

# THE TIME MACHINE

## April May 25

MGs at Breakfast  
with the Cars  
run to the Gold  
Coast Motor  
Museum,  
January 25



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# THE TIME MACHINE

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



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

# President's Report

Firstly I hope all our members and their families weathered ex cyclone Alfred without too much damage or discomfort. It was certainly a bit stressful.



Event wise, this year has started well with only a couple of cancellations due to the weather. John Boyce and the respective run organisers have already allocated new dates for these events and they are on the website.

The Shed mornings are well attended and the new Shed Subcommittee is working on the approvals and design of what we hope will be a great improvement over what we have now.

On the downside, the property at Gilston has suffered 3 break in attempts since Christmas. Fortunately not too much was lost, just some tools, a couple of jacks and the tie down straps for the trailer. Oh, and 3 sets of padlocks.

We have met with the Council and the other lessees to address the problem and the local councillor is promising assistance with camera and light costs. The Council have also increased their security patrols and a new time frame for gates to be locked and unlocked.

We are arranging for professional advice on what security systems or devices are available.

A great effort was made by members to help Madeleine Weenink, one of our Life Members, who has decided to move back to Melbourne to be near family, to clear out Neil's garage and workshop. The tools, shelves, parts and equipment which were donated to the Club were well received, but put our storage space under pressure.

Before Madeleine does her final departure the Committee will organize a farewell function at the clubrooms, so stay tuned.

While we are on donations, there does not seem to be any shortage! We have already collected a water damaged MGF from Woodburn which is mentioned in the Shed report and now need to retrieve a donor MGF from a past member in Tenterfield. Hurry up new shed, we have run out of room!

***Ian Rogers President.***

Regalia is available at the Shed each first and third Saturday, after morning tea

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## New Members

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

Walter and Knight - Casino - Classic TF

The photos in The Time Machine have been supplied by Carole Cooke, John Careless, Shane Goodwin, Les Wake, Stuart Duncan, Roger Duckworth, Graham Cogzell, Sue Craig



# Breakfast Run - January 25

The Breakfast with the Cars outing was at Stanleys Barn Restaurant and Gold Coast Motor Museum and it was a great success.

Attendance numbers were 34 members and 2 visitors who arrived in 13 MGs and 5 moderns.

The older T model MGs were well represented with 5 vehicles out of the 13. Thank you to their proud owners for this strong display. The run was on Saturday, with an early start to avoid the crowds of Australia Day Sunday and miss the January heat.

Stanleys Barn proved to be the right venue as they offer safe parking close to the restaurant entrance. The Barn has a rustic decor with an automotive theme. There is a Stanley Steamer on display in one corner. The food quality and table service was first rate, with food delivery being extremely fast, showing their ability to cater for large numbers.



After breakfast some members took the opportunity to view the Motor Museum, all said they enjoyed the experience.

The Museum had a Red MGB displayed at their entrance to celebrate our visit, a nice touch.

**John Boyce**







*Could Graham be taking the motto "Maintaining the Breed" to the extreme?*

*His Great Grandson, Walter, is excited to be behind the wheel of the B!*



# John Talbot Run - February 26

The John Talbot Memorial Run was held by the Gold Coast Antique Auto Club on Wednesday 26/2/2025 . The route is a carbon copy of the last outing planned by John. As our MG Club had a close association with John Talbot we were invited to celebrate this event.

The day started at the GCAAC Mudgeeraba Club rooms, with a good turnout of 33 adventurers in a vast array of older sedans, coupes, sports cars. The Gold Coast MG Car Club had 10 members in 3 MGs and 3 moderns.

We left at 9.15 am under mild sunny sky and drove to Bochow Park for morning tea, an easy relaxing motor, until a few klms from morning tea, when a blue dual cab ute decided to overtake the entire caravan of cars instantly, over double lines, around blind corners. Our saving grace was the arrival at Bochow Park where the turning of the caravan into the park allowed blue ute maniac to pass around and hopefully head on safely.



On to Uki for lunch, a pleasant drive due to light traffic and good roads. NSW are finally on a spending spree to repair the flood damaged roads around Murwillumbah, which is about time. We will all be polishing off bitumen next week.

The Uki pub offered plenty of parking, (need to proceed slowly over gutter to reduce bumper scrape) good food and great company. Overall a nice day full of memories, Thank you GCAAC.



**John Boyce**

# Midweek Run - February 12

Nerang to Mount Warning Hotel, Uki run.

Which became : Nerang to Tyalgum Hotel

It was a 9.00am start from Arthur Earle Park in Nerang, with sixteen cars in the fleet including three non MGs.

Departing on the dot we headed off on the Nerang - Murwillumbah Road, heading for morning tea at Bochow Park.. A pleasant drive with minimal traffic except for a very large slow mobile crane, which seemed to use one and a half lanes of the two lane road. To the driver's credit he did his best to keep left where possible and let the cars past. The weather was perfect and the morning tea stop gave everyone a chance for a chat and refreshments.

Following morning tea the cars all headed off towards Uki. The road, passing through the pretty Numinbah Valley, was very enjoyable and the roads were in much better condition than we had expected. Everything was still going well with a turn at Chillingham and Tyalgum. We were now on the last stretch to Uki but it was not to be.

First, a long stop for a set of roadworks, and not much further on another stop with the MG fleet lined up on side of the road. "What's happening" everyone asked, "Not sure" was the reply. Then the message came down the line "Road closed ahead due to an accident, no way through to Uki except a dirt back road".

Les Wake, who did a great job in organising the run made a few quick calls and had everything reorganised in no time. "We're going back to the tavern in Tyalgum" came the message. So an about turn back through the roadworks, and on to Tyalgum.

The Tyalgum Hotel was no doubt more than pleased to have thirty lunch customers on a Wednesday, with big thirsts (passengers only of course) and big appetites. Driving an MG will do that for you. The lunch was excellent and enjoyed by all.



I understand that the Mount Warning Hotel in Uki have been assured that the Club will be there sometime in the future.

As a postscript to this report, I regret that we don't have many photos and I would like to offer a word of WARNING! .....I am writing this report because I was informed by the inscrutable Jim Haines at the end of the run, (and who am I to doubt the truth of this) that the run report is the responsibility of the last one to arrive at the starting point.....Is this true?

***Roger Duckworth***



*At the Tyalgum Hotel*





# Combined MG Run – February 23

We converged from far and wide for the Combined Club run meeting at Cormorant Bay on the Wivenhoe Dam for morning tea. The MG Car Club Queensland and Darling Downs Chapter and the Gold Coast MG Car Club came together, with 26 MGs of varying types and the remainder 'town cars'. In all we had 50 people!!

Thankfully the weather stayed fine so many were able to enjoy driving with their tops down. It was lovely to see some older cars too, especially Tony Slattery in his MG YA Saloon and Brendon Dyer in his 1954 MG TF.



After a good chin wag and catching up with old friends whilst meeting new ones, we set off after morning tea to enjoy country roads travelling towards Esk on the way to Gatton.

Lunch was scheduled at the Apex. Many sensible people pre-booked their meals, so service was fast and the noise levels increased as 50 people enjoyed the convivial atmosphere.

A big thank you to Ken Shead for organising the run and all the participants for travelling such long distances. Many appreciative toots and waves were noted along the way from happy drivers.

**Sue Craig**





*Meeting at Lake Wivenhoe*

## MY MG Story

I'm supposed to be writing about the MGA restoration, but thought after my last discussion with Carole, where we spoke about the first car we ever drove - mine being my Uncle's 1938 Triumph Dolomite Saloon. I was about 12 at the time.

I thought I would start my MG story at the beginning which was in 2005. Previously I had been a Land Rover/Range Rover driver...

Back in 2005 I was very keen to get an MGTF after reading and seeing them on the road. I did have somebody I knew at MG that used to work for me at JRA many moons ago.

I contacted him about buying a new one but then decided, after checking them out, that I'd get a used low mileage one which at the time seemed the best option..

I decided on the MGTF 135 as the model I preferred and ended up buying a 2003 Oslo Blue MGTF135, which is a Range Rover Colour.

This was a fabulous little car which I brought back to Australia when I returned in 2008. When I bought the car it had its original wheels which were smaller.



*The car before I upgraded it at Silverstone*



*Pauline by the car in London*



While at Silverstone I had it upgraded on site

New Wheels - Alloy Roll Hoops - Bilstein Shocks all round and Stainless steel Exhaust.

*After upgrade driving into Silverstone*

### MGA

However, between 2005 and 2008 I had some heart issues. One day I was sitting in the Doctor's waiting room reading a magazine and read a story about this Red MGA.



It made me want one of those then, really in preference to the MGTF, even though I ended up keeping the TF for about 15 years. Having the heart issue made me more determined to get one.

So I bought the green MGA below which I kept at my friend's place in Wicklow.



*Getting cleaned before shipment to Australia 2009.*

*Left - Wicklow      Above - Southampton*



I did, at the time of shipping, also purchase a 5 speed Sierra gearbox from Peter Gamble Hi Gear.

When the car arrived in Australia and it was inspected I didn't need to get it steamed cleaned. They said it's the cleanest car they have inspected.

This is now 2009 and I had previously been in touch with Gary Lock who was most helpful about many things, including coming with me to collect the car from Customs. Then, after dragging it from the container, I found the rear brakes had seized during the shipment. All fixed with the help of Dan Casey.

I have have used it regularly in the past on many drives. This includes The Great Train Race to Goondiwindi. (Right)

The car has maintained a very nice patina after now owning it for 17 years... Drives very well. Don't touch anything if it's running well! On The Great Train Race the original fuel pump failed and fortunately I had a new one in the boot. The car is very familiar to most members..





After I had purchased the green MGA, my friend Graeme had a large shed being a bespoke home timber manufacturer. He had sheds with timber and machinery. In one of those sheds he had a couple cars including an MGA.

During 2010, which was well after I had returned to Australia, I spoke to him about the MGA in his shed. This was really on a whim as I know nothing about restoring cars and an absolutely big jump to go down that path at the age I was.



But I spoke to Pauline and I decided to make an offer. Graeme my friend was saying to me that Bob West wanted it...



OK but it was still in Wicklow, so we did a deal.

Can you hold it for me now till I come back over and get it...

Yes fine, no problem....

Did I make the right decision or not...

At the time I thought maybe I was picking off more than I can chew. No engine, gearbox broken, no dash, no seats but basically a good straight car as I saw it, with no rust.



I thought, well take my time, do not hurry I've got the other car. Nothing is impossible

I did not think about the time it would take, I said to myself "The Die Has Been Cast"

OK Graeme, can you hold it in your shed and I'll arrange to come back next year and pick it up...

That was then going to be the year 2011.



To Be Continued.

Rebuild and on the Road

**Gerry C**



## Lucas Electrical Codes

### PRIMARY CIRCUITS:

- BROWN (N)** = Always Hot, NOT Fused  
BATTERY to STARTER to AMMETER & VOLTAGE REGULATOR
- PURPLE (P)** = Always Hot, Fused  
HORN CIRCUIT
- WHITE (W)** = HOT with Ignition On, NOT fused  
IGNITION, FUEL PUMP, STARTER SOLENOID
- GREEN (G)** = HOT with Ignition on, Fused  
FUEL GAUGE, STOP LAMP, DIRECTION LAMPS, WIPERS
- BLUE (U)** = HeadLight main Feed, NOT Fused
- RED (R)** = PARK/TAIL LIGHTS, NOT Fused
- YELLOW (Y)** = GENERATOR CIRCUIT
- BLACK (B)** = GROUND

### INDIVIDUAL CIRCUITS:

- BLUE** with **WHITE** Trace HEADLAMP HIGHBEAM
- BLUE** with **RED** Trace HEADLAMP LOW BEAMS
- RED** with **WHITE** Trace PANEL LIGHTS
- PURPLE** with **BLACK** Trace HORN to HORN PUSH
- WHITE** with **BLACK** Trace COIL to DISTRIBUTOR
- GREEN** with **YELLOW** Trace RIGHT DIRECTIONAL INDICATOR
- GREEN** with **BLUE** Trace LEFT DIRECTIONAL INDICATOR
- GREEN** with **BLACK** Trace FUEL TANK to GAUGE
- GREEN** with **PURPLE** Trace STOP LIGHTS



Michael Davis is very pleased with his new hard top for his racing F, it has improved his times





## Retirement & Business Closure

*The time has come for me to hang up the spanners and retire. I would like to take this opportunity to thank you all for entrusting me with your pride and joy. MG Automotive has operated for 29 years and your custom and support has been greatly appreciated, also a big thank you to my team of mechanics that have worked with me over the years.*

*My association with MG's began 45 years ago when I was an apprentice at Abingdon Motors. I met Julie through my work, and these lovely cars became a shared passion.*

*Of course Julie and I will still attend Club Events, Motor Sport Events and National Meetings, and we look forward to seeing you socially some time in the future.*

*Please note that Saturday the 5th of April will be my last trading day, so please call in to say hello and have a chat.*

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**Email: [mgautomotive@gmail.com](mailto:mgautomotive@gmail.com)**

Cut off date for next magazine  
15th May 25

Articles, letters to the Editor and suggestions from  
members are most welcome  
Email the Editor - Carole Cooke - cazcooke30@gmail.com

Membership: \$75 per year (due June 30)  
- Joining Fee: \$20 per person  
Membership forms available on our website  
- [www.goldcoastmgcarclub.com.au](http://www.goldcoastmgcarclub.com.au)

The new web address is [gcmgcc.mycco.com.au](http://gcmgcc.mycco.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  
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Membership at January 25  
Active & Family 241 Life 9 Honorary 2 TOTAL 252  
The Life Members of the Gold Coast MG Car Club are -  
Murray Arundell, Rob Baylis, Carol Brookman (dec), Bruce Corr  
(dec), Marie Conway-Jones, Phil Redding, Jeff Sattler, Jim  
Haines, Jim Lutherborrow, Neil (dec) and Madeleine Weenink,  
Carole Cooke

# Coming Events

## **P - Where the Mountains Meet the Sky – Wednesday 9<sup>th</sup> April.**

Depart 9.00am Arthur Earle Park Ferry Street Nerang. Morning Tea at Bochow Park then Uki for lunch. Numbers required for lunch venue. Please RSVP Les Wake by the 7<sup>th</sup> April by text to 0447191364 or [leswake1@gmail.com](mailto:leswake1@gmail.com)

## **P - MG National Meeting 2025 - Friday 18 April to Tuesday 22 April.**

The 2025 MG National Meeting will be held in the twin cities Albury- Wodonga over Easter 2025 (18-22 April).

Bulletin No 3: [https://vic.mgcc.com.au/client\\_images/2710846.pdf](https://vic.mgcc.com.au/client_images/2710846.pdf)

## **P - Coffee by the Water (LSIM Run) Sunday 27<sup>th</sup> April.**

Coffee Run meet 10.00am The Anchorage Café, Horizon Shores Marina, 80 Cabbage Tree Point Road, Steiglitz. Plenty of parking next to café. The drive from site entrance to café is approx 500 mtrs & the building is stand alone on left near the water, Numbers required by Friday 25<sup>th</sup> April please. Contact John Boyce 044450 0071 or email [johnboyce44@bigpond.com.au](mailto:johnboyce44@bigpond.com.au)

## **P - The Bromley Bash (2) – Wednesday 14<sup>th</sup> May.**

Meet at the car park behind the Twin Towns RSL Club (enter from Boundary St) by 9.00am for a 9.15am departure. There is usually a coffee van at the meet point. Early birds might like to do a byo BBQ breakfast on the barbeques overlooking the bay next to the meet point. MT at Flutterbys Tyalgum (quaint place to eat!) OR B YO MT in the park. Lunch next to the beach at Kingscliff Bowls Club. Numbers required for Flutterbys & the Bowls Club by Monday 12<sup>th</sup> May. RSVP John Bromley 0417 028 726 [john@jbdc.com.au](mailto:john@jbdc.com.au)

## **P - Bruce Corr Memorial Run - Wednesday 11<sup>th</sup> June.**

Meet Arthur Earle Pk Nerang at 9.00 for 9.30 departure to Bochow Pk for Morning Tea, then on to Seagulls Leagues Club for lunch. Number required please contact Stuart Duncan on 0405 402 745 or email [Lesley\\_stuart@bigpond.com](mailto:Lesley_stuart@bigpond.com) by Monday 9<sup>th</sup> June.

## **Jumpers & Jazz 2025 Friday 18<sup>th</sup> to Sunday 20<sup>th</sup> July.**

Yep a club favourite is on again. John Doyle has booked rooms at the Warwick Motor Inn (again) but you need to get in quick. Contact John at 0409 342 309 [johndoyle8@bigpond.com.au](mailto:johndoyle8@bigpond.com.au)

At the time of printing of The Time Machine, some events were still in the planning stage. Details of these events will be available on the Club website, in Club emails and Facebook





# Technical Note - MGB 'Spin-On' Oil Filters

The listed oil filters for classic cars are becoming expensive and are sometimes hard to find quickly when you need them. Understandably members are looking for cheaper modern alternatives. So, which 'spin on' oil filters can I safely use for my MGB 1800?

Do I have to use a Z38 or does my car take a Z23 or Z82? Are they interchangeable? Is the much cheaper Ford Falcon Z9 or the Holden Z30 an alternative?

The short answer is "it depends!"

The question of a potential replacement filter for your vehicle comes down to 3 things - whether the filter is hanging or inverted, what is the thread size and pitch of the filter/mount, and whether the filter system needs a 'standpipe' in the filter.

Unlike otherwise indicated this note concerns the 1800cc B series engine used in MGBs. For ease of comparison, I have generally used the Australian Ryco oil filter part numbers but there is a cross reference chart at the end of the note. (This discussion does not deal with the early 'take apart cannister' type but does cover conversions to 'spin on' system).<sup>1</sup>

Before we start, it must be kept in mind that not all B series motors used the same filter mounting system from the factory. As mentioned, early engines used a 'take apart' canister with a felt or disposable paper element, many of which have now been converted to take a 'spin-on' filter. Later models used an inverted 'spin-on' from the factory, but again many have been converted to hanging mounts or remote systems which are usually but not always, hanging. The distinction between **hanging** or **inverted** is critical as we will soon see. The Z38 is the recommended replacement filter for the 1800 MGB from Jan 1970 to Dec 1979, EXCEPT for the 'hanging' filter mount, for which a Z82 was used. NOTE, the Z82 has no anti-drain (fair enough) or pressure relief valve, so would require the latter in the mounting adaptor.

First some technical stuff.

**Thread sizes** – later MGB engines use spin on filters with 3 different threads! This translates to either a Z38, Z23 or occasionally a Z30, depending on the thread.

Most B series engines after 1970 use an **inverted** vertical filter system directly mounted to the block. The filter uses a ¾" UNF 16 thread. It takes a Z38 filter. Some earlier engines also use this system from the factory but have a different thread (1/2" BSP 14). It takes a Z23 filter. **The filter thread sizes are very similar but are not interchangeable**, with there being a real risk of damage by 'chasing the thread' if you try!

Due to issues of filter height clearance, some of the earlier engines use a conversion that has the filter usually remotely mounted on the inner guard often but not always in a vertical **hanging** position. Some engines which originally had a 'take apart' canister mounted to the block have similarly been converted to an **inverted** vertically mounted 'spin on' filter or a remotely mounted vertical hanging system. To make matters even more complicated, the filter using the BSP thread went out of production for some years, (but pleasingly Ryco is now making the Z23 again). To overcome this, a BSP to UNF adaptor found its way on to some engines. Finally, some remote conversions use a 13/16" UNS 16 thread and the filter is sometimes remotely mounted horizontally or at 45 degrees. It uses a Z30 (in common with many Holden engines) which uses a UNS thread. This type of thread is **not** the same as UNF and uses a 60 degree flank angle.

**Mounting Position** – This is a critical consideration in deciding which filter is suitable.





Is the filter inverted (O ring gasket face down) or hanging (O ring gasket facing up)?

All filters used with the B series engine must have an anti-drain back valve, a pressure relief valve and if the filter is inverted, also utilise a standpipe (stack tube). This is to ensure that the filter has oil in it so that the engine quickly gets oil pressure on start up.

If the filter is inverted, then it or the mounting base plate must also use a standpipe to ensure the filter retains sufficient oil when the engine is turned off. A standpipe prevents the filter draining out through the outlet (crank). The 'anti drain back' valve prevents the oil draining back through the inlet (oil pump).

Recently, some MGB oil filters have been topical with the reports of filter failure and the steep prices being asked by Australian spare parts cins for the venerable Ryco Z38 (the direct OEM replacement on later cars). The cheapest I could find was \$56 and the most expensive was \$67. A quick trawl on the web found prices from \$30 - \$40 for the Ryco Z38 but there were much cheaper equivalents being offered. Given my recent (bad) experiences with MGF fuel filters I resisted the impulse to purchase 'on line'. Irrational I know! And it needs to be said that the Australian MG parts specialists were generally cheaper than the chains, offered a range of brands and therefore deserve to be supported.

As fate would have it, I was recently gifted a large bag of 'mixed' oil filters by a mate who has been around MGs most of his life. It included a Z38 and several Z23s, Z9s, Z418s, Z30s, Z89As as well as a Z27A and a Z79A. His comment was "they all fit MGs but I can't remember all the details". Not sure I entirely agree, but I sometimes see a MGB wearing a Z9 or Z23 rather than a Z38.

So the search was on for a quality Z38 equivalent available locally and with the much cheaper Z9 (used on the Ford Falcon 6 cylinder motor) being in the back of my mind as the most likely candidate.

### **Thread Size**

Next what size thread does the filter spin on to? Generally it will be 3/4" UNF 16 or 1/2" BSP 14 but if a remote conversion, sometimes 13/16" UNS 16 is used. Identify the part number of the current filter if you can. Not always conclusive as the above thread sizes are very close but are not interchangeable. In particular, 3/4" UNF and 1/2" BSP are similar but not interchangeable.

### **Does the Filter require a standpipe**



Remove the current filter and compare its height with the alternative replacement, if your mounting has a stand pipe. If the height of the new filter is too short, it can block the stand pipe from receiving oil with catastrophic results.

Be very careful not to block oil flow by using a bantam filter. Height of filter is critical - as the mounting standpipe is usually but not always 2 1/4 " high (always measure, as 3 other heights being 2 1/8', 1 7/8' and 1 3/4", were used by factory). You need



at least 1/4" clearance, so measure internal depth of filter. It is reported that you can often shorten the standpipe by 1/4" without consequence if you need to use a shorter filter because of space/clearance issues in the engine bay. But keep in mind, make sure the internal clearance is not too tall as it will take longer to fill and oil pressure to come up.

### Frequently asked questions.

- *Do I have to use a Z38? How is it different from the Z9?*

Only the standpipe differentiates them as it maintains a certain depth of oil inside the filter after engine shutdown. The Z9 has no standpipe and consequently will drain through the outlet and so has to refill at startup which is said to promote engine wear- so the choice is yours!

- *Could I use the Z418 used on some Toyotas, (the modern Z9 replacement)?*

Probably not. Although this filter is claimed to have better start up technology in order to minimise big end 'start up' rattle, it is a bantam filter (see above commentary).

- *Are Z23 and Z38 the same or interchangeable?*

No, they have different threads (see above commentary).

- *Would I be safe to fit a Z89A or Z170?* I recently saw a Z89A on a car, but my view is definitely NO! Not only do they lack an internal standpipe, but they will also be too short if the vehicle's filter mounting has a standpipe.
- *Is the Z38 interchangeable with a more commonly used Ryco filter?*

Ryco filters with the same thread and similar width/sealing diameter are listed below, but note the different heights and that only the Z38 has an internal standpipe.

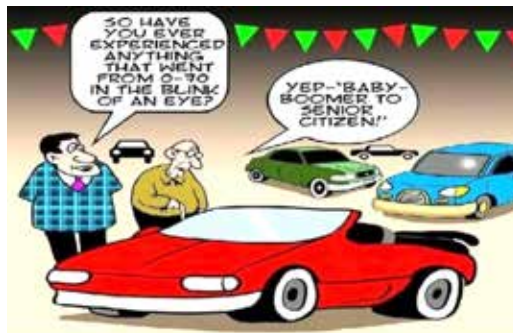
- Z115 142mm
- Z170 99mm
- Z38 142mm
- Z503 127mm
- Z89A 99mm
- Z9 142mm

*What other brands can I use which are the equivalent to the Ryco Z38?*

- RYCO Z38 replacement oil filters:
- AC-Delco AC039, PF53, PF13
- Baldwin BT216
- Bosch 0986AF9023
- Donaldson P554403
- Fleetguard LF701
- Fram PH16
- FSA C5101
- K&N KNHP-1002, PS-1002,
- K&N HP-2004(nut on end)
- Mann W920/17)
- Purolator L30137, PL14670
- Repco ROF35
- Sakura C5101
- Wix 51806
- OE Part numbers matching this oil filter:
- OEM 2654403, Classic Gold GFE 121

As always, members are encouraged to provide feedback, comments and experiences so the quality of the technical note can be enhanced.

**Shane**



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# Activities at the Shed

The new year at the Shed has been well supported, even though it has been warm, the numbers attending have remained constant.

The 1<sup>st</sup> event, a breakfast meeting, drew a large crowd and proved food draws members as much as cars, maybe more?

Shane Goodwin, Gary Stevens and I made a trip to Woodburn in the Northern Rivers to collect a new donation of an MGF which had suffered water damage in the 2022 floods. The car has a good body, but the seats and interior are beyond salvage and have already been stripped out by the willing workers at the Shed and sent to the dump and we know there is water in the motor. Never the less we feel the car is worth resurrecting with an engine swap and to be running and mobile. This would utilise the ever growing stock of spare parts and we can supply all the interior, including the dash and allow someone to have a project to complete and keep one more MG on the road.

The Shed Subcommittee is making progress with the design of the new shed/workshop, which we hope to have on the Gilston site, now we have sorted out the lease situation.

Lindsey Peacock has met with the local Councillor and has sought his support to the project and received a promise of financial support for the increased security which we need, due to the break-ins which we have suffered on our present sheds.

The new Shed project we hope can be funded to a large degree by obtaining grants, which Lindsey is monitoring and getting final quotes.

We are always looking for suggestions from members as to things we can add to the Saturday morning program or things you would like to learn. We will not be taking on any large project until we have the new facilities. The old sheds are pretty well full, but they do need a good clean out and catalogued, so we know what and where things are.

## Final note

You will remember Project Resurrection; well I feel we have proved our point that derelict MGs do not need to be scrapped, that with a bit of effort and not too much cash, you can build a fun car. So it is up for sale, in the Classifieds in this magazine and will go on to be enjoyed in the future.

**Ian Rogers**





# February 1



*Retrieving the latest project from Woodburn*



*It took a long time to open the stuck bonnet, had to check Laurie's F, then finally success*



*Gary said this was a flux capacitor!*



## February 15





March 1



March 15







## Trailer for Club Members to Use

Do you need to transport your car, for repair or show, maybe retrieve it after a mishap or breakdown? The good news is the Club has a tandem axle car trailer which can be booked and used for the donation of only \$30 a day. Contact Ian Rogers on 0419 344 039. or idjar2@gmail.com. The trailer is usually available on a day's notice for travel.



### Important Disclaimer for The Time Machine

The Constitution of the Gold Coast MG Car Club Inc, states that an objective of the Club is “to foster the restoration, preservation and maintenance of MG cars and to encourage their display and use”.

In pursuance of this objective, the Club will from time to time share technical content and experiences with members through its magazine, newsletters, other publications and social media.

The purpose of these activities is to further this objective by sharing experience and information, and to inform and alert members of the Gold Coast MG Car Club (and their service providers) to identified issues, possible causes, potential solutions and remedies for MG cars.

The content must always be regarded as being of a general nature, and derived from the experiences and opinions of members, freely and honestly given in good faith. It is not a substitute for professional advice and the Gold Coast MG Car Club Inc and its members, accept no responsibility or liability for the accuracy or appropriateness of any content. Some members may have different experiences and opinions and all members are encouraged to share these with the Club in order to improve the utility of the content.



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## For Sale

**FOR SALE:: 1949 MG TC \$40,000**, MG plate is TC8068, is not concourse but was restored 20 years ago, and is in very original condition with personal registered QLD number plates and is complete with tonneau cover and hood with side screens, runs very well and has retro turn indicators and most of the original tool kit with wind up jack and crank handle. For more information email to Merv - [bemer1841@icloud.com](mailto:bemer1841@icloud.com). Contact: **Merv Thompson 0437951196**



**FOR SALE MGF** competition car, built as the Resurrection Project, is now for sale. This light weight MGF is ready to go, with new semi slick tyres, individual adjustable suspension, VVC 150/160 HP motor. A 52mm throttle body and modified air intake. The weight has been stripped out of the car to help performance and a professionally built roll bar fitted. A great beginners car, with room for more upgrading for even more performance. **\$4,950**. Contact **Ian Rogers 0419344039**



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## For Sale

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**John Crichton 0418-232-093.**

**For Sale:: – 1949 Clipper Blue TC 9525.** This TC has been with the Kerr family since 1980 and is still on the Sunshine Coast. This MG recently had a major mechanical restoration throughout by David Ford at Stanthorpe and is in good condition as well as very original. TC9525 is registered in Victoria with the original number plates. Alison is the custodian who is moving house so TC9525 is up for sale. With the tonneau, hood and sidescreens. Full history is available from **Alison Barry-Jones**

**0418 925 494**

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