

THE TIME MACHINE

December 22 January 23



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of the Gold Coast MG
Car Club
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THE TIME MACHINE

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

Affiliated with the MG Car Club UK



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Other MGs - TBA

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

President's Report



Although the traffic getting to the Presentation Luncheon at the Southport Yacht Club was horrendous, especially if coming from the north past the Broadwater Parkland, all present considered the Yacht Club their preferred venue for next year's Presentation Luncheon.

Winners of 2022 Awards were:

President's Award – Allan Ross, for his work in organising the production and sale of the MGB 60 th Anniversary and Club metal grill badges. With over half of the MGB badges sold interstate, at a profit, the Club has made over \$1000 profit.

Roger Thompson Tray (for member(s) with the highest points) – Jim and Moya Haines

The Veoveden Trophy (for member(s) with the highest points whilst driving a pre MGA car) – Kerry Walker and Neil Godwin in their 1954 TF

Maintaining the Breed – Gary Lock

Concours Winners

Abingdon Motors Award (for Pre MGA cars) – Bill Fuller (1933 J3);

John Thornley Bowl (MGA, B, C & RV8 cars) – Rob Gibb (MGA)

Modern MG Award (post RV8 cars) – Sheila Roberts (MG HS AWD)

Overall Winner was Rob Gibb's MGA

Pride of Ownership winners

Pre MGA cars – Marlowe Vincent (MG TA)

MGA – Allan Ross

MGB / C / Midget – John Doyle (MGB)

Post MGB – Perry Collier (1999 MG F)

A full report with photos will be included in the next issue of The Time Machine.

The overnight Yamba mid week run organised by Denis Thomas was enjoyed by all who participated, even though we had to use the motorway for a lot of the driving due to damage to secondary roads caused by the numerous wet weather events in 2022 and councils being unable to keep up with repairs.

As mentioned in one of my weekly emails, the QLD Government has changed the SIV Concessional Vehicle usage Guidelines to allow vehicles on this registration to carry out testing in a 30km radius from where the vehicle is garaged.

As December and January are usually hot and wet, and most people have a larger number of activities than through the rest of the year, currently there are only one event in each month (a mid-week run with either a pub lunch or brunch). Keep an eye on the website calendar or my weekly emails, which will be distributed on alternate weeks over this period.

John Careless (Run co-ordinator) is looking for offers from members to organise a run (Mid-week, Coffee or Sunday run) in 2023.

Work on my Y Tourer engine is progressing, and I hope to have the XPAG engine back in the car by the time you read this. 18 months ago, I mentioned that a misshaped washer stopped the engine turning over. It was found on top of piston 3. The washer caused damage to the top of the piston.

Over the succeeding year the compression in that cylinder keep getting less, so the engine was pulled. Investigation found the piston ring grooves were compressed below the piston top damage (cause of stuck and broken rings) and a small hairline crack could be seen on the underside of the piston below the damage. Grooves have been widened by filing, new rings fitted and the damage and crack welded up.

Finally, if I do not see you at the LSIM MGTf Anniversary run on Sunday 27 November or the December Mid Week Christmas Lunch run, have a safe and enjoyable Christmas and New Year.

Yours in MGing
Stuart Duncan

Cover photos - The MGs from the Club that went to the All British Day display, September 18

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The photos in this TM have been contributed by Carole Cooke, John Careless, Shane Goodwin, Lesley and Stuart Duncan, Ian Rogers, Shez Letten and the Over the Top travellers, Geraldine and Wayne Hough, Gary Lock

The Trip Over the Top - Part 2

By Ross and Chez Letten

Day 13 24/05/2022 Barkly Homestead to Dunmarra Roadhouse 517 kms

This leg featured a slight diversion to Tennant Creek to find tyres for Red Car and Igloo. Red Car bought two new tyres and Igloo had an internal patch put on David's repair. Then straight up the Stuart Highway to Dunmurra Roadhouse. Basic but the food was exceptionally good. The road trains in the NT are enormous



The Large and the Small.

Day 14 to 15 25/05/2022 to 26/05/2022 Dunmarra Roadhouse to Mataranka Homestead 215 kms

Breakfast at Daly Waters Pub – an interesting quirky place with the highlights being Tim's junkyard (30 years of collecting junk), a WW2 hangar and airfield.

Tim in front of his Junkyard with Red Car, Blue B and RIP



Inside

Laurel left one of our "MG Over the Top 2022" badges on the Wall of Badges in the pub - if you are visiting there one day see if you can spot it!!

The wall of badges



The MG Badge

At Mataranka Homestead we enjoyed swimming in beautiful hot springs and witnessing a very talented whip cracker, Nathan Griggs, with four Guinness Book of Records awards to his name.



Mataranka Pools hot springs

Day 16 Mataranka Homestead to Darwin 424 kms

To Darwin via Litchfield National Park where we met up with a new member of the team, John Dawson, in his immaculate MGA (*Topless*) at

the Buley Rockhole – (Ann, John’s lovely partner couldn’t get away and joined us in Darwin a few days later). Had a beautiful swim in the rockhole.



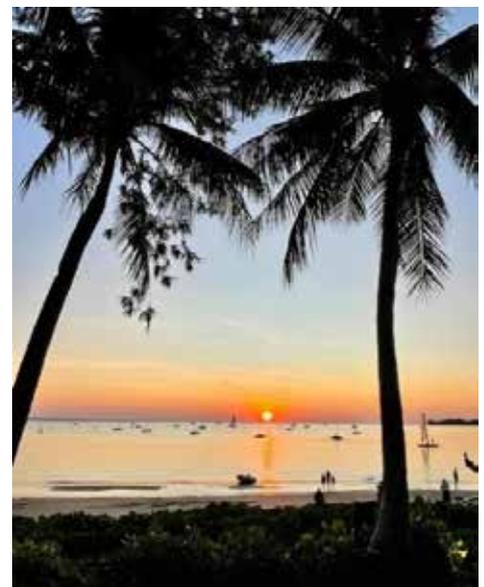
John and Ann’s immaculate MGA

Days 17 to 20 28/05/2022 to 31/05/2022 Welcome rest days in Darwin!

The sunset looking out over Fannie Bay from Darwin Sailing club was magnificent.

Sunset at Fannie Bay Darwin

Prior to our departure we had been given an introduction to the Darwin Motor Vehicle Enthusiasts Club <http://mvec.org.au> by Stuart Duncan, current president of Gold Coast MG Car Club and we were treated to a guided tour of an amazing collection of vehicles and equipment collected over many years.



They also had a hoist so RIP, Blue B and Red car were quick to take advantage of the servicing opportunity.



Some TLC for the much abused MGs ...

And in the evening we held a very silly Over The Top hat party to say goodbye to Jim and Carol who were returning home to the Gold Coast the following day.



Jim and Carol (Igloo)

Those leaves look suspicious?



But the day still wasn't over – when we arrived home to our airbnb a neighbour dropped in:



The Darwin Military Museum was truly excellent with graphic depictions of events on 19/02/1942 when 242 Japanese aircraft, in two separate raids, attacked Darwin's harbour and airfield. It was the first and the largest foreign attack ever mounted on Australia. The Japanese wanted to halt the Americans from using Darwin as a staging point for troops and equipment intended to slow the advance of the Japanese moving down through the islands to our north.



On the way to Darwin Aviation Museum

Despite some trepidation beforehand we hired some electric scooters to cruise around the city – great fun and no-one came to serious grief.

What could possibly go wrong?



A "MUST" visit to the 'Boys Sweet Shop' for a new alternator for Blue B



Attendance at the Mindil



Beach Market is obligatory for anyone visiting Darwin in order to enjoy the plethora of food stalls selling ethnic cuisine from around the world while watching the sun set over the Timor Sea.



Then on 31 May, Ann (Dawson) joined John and the rest of the team.

John, David, Julie, Ross, Laurel, Shez and Ann. (Where's Terry?)

Pretty MGs farewell Darwin.



Watch this space for the next exciting episode!

Who let the Dogs out !!

The August last Sunday of the month run was the Annual Doggy Run organised by Jim and Moya Haines. 13 cars assembled for the run on a perfect morning for open cars and dogs with the wind in their hair.

The meeting point was at The Hinterland Regional Park which provided a great enclosed dog park for our furry friends and catered for the two legged members of the group as well but most if not all the attention was on the dogs.

One MG even had a striped tail protruding from the boot but I am assured there was no dog inside. I did overhear one informed member mentioning it may have been a “tiger in the tank”.



After enjoying the space we gathered to receive our instructions and a gift for the dogs....a poop bag and a treat supplied by Moya.



Dogs secured safely in the vehicles we proceeded to our morning tea stop at Schuster Park. There was lots of doggy talk and another perfect spot for the dogs to play. This time no fences just a massive open area away from the public.

The next stop was lunch at Bert Swift Park at Nerang. More talk, and dog friendly areas to be enjoyed In all a very enjoyable day thanks to our organisers and I can say a big WOOF thanks from our four legged friends.

Denis T.



The Adventures of TC 8687 (a.k.a "Jezabel")

The following information relates to the history of MG TC 8687 when owned by Geraldine & Wayne Hough.

In 2006 we purchased the TC from MG Sales & Service in Adelaide. The owner and well-known MG enthusiast Bob Bazzica was selling the TC on consignment.

We were members of the MG Car Club of SA and soon were given information on part of the history of the TC. There were several years in the past where no information could be found.

EARLIEST HISTORY:

We found out that the TC originally started off in Western Australia in the mid 50's. The only previous owner we were able to contact was Colin Dines, a member of the TC Owners Club WA. Colin was keen on motor-sport and told us that it once competed in a support event at an Australian Grand Prix in WA. This is the only photo we have of it in action.

You can see from the photo that the original colour was Cream and the upholstery was Green.



At some stage in the late 50's the new owners decided to make a road trip to SA. Needless to say, that it did not end well. In those days the road from WA to SA was dirt. The TC broke down in Ceduna and was sold to the owner of the Shell Garage. Now the SA story begins.

THE SCHAPPEL CONNECTION:

In the MG SA enthusiasts' group, the Schapel family is well known for their involvement with MG's. The father, Lou and the two sons Bill and Bob got wind of the abandoned TC in Ceduna and were able to purchase it. Having a large collection of MG's and parts the TC was being restored for son Bill. This is when the colour was changed from Cream to Black with red upholstery. Before the car was able to be road registered Bill got married so exit the TC. From then on, the TC passed through a number of owners. None of the owners ever completed the car to a stage where it could be road registered, (why has been lost in the mists of time).

Because we owned Bill's "Old" car and we were all members of the MG Car Club we became great friends with Bill and Bob. For my sins I was President of the Car Club for 4 years with Geraldine as the Treasurer. At the time the Club was the second largest in the States (over 900 Members).

2006 ONWARDS

As I said earlier, we purchased the car in 2006. In the previous year we restored a 1960 MGA 1600 and went looking for another MG to play with. The TC was for sale on consignment with MG Sales & Service. The owner was Graham Sharley, an Adelaide businessman with a keen interest in Historic vehicles. He had purchased two TC's, his and hers. His wife's TC was road registered, but TC 8687 sat in his shed and was never completed to be road registered.

Finally, we had a TC. Because it had been left for so long all the brake rubbers had to be renewed as well as other components, but it was soon ready to be on the road. There was no hood or side curtains at the time of purchase. This is the first photo of when it was delivered home.



The TC always ran with 16inch rims, which were a factory option at the time. The rims together with the Datsun steering box meant that it was better behaved on the road. Over the years various parts needed to be fixed, these included a new radiator core and water pump. We eventually acquired a hood frame and side curtains. Geraldine had an industrial sewing machine so was able to make a hood. One of the major items that needed to be upgraded were the carbies. The pair that came with the car were very old and worn so we had a new set shipped from England.

THE FUN TIMES BEGIN

This photo shows us at Mt Lofty Botanic Gardens where Geraldine was a Garden Guide.

Our first time in a display was at the 2007 famous Bay to Birdwood event. It was a cold and damp day but still great fun. The older cars certainly attract much more interest. My flying jacket helped to keep out the cold.



THE LOBETHAL GRAND CARNIVAL 2008 & 2009

In 2008 Tony Parkinson, the owner of Penny Hill winery in McLaren Vale, hatched a plan to commemorate the 1939 Australian Grand Prix, which was held on the roads around the Historic Adelaide Hills town of Lobethal. The actual road circuit was still the same as in 1939. The event was held in both 2008 & 2009 and attracted entrants from all over the world. Two entrants that come to mind are Peter Giddings and Jon Shirely (former CEO of Microsoft). Peter and Jon brought their stunning 1934 Alfa Romeo P3's. Our TC was in great company.

The following photos show us in action. Both Geraldine and I had the opportunity to drive in the event.

Geraldine at the wheel.

There was a huge surprise at the Trophy Presentation when we won The Best Presented Car Trophy in Category 4.



For the Event in 2009 I decided to give the TC a more race look and replaced the full engine cover with red top covers and exposed sides. Looked like it went faster.



We entered various displays included at Ayres House in the center of Adelaide, Australia Day Parades in Adelaide and All British Day in the Adelaide Hills.

In the later years of our ownership, I ran the TC in a few Barossa Vintage Collingrove Hillclimbs. These runs were not all out racing up the Hill because by this stage both myself and the TC were getting too old to do anything silly.

The photo above shows myself and Alan Tomlinson in 2009. Alan was the winner of the 1939 Australian Grand Prix at Lobethal in an MG he developed himself. Alan attended Vintage Collingrove Hillclimb after the 2009 Lobethal Grand Carnival. Not bad for a 90-year-old who travelled from the USA to be the special guest at both events. I had Alan sign our engine cover.



The foregoing is a short history of our ownership of TC 8687. We sold the car to Richmonds, a prestige car dealership in Adelaide, and believe that it went to your area. We had a great time and participated in many great events but there comes a time when it is right to pass ownership to

a new enthusiast who will hopefully get as much enjoyment as we did.

Marlowe, you are the perfect owner and obviously appreciate and are having enjoyment being the owner of "Jezabel".

Just a quick note about Geraldine and myself. We have been married for over 50 years but still have a keen interest in motoring aspects. We used to travel to the UK and Europe since retiring in 2000, attending events such as the Goodwood Revival, a show like nothing else and all based around Historic Car Racing. Now the prospect of flying is no longer desirable.

We are heavily involved in Motorsport. Geraldine is a senior official and helps in the organization of local and national car rallies, both tarmac and dirt. I am a Motorsport Australia Accredited Photographer and attend race events both here and in Victoria. I think by now I am the oldest but can still give the young guys a run for their money.

Kind regards
Geraldine & Wayne

Jezabel, Stuart and Marlowe



**Cut off date for next magazine
10th January 23**

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

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

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

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

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

**National Australia Bank, BSB 084 852
Account Number 14-920-3252
Account Name Gold Coast MG Car Club Inc
Cheques to be made out to - Gold Coast MG Car Club Inc**

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

**GOLD COAST MG CAR CLUB INC
The Secretary,
P.O. Box 1018, SOUTHPORT, QLD, 4215
Email - goldcoastmgcarclub@gmail.com**

Membership at November 2022

Active & Family 268 Life 10 Honorary 5 TOTAL 283

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

MGCCQ All Chapter Meeting - Rockhampton 23/9 to 26/9

A small group of three cars attended the meeting in Rockhampton. Gary & Anita Lock (MGA), Jim & Moyra Haines (MG ZS), and Barry & Lorraine Bauman (Porsche Carrera).

The All Chapter get togethers are organised every couple of years, and this year the Capricorn Chapter offered to organise the event. The Sunshine Coast and Gold Coast MG Clubs were invited to attend. Over 60 MG's were in attendance.

We travelled to Rockhampton via Gympie and the inland route, staying overnight at Gayndah...mainly because we were advised of the roadworks etc. north of Gympie. The countryside via the inland route is quite spectacular, and the farmers are all enjoying the best year for many. Good crops, and plenty of feed for stock.

The MG Meeting was loosely based on the National Meeting format, but without all the hassles of CAMS requirements, etc! The local Capricorn Chapter did a fantastic job of organising the three day event, and congratulations go to them on this. Friday evening was registration and Noggin & Natter at the Rocky Leagues Club, Saturday was the Car Display at a local High School, and afternoon tour to Yeppoon. Sunday was the four different tourist runs to various points east and west of Rockhampton... what some amazing scenery they have there.

Sunday evening was the formal dinner and presentations. Yours truly came away with the trophy for Best Pre 1961 MG. Monday was the Farewell Breakfast, at the Leagues Club, and we all headed home..well some!..see next paragraph.

Although the MGA behaved impeccably (except for losing a wiper blade and receiving a windscreen crack), The Haines ZS decided that it needed a new O2 sensor in Rocky (and a few days wait in Rocky for Jim and Moya waiting on the part), and Barry's Porsche decided it had enough at Biloela on the way home..a gear box sensor of some sort sent messages saying do not drive any further, and locked the car in 6th gear!..The Porsche had a trip back to Brisbane on a flat bed.

Overall, a great weekend, and if the GCMGCC gets another invite to attend one of these events, jump at it. I know we will!

Gary Lock





Wanted. MGA or MGB to fill a container bound for the UK in March 2025.

At this stage, there are two MGA's heading for the 70th Anniversary Run in the UK/Ireland, and we need another. There will also be several MGA's from the MGCCV going on the trip, and if it was anything like the 2015 trip, you will bring back some fantastic memories.

It may seem like a long way off, but start thinking about it now.

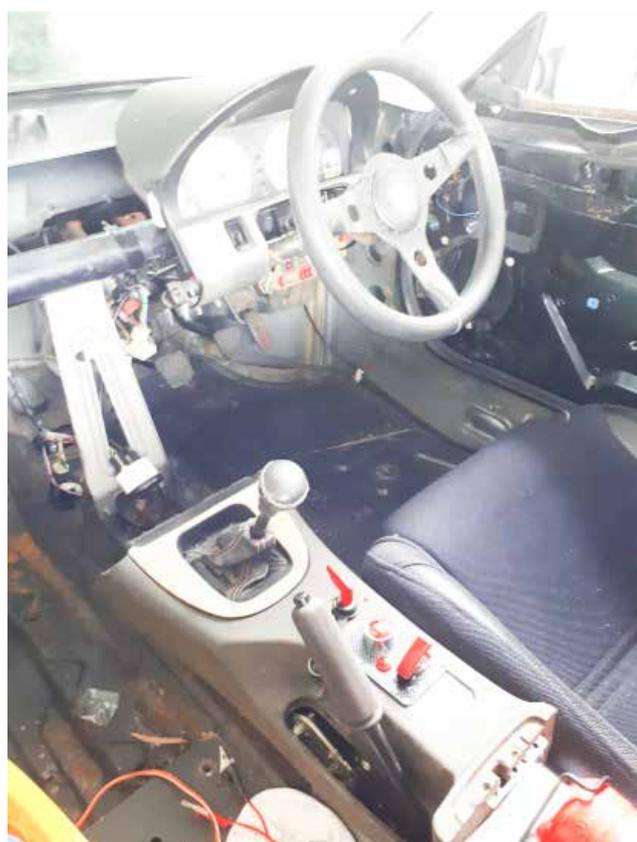
Contact Gary Lock 0435 901150 or email lock@winshop.com.au “

Project Resurrection #3

Well since the last report we have been a bit distracted with a couple of club projects including the MGF, donated to the club by the Baumans. This required sorting out the problems and sourcing the required parts. Maybe we will do a separate article in the future to give you more insight and details.

Nevertheless progress has been made on the Project, firstly one of our aims has always been lightness, the next thing was to remove the power steering which was not needed and in doing so saved 14kgs which is significant. To do this luck smiled on us, we found the steering column into the first universal was the same size and spline as the early MGB steering column which we just happened to have lying around and a 13 inch Mono-Lite style steering wheel to match. The B shaft had to be shortened and new bushes fitted, a good \$200 well spent and looks good as well.

The next challenge was with the complete steering column removed meant the ignition key and lock were no long available, they were not needed anyway, but for the key to start and to look more appropriate we sourced a (for racing only) start panel which has a missile switch for the ignition and a large push button for start, you may be able to see it in the photos. With the help of our friendly auto electrician the race



only unit was spliced into the MGFs wiring harness and when it was plugged in it started the car straight a way.

Other jobs carried out were the removal of the leaking heater pipes , the modification of the armature behind the front bumper to reduce weight and increase air flow through the radiator and while we were at it we removed the 2 nd fan from the radiator.

The seat is now fully fitted and adjustable and the wiring has been tidied up.

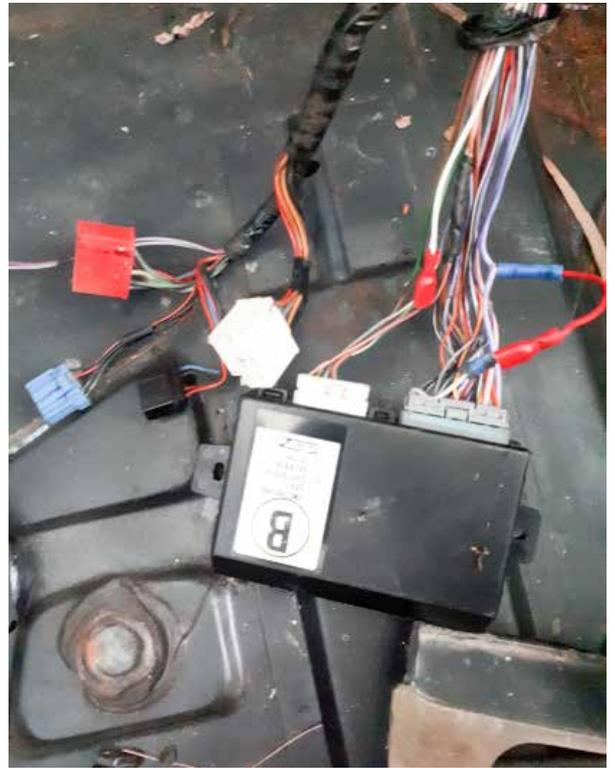
One of the pains we found was the immobilizer and having to push the buttons on the remote all the time.

This was solved by finding the way of bypassing the immobiliser system altogether and what a blessing. If you want to know how to do this just get in touch.

Next step is to overhaul the VVC motor with new timing belts , multi layer head gasket, and probably up-rated oil rail and up-rated head bolts, before we do the engine swap.

Hopefully we do not have to learn too many lessons along the way.

Ian Rogers & Gary Stevens
Project Resurrection.



Barry and Lorraine Bauman donated their damaged MGF to the Club. A couple of members collected the car and have determined what needs to be done to get the car repaired and roadworthy, with necessary parts costing around \$400. The Committee has agreed to the purchase of the parts. Upon the parts arriving, members will be invited to come along to the working bees / coffee get-togethers, and help to get the car back to a driveable state, plus have a chat.



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Coming Events (as at time of writing 10/11/22)

As this article is written three weeks prior to publication I rely on members contacting me in advance with details of 'their' run. More run details are advertised via Stuart's Monday night emails and Facebook as they become known. Stuart also lists runs on the club website calendar. Thank you to those who have contributed so far this year.

P- Midweek Run – Wednesday 14 December

Christmas Mid-Week Lunch Run starts 11.30am at the Clubrooms 238 Mudgeeraba Road, Mudgeeraba. Lunch at the Coomera Lodge Tavern 12.30pm. RSVP Stuart Duncan lesley_stuart@bigpond.com or Text 0405 404 745

P- Brunch Meet Up – Wednesday 11 January

This has become a bit of a tradition of late to start the year. Make your own way to the Historic River Mill, Beaudesert Nerang Road, Mount Nathan for either brunch or just a coffee starting around 10.00am. RSVP Stuart for numbers. Text 0405 402 745 lesley_stuart@bigpond.com

February 2023

Committee Meeting – Monday 6 February – Clubrooms 238 Mudgeeraba Road Mudgeeraba starts at 7.00pm. All members are welcome to attend.

P- 2023 MG National Meeting 7-11 April in Adelaide

For all documentation go to www.natmeet2023mgcc.com.au/

P - Points earned towards the Roger Thompson Tray. This is the founding President's Trophy and is awarded to the member that accumulates the maximum number of points by organising events / runs, attendance at Gold Coast MG Car Club events and for articles written for The Time Machine.



CHRISTMAS Mid-Week LUNCH RUN
14TH December
RUN Starts CLUBROOMS Mudgeeraba 11.30am
LUNCH FROM 12.30pm COOMERA Lodge
Tavern - MAJESLAND



RSVP Stuart Duncan ... lesley_stuart@bigpond.com
or text 0405 404 745 so numbers can be confirmed



2023 MG National Meeting 7-11 April

www.natmeet2023mgcc.com.au/





MG Centenary Rally Down Under 2023

Meet 22nd September- South East Queensland
Start 23rd September - 6 days of touring to arrive in
Canberra on the 28th September. Pre-War MGs join the
Pre-War Register of Australia 4 day event.
Saturday 30th September - Mass MG Display at the
Australian Museum.

Further information is available at:

<https://www.facebook.com/MG.Centenary.Rally>

The MG is a much loved and widely owned car in Australia, and the Centenary of the Marque needs an appropriate event to celebrate. The MG Centenary Down Under Rally is a National Hub Touring event over sealed roads with starting points in Brisbane, Sydney, Melbourne, Adelaide, and Canberra. Over six days, each route would cover some 2,500-3,000km touring SE Australia. The various routes would all combine to finish in Canberra.

Queensland entrants will meet at a start point close to the border on Friday 22nd September and depart on Saturday the 23rd September to arrive in Canberra on Thursday the 28th September.

The Pre-War M.G. Register of Australia are planning their Bi-annual gathering of Pre-War Models in Canberra – the hub rally would finish the day before the first day of the Pre-War Rally. This will allow the participation of some of the Pre-War Owners in the Hub Rally as organising crews on-route to Canberra and give the “post-war” M.G. Owners an interesting “after rally” event to witness/follow. A Mass Display of all cars will be held at the Australian Museum on Saturday the 30th September.

The event will be limited to 251 cars – 50 from each starting point (with one VIP entry to make the 251). This will keep numbers to a manageable level on each route and the finding of 30 rooms for accommodation in regional/rural towns achievable. Participants will book their own accommodation.

There will also be limits on model numbers (no more than 5 of each from each starting point), so we do not see 250 MGB's and no other M.G. models. The aim is to encourage the participation of a wide range of M.G. Models, from Pre-War, through T-Types, MGA's and MGB's through to the last of the British built MG's in 2005.

The routes from each starting point are yet to be finalised, but the aim is to use sealed “back roads” rather than the major highways. The event will not be cheap to run – 5 rally crews of 6 people as the major overhead (fuel/food) – so entry fees will be high, however it is a Centenary Event that is a one off & not be repeated for another 100 years.

The aim is to make the event affordable and good value for the average MG owner to participate. No special rally equipment will be required, however an accurate and working odometer (or smartphone app) will be essential to follow the prescribed route at the nominated timetable. Satellite Navigation and phone navigations apps will be permitted.

To register your interest go to the MG Centenary Rally Down Under 2023 Facebook: <https://www.facebook.com/MG.Centenary.Rally>

Scenic Mountain Run - Wednesday September 14

What a perfect morning, the sun was shining and no rain clouds about. On entering Arthur Earle Park at 9.30 am, I was thrilled to see so many MG people, more and more also arrived. By the time I delivered a few verbal directions, we had a total of 37 members and we were on our way at 10 am.

The Numinbah Valley was so perfect, fresh and green after all the rain we had, and good roads in Queensland. Our morning tea stop was a much loved park used by many day trippers approximately 30km from Nerang, clean amenities, rotunda and many picnic tables. A leisurely cuppa and catchup was had by all.

Our next destination was Murwillumbah about 30 kms over the border, through the cane fields, then into town and follow the signs to Uki, another 13kms, to our lunch destination, the Mount Warning Hotel, which I had booked, seating our group out on the verandah, perfect.

I received many thanks for organising such an enjoyable outing in our glorious hinterland.

Many thanks to all who attended.



Caren Sattler.





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Noggin & Natter - September 29



On what could only be described as a 'Perfect Spring Day' seventeen MGers met at the club rooms to participate in the Up Hill & Down Dale run, a prelude to the Noggin & Natter, organised by John and Kate Careless. All but three of the cars participating were MGBs, with the others being an MGA, a modern TF and Colleen Boyce's very modern SUV type.

After being given our run sheet and a breakdown of expected road conditions (having in mind the recent heavy rains) we set off through Mudgreeraba, then via the tried and true route to Tallebudgera Road, from which we turned in to Syndicate Road then Ducats Road. It was along these sections that fairly serious road damage was experienced, requiring extreme caution. Having left Ducats Road we turned in to Trees Road which was followed right to its end near the top of one of the hinterland's mountain ranges from where there were stunning views of the Gold Coast coastline from Coolangatta to Surfers Paradise. Being such a clear day the view was nothing short of magnificent.



We then turned back to the club rooms where our numbers swelled to twenty seven in 14 MGs in all. Tables and chairs had been set up in the pagoda, and John and Kate, ably assisted by Lindsey Stevens, prepared a 'sausage sizzle', accompanied by coleslaw for our lunch. As usual all things MG were discussed and some 'under the bonnet' viewing, and the raffle prizes drawn. I drew the first prize number with the winner receiving a 'loaf of bread'. That caused some mirth, but John quickly rectified the situation with the 'correct' prize.

Overall we had a very pleasant day and we must thank John and Kate Careless for their organisation of the run and the N&N.

Jim Lutherborrow



Two Tamborines Run - Wednesday October 12

The run started from Damian Leeding Memorial Park, next to Coomera Lake and near the Oxenford M1 exit, we were surprised how busy it was there but we all managed to find a park. The run was straight up the main roads to the morning tea stop at member Sue Kelman's beautiful house with amazing views to the Coast. Thank you Sue.

We then went down the mountain to the Bearded Dragon at Tamborine for lunch. A great day.

Carole



At Sue's lovely house



Jacaranda Run - LSIM October 30

Considering the weather that had been annoying everyone across the East Coast of Australia, our God of everything MGing shined down upon us some absolutely beautiful weather for the October LSIM Jacaranda Run.

Cheryl Robinson, our tour leader, had to re plan the route a couple of times due to flooding and road damage. We set out from Schuster's Park, Tallebudgera, and headed over the Tomewin Range for a quick Morning Tea stop at Budd Park. We met up with a few of our NSW members here, including newmembers Bruce & Annette Piper in their beautifully restored MGTF.



Daylight saving meant we were on a tight schedule to get to lunch.



A quick run down the Tweed Valley Way, then down Brunswick Valley Way, across to Mullumbimby and then onto, err, umm, not quite sure! We all got a little 'misplaced', but it didn't matter because the scenery was beautiful and sun was shining.



The management at the Eltham Pub had cleared an area right in front of the Pub for us to park. That was a good thing as the 'Pub was pumpin'. We met a young fella who had bought his MGB from a member a few years back. He saw the run was on so he came across to meet us.



The McNamara's stunning black V8 GT was quite the hit.



Personally, I have driven right past the turnoff to Eltham many, many, times but now I know we should turn in and stop for awhile. What a great little place! Thanks Cheryl for planning the run.

Jacarandas? Yes we saw a few as we travelled over the windy roads. A number of the farms had them in the house yard. Yes, that northern NSW is a pretty area.



John Careless

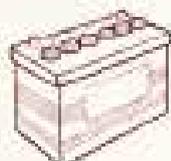


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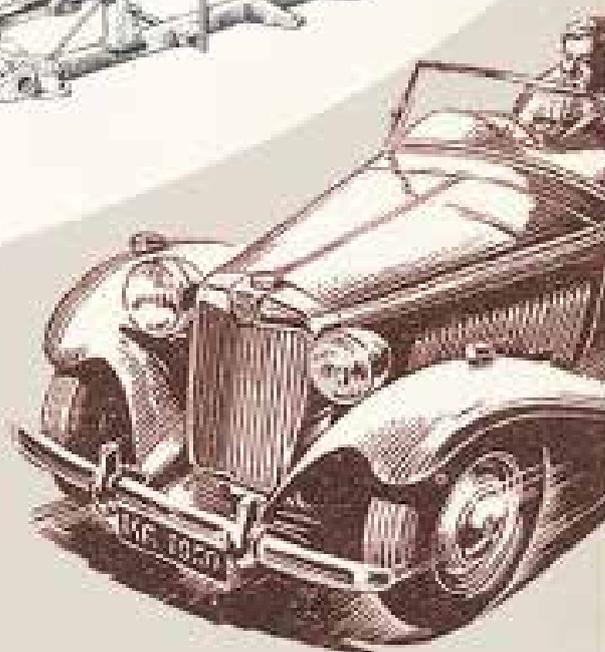
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Experience with PFT-000 problems as delivered: from new.

5th August 1968, I inspected the car on Dalgetty's wharf. I took the dry charged batteries to be filled and charged overnight. The Century Battery people did this for me free of charge.

6th Aug.68. I fitted the batteries and checked over the car, all seemed to be OK, try to start the car only a feeble attempt to run but it would not start. Remove plugs and take them to be cleaned as they were all black & oily, refit plugs and try a start. A few cylinders tried to fire but the engine would not run. Check SU's, 1 lifting pin lifted the piston the other didn't.

Check needle clearance to find the needle stuck against the jet, the car was driven 17 miles by the Odometer so the sea voyage may have affected the needle & jet, roughly centre the jet to allow the piston to lift. Engine started and ran rough for some time then settled down.

The car was driven to Registration [plate PFT-000 issued] then driven home to check the car properly.

I bolt protruding from the water gallery cover by 10 mm otherwise visual inspection was OK.

Problems during running in period.

The car had a noticeable rattle from the left front suspension, the local BMC Dealers Workshop tried several things without identifying the problem, after greasing the car was quiet for about 500 miles. Then the diff pinion started to leak, the BMC Workshop said this is not unusual when a car is shipped and the pinion seal would gradually settle down.

The car ran well for 1,000 miles. Then I drove Interstate to Victoria, on the way to Sydney there was a diff growl, on over run, the diff had lost all the oil, the pinion seal was not fitted correctly so oil leaked out of the pinion seal. I kept topping up the oil but the damage was done. Car taken to the Dealer for warranty service on return to Brisbane, the seal finally settled down [on inspection when the axle was removed the seal was at an angle never being fully inserted into the housing] but the crown wheel was damaged beyond further use. The Workshop ordered a new Crown wheel & pinion from the UK plus a full set of bearings. When the parts arrived a mechanic removed the axle, he never released the hand brake and belted the left hand brake drum with a hammer taking a big section of the drum rim off, then this skilled man dragged the diff with the spinner on to the specialist diff man [who did know what he was doing] badly scoring the spinner so the Workshop ordered a new brake drum and spinner, at their expense.

Once the C & P was fitted [took months to arrive] the car was as expected but this left me with a bad experience of BMC's and Abingdon's workmen with a total lack of quality control.

The fuel pump failed during warranty and continued to cause trouble for years [it was always hot and when dismantled the brass rollers were all brown and the inside of the case rusty] I suspected shorted turns in the coil as the points were badly pitted.

The BMC Workshop were sent replacement valve guides as the ones in the engine were incorrectly machined so the stem seals did not stay on the guides. The motor-ing Journos complained of plug fouling on the 'Road Test' car. I got the replacement guides and fitted them myself in 1970. The warranty was 12 months and this cost BMC a lot of profit on the car. After the warranty period I took over all maintenance myself, enough of the BMC Dealers Workshop for me.

Poor workmanship / carelessness over the years.

When attempting to find the suspension rattle during warranty the mechanics removed some shims from the rack and fitted a washer under the spring totally stuffing up the normal operation of the steering rack. Decades later when I eventually got a set of King Pin (Swivel Pin) bushes I got a very good machinist to ream them for me, he explained my rattle (from new) was because the bushes had been way over reamed with excessive clearance which is why greasing worked for a while. When I fitted Doug Smith's fast rack I reset the shims correctly.

The fuel pump [AUF 305] continued to fail regularly and I replaced it with a modern USA made motor inline pump.

I fitted the Hoyle IRS in 2009, after installation I connected the brake line to find I had a pool of brake fluid under each FORD calliper, I blocked off the brake line and removed the callipers which I took to BHSS an excellent company that had done my SS lining of cylinders.

They disassembled the callipers to find the callipers had been machined for a bush [hand brake pin] seals fitted but no bushes. They completely rebuilt the callipers [after zinc plating the casings] and gave them back to me covered by a 40,000 Km 24 month warranty. I contacted John Hoyle who passed on my invoice copy to "Brake Engineering" who supplied Hoyle with the rebuilt??? Callipers painted silver. Brake Engineering insisted they passed their TQC program and had been fully pressure tested. This was bullshit and a fight ensued where Brake Engineering refused to answer my emails, finally they refunded John the amount of my invoice and he transferred the money to my bank. What an incompetent arrogant mob Brake Engineering was. BHSS looked up their web site and commented, it's just a Big Shed, I said I though this fitted them by their arrogant manner.

17th Nov 2018 @ 142,946 Odometer miles [out by 14% with IRS installed]
IRS fitted 16th Aug 2009 @ 116,882 miles

IRS failure on mid-week run. Careless assembly of the left hand half shaft resulted in complete failure due to the loose Cap Screws finally coming out of the diff flange. I had noticed a clunk on previous runs but could not identify where it came from, that CV joint is above the dual exhaust pipes so was not visible on inspection.

With the half shaft on my bench after I cleaned it up was a pencilled circle with a cross in it. The assembler must have run out of Loctite but he never completed the job. I was able to unscrew a broken end of one cap screw out of the diff flange with oily fingers so no Loctite was applied and the 6 cap screws were never torqued up. No worries mate, it is going to Australia who cares.

I do not wonder why my last 3 cars are made by BMW in Germany. My 'Shopping Car' the superb M235i Coupe made in Leipzig is by far the best car I have been in or owned, with COVID-19 and our never ending rain the car hardly gets any use now.

Summing up:

British assembly and complete careless attitudes have put me off anything made in England again, My TV Broadcasting years with Marconi TV equipment was exactly the same, totally unreliable rubbish due to poor [over] design and component quality.

Bruce Ibbotson



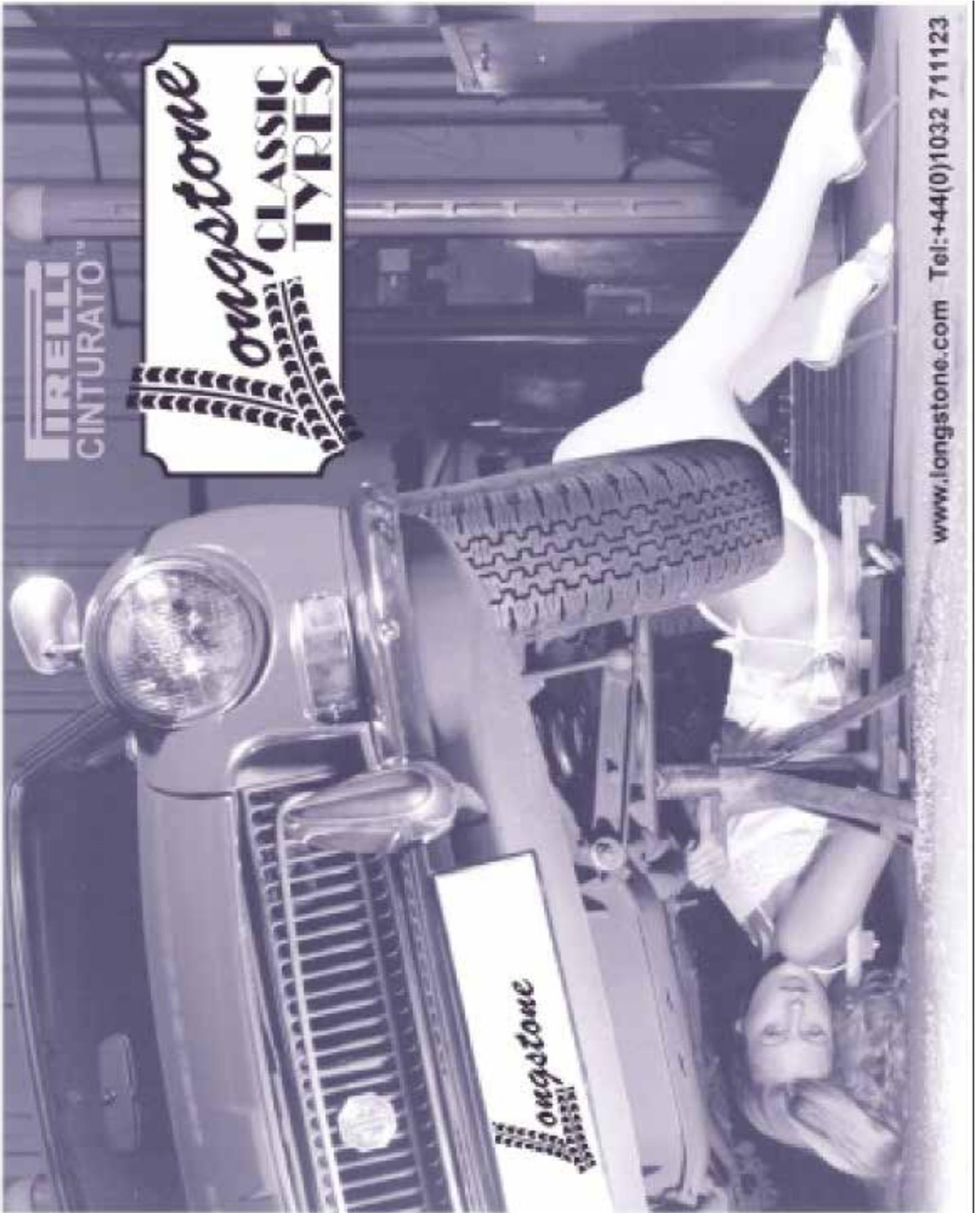
New Members

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

New members and 'old members', we would love to hear your stories of how you came to have an MG.

Peter Allan - Nambucca Heads - '72B





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MGF News - Advisory note

Replacement Tyres for MGF & MGTF

Recently the club has been fielding Member enquires about where to source the “correct” replacement tyres for their MGF or MGTF (at price that won’t break the bank).

Much has been written over the years about the ‘right’ or ‘best’ tyres for the mid-engined MGF and MGTF, especially after Goodyear discontinued the OEM fitment tyre, the Eagle F1 (and it’s successor the F1 - GS D3), and the Bridgestone S-02 became unavailable. These tyres were all excellent “high performance” tyres and ideally suited to these mid-engined cars but they were not cheap.

The Issue

Most would agree that the choice of tyre, sizing and tyre pressure affect the ride and handling of these vehicles more than most. This discussion is not aimed at comparing the merits of each competing brand of potential replacement tyre – it is focussed on locally available and suitable substitute tyres and alternative sizing, given that MG Motor currently recommends brands and sizing that are not always readily available.

And this note assumes that most of our members are not necessarily trying to source a high performance tyre as a replacement.

So, this discussion is primarily aimed at providing some insights and size/brand alternatives. Hopefully it will generate some feedback of recent member experience and preferences, so as to build up the Club’s knowledge base.

Starting Point

In Australia all MGTF’s originally came with 16” rims and the MGF’s (other than a few exceptions) came with 15” rims.

In Australia the TF’s (and MGF Trophy) were shod with following tyres sizes as OEM fitment:

Front	195/45 R16
Rear	215/40 R16

And the MGF with:

Front	185/55 R15
Rear	205/50 R15

Many MGF’s today are happily running around with 195/50 R15s on each corner without a problem. (If you don’t agree they are any good, please let us have your feedback.) However, obtaining new tyres in the recommended sizes and brands for the MG TF is being increasingly a challenge on the Gold Coast and presumably around Australia. So, this discussion mainly focuses on both alternative sizes and brands of tyres.

Following an extensive survey, Rob Bell from the UK Club has compiled the following helpful comparison of OEM sizes and the alternatives being used over there:

	Front	Rear
15" wheel styles	185/55* or 195/50	195/50 or 205/50*
16" wheel styles	195/45**, 205/45 or 215/40*	205/45 or 215/40*
Pressures (MG recommended):	1.8 bar (26 psi)	2.0 bar (28 psi)

* = Standard tyre size for wheel rim,

** = Standard on front wheels of Trophy 160 and all MGTF

The Club would like to hear from any Member with an MGF about either their experiences of the availability of replacement OEM 15" size tyres on the Gold Coast and/or the performance of the alternative 195/50R15s (or any other alternative size replacement tyre).

Recently, on the advice of two local tyre suppliers, two Members have separately fitted the following 16" combinations to their MG TFs:

Front 185/55R 16

Rear 205/50R 16

Front 195/45 R16

Rear 205/45 R16

Early reports are that both combinations have produced satisfactory ride and handling. We will keep monitoring their experiences and would like Member feedback on these tyres or any other substitutes or combinations they have tried.

If you have had a different replacement size or brand fitted to your MGF or MGTF please let the Club know, together with your appraisal of their performance.

Some quick observations of the above alternatives for the 16" size shows that there will be some consequential speedo error to keep in mind. You will be going a few KMs faster than your speedo reading, depending on tyre pressures and how much speedo error was deliberately built into your vehicle by MG Rover! Not a major issue but something to keep in mind when passing the speed cameras! For the technical minded, there are some notes on each substitute tyre at the end of the discussion

Tyre Brands

Finally, a word about brands. The original Goodyear Eagles F1s and subsequent D3s are out of production. They were undoubtedly a performance tyre. The two currently "available" MG Motor approved tyres are similarly performance tyres. They are:

^ Toyo Proxes T1R

^ Falken ZEIX ZE914

^ Falken ZEIX ZE310 (highly regarded but limited worldwide stock and now superseded ed by ZE914)

A recent trawl of some well know suppliers in both Queensland and NSW failed to locate any stock in these sizes.

The suppliers were also reluctant to commit as to when they would again have availability. Hopefully it is months rather than years away. If you know of any supply of Toyos or Falkens please let the Club know.

195/45 R16 and 205/45 R16 tyres are readily available from a few manufacturers, as are the other alternatives listed above. These include Kumo (Marshall) and Hankook. They are also reasonably priced at around \$145-165 a corner. Please advise if you are aware of other manufacturers with available stock in these sizes. For example, the Yokohama A539 or Bridgestone S-03 or RE720.

Technical Observations

Altered speedo reading is slight and should NOT be a cause of alarm, but it is interesting and needs to be kept in mind.

+ Alternative front 185/55R16

205 diameter is 28mm or 4.8% larger, width is 10mm -5.1% smaller, circumference is 87.96mm 4.8% longer, sidewall height is 14mm 16% taller.

Speedo reading if used on the rear is around 4.6 % lower than actual speed.

+ Alternative rear 205/45R16

205 diameter is 12.5mm or 0.49 inch 2.2% larger, width is 10mm 4.7% smaller, circumference is 49.27mm 2.2% longer, sidewall height is 6.25mm 7.3% taller.

Speedo reading is around 2.2% lower than actual speed.

+ Alternative rear 205/50R16

215/40 vs 205/50 diameter is 33mm 5.7% larger, circumference is 103.67mm 5.7% longer, side wall height is 16.5mm 19.2% taller.

Speedo reading is around 5.4 % lower than actual speed

Supplied by Shane Goodwin

What's in a name? MGF, TF or Midget

This year the Club celebrated the 20th anniversary of the release of MG TF with a commemorative run. And MG Midgets of all eras were invited to share the limelight.

As we know the MGTF is progeny of MGF released in 1995. The TF was visually similar to the F and styling changes were subtle. But under the skin the re-engineering of the F into the TF was profound enough to justify the TF being designated a new model. It was never going to be a Mk III version of the F.

The use of the TF moniker was controversial at the time because it was the same as the last of the venerable T Type Midgets of the 1940s and 50s. As many members will recall, the reuse of the TF name on a modern MG was not universally well received by the wider MG family. Not surprising given the absolute uproar and criticism directed at the MGRover board of directors and management when the TF was released. They closed ranks and to a person have always stuck by the single rehearsed statement ("that it was obvious"). Too little too late for McGovern who left the company soon after, went on to much greater things and now heads design at Jaguar Land Rover.

So why was it called MGTF and not say the MG G or MG H. Before we can get some insight into that we first need to explore the naming of the F.

Many years after the success of the critically acclaimed F, Gerry McGovern, head of the MG design team at the time, was interviewed by the press and gave a couple of clues. When directly asked about the inspiration for the new MG sports car, he responded that the design essence for the reborn car was simple. He was asked to design the “modern interpretation of the an MG sports car using the MG Midgets for inspiration ” and using as far as possible components from the MGRover parts bin.

Much as been written about the gestation in 1984 of the MGF project, it’s evolution from the acclaimed MG EX-E concept car, the three alternative competitive designs and how ultimately the use of the two MG Metro subframes, hydragas suspension, the K series engine, and how the design evolved into the final production MGF.

So why was the new car not called a Midget on release. Was it ever considered. We will never know for sure. Speculation is that the MGRover marketing department persuaded John Towers (head of new products) and/or the Board not to do so.

MGRover had always planned to produce a LHD version of the car for the USA and Canada markets, if it proved a success in RHD markets. Maybe it was thought that the Midget name might not conjure up visions of a ‘wind in hair barebones sports car’ in modern America. In any event, by the time the design was finalised, it was significantly bigger than a Midget and Lotus Elan.

The principal competition was always the extremely successful re-imagining of the MGB, the Mazda MX5 together with the Lotus Elise, Honda S2000, Audi TT and BMW Z3. So perhaps it was inevitable that the new car became the F.

But why was the TF not the G or The H? There are a couple of theories. Perhaps it was an attempt to draw a link to the widely successful MGF Trophy and the race series of that name? Another theory is that the visual similarity of the old and new models and the sales success of the F was good reason to retain a clear linkage. But why ‘T’ as well. And if that reasoning was the driver, then new car should have been the MG FT rather than the TF.

Perhaps the best clue comes from McGovern himself (and a number of journalists since, when interviewing former MG Rover Executives of that era). When so asked, the consistent reply is that the TF designation “was obvious” without further elaboration! Given the design inspiration for the F, it seems to me that the ‘TF’ designation was a deliberate attempt to link the modern car to the classic TF Midget. I can imagine the marketing gurus patting themselves on the Board back after coming up with that! And if MGRover has survived, then perhaps that name would have been very appropriate for North America.

What do you reckon?

Shane Goodwin

For Sale -1977 MGB - rubber bumper model. Has steel bumper. Restoration started, just requires bumper brackets to complete. Body is rust free. Has Electric overdrive. 95% of parts there to finish Motor hasn't been started in a number of years, however was a runner when pulled apart. Would suit someone wanting a restoration project.

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David K. Design 2012

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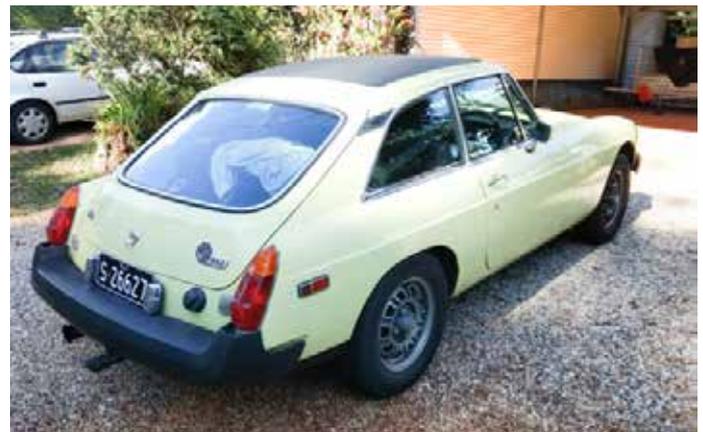


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For Sale: - Number plates - MGTF 1 - Brand new as Peter was unable to use them. Silver on black. Contact Paula Kerr (Executor) on 0418 784 504. \$2,500 (PPQ price)

For Sale :: MG GT 1978 Sebring Replica Fully road registered 1000Kms usage

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Wheels & Tyres: Front Superlite 8 x 17 with 235-45 R17 Hankook Ventus RS 4
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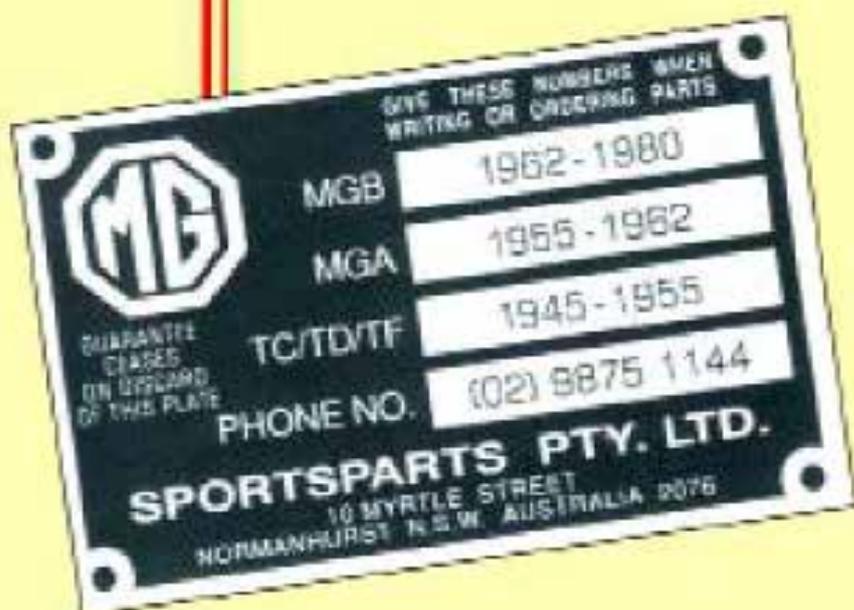
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