Cudgen Leagues Club we would recommend it to anyone.

Bruce Corr thanked John T for the day and we all heartedly agreed with him. A lovely day enjoyed by all.

For anyone who is shy about doing a write up what could be easier... so next time there is a request please have a go so it's not left to the usual few.

Marilyn Muirhead

TOUR DE KIWI 2020

If there are enough people interested in repeating our very successful 2008 tour, I will be looking at organising another.

One of the main attractions was Warbirds on Wanaka, but as this is held every second year (next is 2020) I can hold off until then.

If anyone is interested, please contact me with an expression of interest. 2020 is a long way off, for those looking for a once in a lifetime MG trip!

Costing?...well 2008 was in the region of \$9K per couple, including shipping of cars, but not airfares. I have been in touch with our previous travel agents, Southern World in NZ, and they are prepared to organise another brilliant itinerary.

Gary Lock 0435 901150



P - Midweek Run - October 10.

The run will start from the Coomera community Centre Abraham Road, Upper Coomera. 9am for a 9.30 start. BYO morning tea. Lunch at Tweed Heads cooked or fresh fish and chip run, \$15 per head. Orders will be taken at the morning start. As I will be away Bruce will lead the pack. Any inquiries to your host, Denis Thomas on 0401744667

P - LSIM Run - Sunday October 28

At this time, TBA

P - Midweek Run - Wednesday November 14

Meet at 7.30 am for brekky and a natter at Arthur Earle Park Nerang UBD 37 K1. Leave on Run at 9 am. BYO morning tea and lunch for the run down Lions Road. Your hosts are Jim and Liz Lutherborrow. No need for numbers.

P - Presentation/Christmas Lunch - November 18

See next page for details.

P - Christmas Midweek Run - December 12

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 Heads Golf Club as usual. Numbers are needed by the previous Friday to John Talbot on 0421 185 419 or email ejohntalbot6@gmail.com.

P - Midweek Run - January 9

TBA

P - LSIM Australia Day Run -January 26

TBA

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 of points by attendance at Gold Coast MG Car Club events.



Notice to all Members



Come One come All
to our Clubs Premiere
event.

Your Christmas Presentation Lunch is on again
at the Palmer Golf Resort, Ron Penhaligon
Way, Robina.

Date: 18th November 2018
Time: 12Noon for 12.30 start

This day is the great fun day for Club
members. Prizes, Raffles and loads of great
surprises.



Awards for our Concours/Pride of
Ownership Display Day.

Bookings essential, so contact Our Club
Secretary Marie Conway-Jones
to reserve your place.
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Email - marieconwayjones@gmail.com

The photos in the magazine have been contributed by Carole Cooke, Peter Kerr, Gary Lock, Murray Arundell, John Crighton, Andrew Fellows, Barry Grey, Richard Patterson, Graeme Davies and the Triple-M Register UK.

WHOOPING WITH JOY ON JOINING THE MG CAR CLUB!

Janine Prichard and Richard Patterson joined the Gold Coast MG Car Club right at the end of the financial year as they had heard fantastic reports about the club and also love MG cars.

“Richard had literally just retired and I suggested we joined the club to go on runs, meet some new people and to buy an MG. Richard has owned an MGB and other sports cars and he loves cars,” Janine told our magazine editor.



“I have to confess I looked at nearly every type of MG in the history of the MG vehicles before settling on the MGF. I had owned a maroon 1977 MGB for some years and I have also owned other sports cars. This time I wanted something a bit different. An automatic MGF with a rear engine and paddle shift transmission is a stretch from the mainstream MG cars and caught my eye. I managed to find a car which had only been in the one family since new and it had 37,000km on the clock. It was a great buy in terrific condition,” Richard Patterson added.

The 2001 MGF will be sporting the NSW number plate 01 MGF, which will see the club having both the Queensland and NSW cars carrying the 01 MGF plates. Members will need to look carefully at the MGF and TF cars on the next run to see who has the Queensland plated 01 MGF car!

The maroon MGF was originally purchased in Melbourne by a member of the Bowie family and has done runs along the Great Ocean Road, the Dandenongs and many other Victorian sight-seeing routes. The car was originally purchased by a son in the Bowie family who was solicitor. He moved to Singapore as a barrister and left the car behind for the family to enjoy.

In recent years it was brought up to Scarborough, north of Brisbane, by the family's matriarch who purchased the car from her son. She sadly parted with the car as she had only driven it about 4,000km in the last 5 years. The vehicle has not been in any accidents and apart from regular servicing has had no mechanical issues – fingers crossed on this one!

Janine and Richard are intending to participate in as many runs and events as possible as they love driving, touring and meeting new people. Janine will

continue to work as an Executive Assistant and Property Services Officer at Volunteering Gold Coast while Richard just retired from the same charity and community transport and volunteering organisation having worked there for 13 years as the CEO.

“Janine and I have already been to Tenterfield on a two day run, we have attended a Friday night dinner and guest speaking function and we have also been on the a week long run to Agnes Water and Bundaberg. We are absolutely delighted at how well the club is run and the great people and cars participating in the club. This is one of the best decisions we have ever made. If anyone had been sitting beside Janine when she was yelling and whooping with joy on the Tenterfield run you would know what I mean!” Richard Patterson commented with a big smile.



Cheers, Richard Patterson and Janine Prichard

TIME MACHINE CAR QUIZ

1. What was the nickname of the first MG built.
2. What was the mans name who created the first MG
3. What was the model designation of the last prewar OHC Midget
4. Name the coach builder who built the 1936 MG SA drophead coupe.
5. What was the first MG postwar model to be built.
6. The MG ZA was a: Roadster or Coupe or Sedan.
7. What model Magnette followed the ZA.
8. What was the model that followed the MG TF

Answers are somewhere else in the Time Machine.



RICK & MARY, AGNES AND ELVIS – A WEEK AWAY! AUGUST 29 – SEPTEMBER 5, 2018

PART 1

I'll start the article at the end of the trip away as this is where the secret of the Gold Coast MG Car Club really unfolds. My partner Janine turned to me as we were leaving Tin Can Bay at the end of the run and said, "I don't care how many cars you buy or how much you spend on MG's, joining the MG Car Club is the best thing we have ever done. I love this club and the people in it are amazing. We have both worked at high levels in volunteering and the quality of the work of the volunteers in this club are as good as volunteering can be!" At so many levels this sums up how good the recent trip away was for the 20 plus folk who had a great week of touring to Agnes Water in their MG's.

Back to the beginning of the trip! Folk left from the Tweed, the Gold Coast, around Brisbane and the Sunshine Coast to muster at Rick's Garage at Palmwoods for brunch. This set the tone for the week as it showcased Cheryl's great work in setting up the program for the week and the magnificent "run sheet" which Murray (and his colleagues) put together so brilliantly. For those who have not been to Rick's Garage it is just that – a garage with motorbikes and, of course, old cars. It has so much more as it has a terrific restaurant/café and a bar. It set the standard for the trip with the retro atmosphere and great environment for social connections between the members.

This stop also allowed Murray to mesmerise all of us with a program which included a summary of the week away, the itinerary for the week with points of interest for stops and finally, a run sheet which had to be seen to be believed. If there is another club in Australia which produces a run program better than the one Murray produced then I would love to see it. It looks like this:

Set your trip meter to zero. Distance readings summarised in both miles and kilometres. Approximate travel time listed for each segment of the journey. Then there was a column with the road directions – left, right and landmarks. As a driver and for Janine, as my navigator, it meant an argument free week on the road. I want to congratulate Murray, and anyone else who assisted him, in constructing a program and run sheet which made the trip such a joy.

Back to the adventures. Wednesday saw us pull over in Gympie for afternoon tea at SoMa SoMa. Another great chance to chat with the MG compatriots and with fantastic weather it gave us a chance to admire each other's cars in the Queensland sunshine. A terrific afternoon drive (is there anything else when you are in an MG?) saw the group arrive at the Carriers Arms Hotel Motel in Maryborough



where we enjoyed nice accommodation and good food, drink and most importantly company.

During the day Barry and Lorraine had unveiled

their lovely white MGA. Barry had been hard at it with a restoration and to his dismay and disappointment he had an issue with his breaks. The RACQ came to his assistance and a hire car was provided while his car went into “dry dock” to have some work on the brakes. Our first casualty!

Day two saw the “pod” of MG’s back on the road. (what do you call a bevy of MG’s – someone needs to let me know!) We had a terrific breakfast at “A Spoon Full of Sugar” near the port of Maryborough. No prizes for guessing that Maryborough is the home of Pamela Lyndon Travers who wrote Mary Poppins – the massive Walt Disney production which I must have seen 20 times when I was young, then with my kids and then my grandkids. I can even remember the words to most of the songs and if you want I can sing them for you perhaps not! On the singing front we couldn’t get the girls at the “Spoon Full of Sugar” to sing for us during breakfast. Beautiful park area in front of the port area and a gorgeous morning to greet us as we set out to drive through cane fields, past macadamia and avocado trees and lots of crops such as sweet potatoes.

I have to note that the park, the riverfront and the heritage buildings in Maryborough were a treat, especially for a guy who was once a GM of a museum. I also wanted to note the fantastic “touch” in the park where jackets, jumpers and scarves were attached to trees for the local homeless folk. It says a lot of the people of the city that the messages were “this jacket is a gift from the tree” or “this jumper is a gift from the light pole”. A lovely sentiment.



On the road again we travelled over hill and dale on roads made for MG’s. We arrived for a long lunch at the Commercial Hotel at Cordalba to find two gents were attending the bar and they were minus the cook who was supposed to cook our food. The best laid plans of mice and men fall short when this happens.



After a short break for a chat and a drink we headed to the South Kolan Hotel where the hotelier provided us with an improvised lunch of toasted sandwiches and chips. An “MG-er’s lunch” and a great opportunity to get to know the other club members as we sat on tables akin to a feast style for our dining.

Back on the bitumen again and we moved swiftly through the Wide Bay countryside. The cacophony of crackling exhausts was a joy on the road as we drove to the Agnes Water Holiday Park.



On arrival at the van park we provided each other with a guided tour of the various forms of accommodation which we were to enjoy over the next three nights. This included studio units, suites and “glamping” tents – all really lovely and importantly, all right alongside the beach. The Agnes Water beach provided a lovely vista as well as a terrific vehicle for walks for members for the duration of anything from 15 minutes to a two hour trek. Beautiful beach and great caravan park

For the evening we saddled up and headed off to the Agnes Water Tavern giving us a chance to mix with the locals and each other. Very enjoyable social interaction once again. Have to complement the tour organisers for their attention to detail. The provision of shuttle bus services at each evening venue was a terrific piece of logistics and meant we knew we could put our feet up at the end of each day of driving and, importantly, have a drink and not have to drive!





On the free Friday, Carole and Peter went to Gladstone and saw the Maritime Museum. Very enjoyable

Friday was a free day in Agnes Water / 1770 and the group all made choices about how they would spend their day – from an exploration on the beach, to a drive and lunch, or ensuring bookings were in place for the L.A.R.C. amphibious for Saturday. It was nice to have a “rest day” from driving and even more importantly it was another opportunity to catch up, chat with and enjoy the company of fellow MG owners over coffee, lunch or afternoon tea. This included pre-dinner cheese, nibbles, biscuits and did I say drinks?

Off to dinner on the courtesy bus to 1770 where we had a booking at the Tree Restaurant. Folk enjoyed some great company over food and drinks – again. It was also nice to note the staff were international backpackers who had fallen in love with this part of Australia and why wouldn't they – laid back, beautiful beaches and villages and weather. Plenty of discussions around the plans of various members of the group for the Saturday, especially for those of us who were preparing ourselves for the adventures on the amphibious craft known as the LARC.



Cook Memorial at 1770

Saturday's free day program had three variations – a day of relaxation in the van park, further solo exploration in our cars or the LARC beach trip. There were eight of the group who chose to take the LARC amphibious craft trip which will be covered by Barry, whose experience as a pilot gives him great insights into the adventures on the beach, the land, in the water and as a tourism experience – I think! Please look at Barry's travel diary (*page 32*) for this trip as many of us rated it as one of the best tour guiding efforts we have seen and one of the most interesting tourism adventures we have enjoyed.

Saturday evening we reassembled with the obligatory cheese, dips and drinks – this is part of the “must do” things an MG member enjoys to really be a part of the Club. The President, Peter Johnston, “makes us enjoy this fare” even if we don't want to and we all try to do the right thing and imbibe as Peter oversees us with his vast hospitality experience. He even “barracks” us as we eat, drink and make merry!

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Once again the courtesy bus transferred us to the Agnes Water Tavern where we exchanged our stories for the day. Those of us who had been on the LARC made every effort to make the rest of the group jealous about our day while those who had relaxed or had a drive shared their equally enjoyable stories. Did I say we enjoyed more good food, drink and company – yep! They keep on making us do this even when we think we have had enough!

Come Sunday morning the choice was clear, we either went to church or we were back on the road again. We didn't want the Agnes Water church to get hit by lightning so we were on the road again. This time we were heading back down south towards Bundaberg via Childers and cane fields, market gardens, gorgeous red and brown soil were in abundance. Made you want to sing "Great Southern Land."

Down memory lane for those who enjoyed the couple of hours at the cinema in Childers. The special screening of Elvis Presley showcased a viewing of the Elvis classic "Blue Hawaii". I don't know about other club members but I was at primary school and then high school when Elvis was really making his mark and I recall watching this film in the cinema in Geelong where the crowd clapped and stamped their feet so much you could not hear Elvis sing. This was not the case in Childers – thank goodness. Maybe we should have had an Elvis and Priscilla look-alike contest to go with film? John and Denise could well have taken the prize on this count with their dreamy good looks and their MGA black and red beast – got the "Elvis look" about it!!

Richard Patterson and Janine Pritchard.



Part 2 in the next TM.

While travelling from Maryborough to Agnes Water, we stopped at the Cordalba Hotel. It was supposed to be a lunch stop but we were early. Some did imbibe. Plenty of time for photos.



“LARC”ING ABOUT AT AGNES WATER

The trip away to Agnes Water included a day trip up the beach to the historic lighthouse at Bustard Head, around 25 km north of the town of 1770.

Richard and Janine Patterson, Denis and Anita Land, John Talbot, Jeanine Mortlock, Gary and Anita Lock, Annie and I, put our hands up to do the trip; but unfortunately, Gary took sick the night before and was, with Anita, non starters.



We travelled up to 1770 and just after 9 am were given a briefing then climbed aboard the LARC V amphibian. The LARC V (Lighter, Amphibious, Re-supply, Cargo V(5) tonne) was a former military amphibian built for the US military and used in Vietnam, as well as numerous other armies including Australia.

We moved off and down the launching ramp and into the water across the anchorage to the other side of the Round Hill Creek and off up the beach.

Our hosts were Macca (driver) and Sammy (tour guide/hostess extraordinaire) who was a mine of information regarding wild life and history of the area. After crossing several more creeks and sighting numerous birds, a large (unfortunately) dead turtle and a sea snake we arrived at the Camp on the beach near the lighthouse which was located further up the hill.



After morning tea we re-boarded the LARC and were transported up the hill to the Lighthouse complex. The views were magnificent. The station was automated in the 80's and the buildings (2 houses and several sheds) were abandoned to the elements and vandals for 16 years until a group of enthusiasts decided to restore them. The houses are now fully restored. The head keeper's house serves as a really interesting museum while the other house is used by the volunteers, who spend 4 weeks at a time as guides and caretakers of the museum and cemetery.

After returning to the camp for lunch we re-boarded and travelled up the inlet to a large sand hill where the boards came out. Annie and Richard were the only participants from our group to join in the sand-boarding; Richard had his board shorts on so did the full run down into the water, while Annie used her feet to stop prior to the waters edge. (She suspects disappointing many!)

The trip home was via the same route and Sammy continued to tell stories of the local history. We all agreed it was a great trip and good value. If you find yourself up there we can recommend it.

Answers to Quiz

1 Old Number One 2 Cecil Kimber 3 MG PB 4 Tickford 5 MG TC 6 Sedan



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HISTORY OF MG - PART 7 - BEFORE THE WAR

MG QA type Midget

MG built 8 of these two-seaters in 1934 with a 746cc supercharged OHC four-cylinder engine. A pre-selector four-speed gearbox with overload clutch was fitted.

Press comments: 'The car has lapped Brookland's at 111 mph and is capable of exceeding 120mph on the straight.' 'The wheelbase is considerably longer than that of the ordinary MG Midget.', 'develops its higher power output at an engine speed of 7300 rpm,' 'The chassis frame is of underslung design.' Later comments by some was that the top speed of 120 mph was too fast for the chassis. The QA sold for 550 pounds sterling.

Imports to Australia included the Murphy family QA 0256 who lived in my home town.

Comments were: Les Murphy drove the Q type very successfully in competition until he retired and his son Rod took over. It bears engine number 1259A & chassis prefix QA 0256. The tiny 746 cc powerplant is pushing out almost as much punch as the K engine of a year before. The cunningly contrived safety clutch was installed. This clutch is fitted to the flywheel in normal fashion but no foot pedal or other means of operation was provided. The design of the clutch was such that it slipped, when hot, at 1.25 times maximum engine torque and when multiplied by the bottom gear reduction ratio, was quite within the limits of the rear axle. In appearance the QA was extremely similar to the K3, however, differences were apparent in the braking system, the fuel tank mounting and electrics.

Hydraulic shock absorbers replaced the twin duplex friction type fitted to the K3 & the wheels were reduced in size to 18" running 4.75 tyres. The standard rear end gear, naturally straight cut, was 4.5:1 with an alternative 4.875 :1. Complete and ready for the track the MG tipped the scales at a shade over 13 cwt.

Bill Everett took the new MG out on the Brooklands mountain circuit and smashed the Class H times with a speed of 65 m.p.h. From here he collected several wins at Donnington and then back to Brooklands to break the standing kilo & mile records with speeds of 69.75 & 79.88 m.p.h. respectively. A few months later he returned again to Brooklands and raised the Mountain lap speed to 75.88 m.p.h. & the kilo and mile to 75.42 & 85.59 m.p.h. These figures are all the more remarkable when compared to the fact that the Q's Mountain speed was 3 m.p.h. faster than the 1100 c.c. record held by a K3 and the mile speed slightly bettered that of another specially built K3.



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Early in 1952 Les Murphy happened to be in in the Stone & Day garage in Melbourne and he sighted a small MG in a corner under the usual accumulation of junk found in large garages. He enquired and was told the MG was for sale so Les Murphy shortly afterwards owned a Q type MG.

The Murphy Q Type's early history has been lost over the years and the first report of it out here is in 1938 when it was imported, crated and unassembled by an unknown enthusiast in N.S.W. Before he had time to complete the car, this owner was killed while a member of the R.A.A.F. and at the end of the war it was sold, still boxed, to a Dr O' Day at a price of 100 pounds. The MG was assembled and driven by the doctor and then passed into the hands of Peter Vennermarke.

For unknown reasons it never achieved any great success and eventually it went to Stan Jones who, with K3 owner Otto Stone, competed with it at a number of hill climbs and road races.

Les himself was certainly no newcomer to competition. In 1927 he contested his first motor sport event in the shape of the COR fuel consumption run in an Austin 7. He then competed in an MG J2 at Phillip Island and then ran an MG P type in the Centenary 300 miler for 2nd place, followed by another 2nd in the ARDC 230 mile event. He won the 1935 AGP in the MGP driving the full 200 miles over dusty island roads and then repeated the victory in 1936 at Victor Harbour, with an average speed of 68.5 mph.

After purchasing the Q type, Les and Otto Stone stripped the engine to check the internals after 14 years of competition. The bores showed wear of 32 thou. so the block was rebored & sleeved back to the original 746 cc. The bottom end was not touched and after another 9 years of active racing still remains "as new." A magnificently finished Laystall crankshaft replaced the original and strong alloy con rods connect direct to the shaft with no bearings.

The Zoller blower has been replaced with a Rootes - Marshall, centrally mounted between the dumb irons ahead of the radiator & puffing a conservative 18 lb. as against the previous 28 lb. The compression ratio is 8:1 and the standard Wilson pre-selector box is retained and the final drive ratio is now 5.75:1 or optional 4.5:1. The brakes have been modified to hydraulics as Les found that the MG was designed for races of 100 duration but the Australian 200 mile events resulted in fade.

Results in the 1952 AGP placed the Q in 4th and the brakes failed completely at 100 miles & Les had to rely on down changes for slowing so the hydraulics were fitted very soon afterwards.

The scream of the Q engine at speed is something once heard, is never forgotten. It produces a truly "calico tearing" note. The engine still spins effortlessly to the recommended maximum of 7200 but on unthinking or hard-pressed occasions

it has passed the 8000 mark with no signs of distress - so much for M.G. engineering. The original version had the pressurised tank and required plenty of arm action from the pilot to keep up a full head of steam. Twin electrical pumps do away with the large hand blisters during a lengthy race. The fuel tank itself is mounted directly behind the driver with two large filler caps are topped off with quick filling lids.

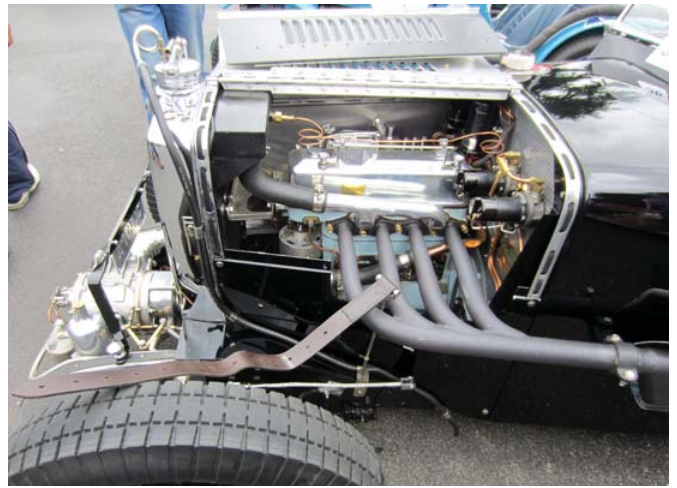
The cockpit is roomy by modern standards as a flash back to the days when travelling mechanics were part of the racing scene. The only instruments in front of the driver are the 8000 revs tachometer and the now redundant fuel pressure gauge. The other instruments are located on the centre section of the panel.

Bodywork is finished in dark red with the bonnet & supercharger cover remaining in polished alloy. The bonnet strap & four branch outside exhaust completes the picture of a genuine competition car & the overall look is striking.

The next owner of Q 0256 came to the Nationals with the MG on a trailer. The exhaust looked heated at the MG Nationals at Flemington Racecourse during the concours but the engine was not started up. A similar look was at the MG Nationals at Surfers racetrack until Otto looked at 256.

I have film of him bent over the front with the supercharger cover off. He soon waved his wand around the area until the engine fired. He drove it down a dusty side road and the owner accepted the price of having his MG running for the first time. I have never forgotten that day as Otto was invited to race K3 016 on the circuit.

Otto always impressed me. He handed back all of Stan Jones (father of Alan Jones, F1 champion) historical race trophies to Alan Jones in Queensland, as he was Stan Jones mechanic. Otto knocked on Alan's door and presented all his Dad's trophies. Alan was given a magic memory of his Dad.



*Q type at Bathurst for the Pre-War Rally
John Lackey driving the Q type*





*Taken from the
Triple-M Register
UK.*

*Top Right then
Left down the
page*

QA251, QA252,
QA253, QA254
QA255, QA 256
QA 257, QA 258



The Club Display was rained out, after weeks of dry weather. So Peter and I had our own concours. Of course our MGs won their class! Carole Cooke



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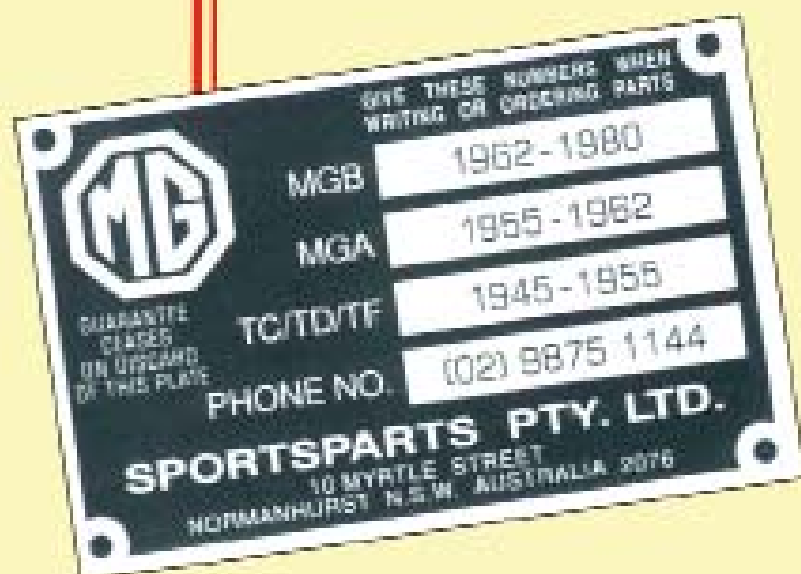


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