

# THE TIME MACHINE

## April May 26

The Guns and Rose' Midweek run February 12 was first to the Light Horse Museum, then lunch at O'Reilly's Vineyard



The Official Magazine 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.

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

# President's Report



It is with delight that I can report several items of good news, some of which will have a profound effect on our Club.

On Wednesday the 4<sup>th</sup> of March a delegation of the Shed Sub-committee, Chair Lindsay Peacock, Jim Haines and myself, met with the local Councillor for Division 9 of the Gold Coast City Council. It was a year since we lodged our most recent application for a lease and development application for the new shed project that we have been talking about.

The grant from the Community Gambling Fund which we applied for did not bear fruit and the Committee decided the Club should pursue the project on our own, due to the strong support shown by the members at our December meeting.

Our meeting with the Councillor was to request some support financially from Council and I'm thrilled to report we came away from the meet with a guaranteed sum of \$55,000, far more than we had expected, but delighted to accept these funds which will allow the Club to achieve our goals of a 1<sup>st</sup> class premises and assure the future of GCMGCC Inc.

The Councillor, Glen Tozer, following our meeting has taken up our cause with the Council staff to push our approvals through so that we can turn the sod and get the building underway.

In December Australia Motor Sport held their annual Awards night and received an award, "Club Milestone 50 Years" showing we are not a fly by night club but a surviving and progressive Group. Here's to the next 50.

To finish up I would like to recognize Lindsay Peacock who has just been awarded the "2025 Community Hero Award" for division 9 for his service to the community, his involvement with the Light Horse Museum,



Volunteering at the Robina Hospital and his service to our Club's Committee.

Well done Lindsay, we are glad to have you on board.

***Happy & Safe Motoring***

***Ian Rogers***

***President***



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The photos in The Time Machine have been supplied by Carole Cooke, John Careless, Shane Goodwin, Sue Craig, Lesley Duncan

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

# Breakfast with the Cars LSIM January 26

A pleasant morning with clearing cloud and warm weather for later in the day. A fabulous roll up of MGs at Stanleys restaurant and car museum. Food was delicious, service prompt, a good experience for any outing. Conversation grew louder as breakfast was consumed, so all were having a good time.

After food some members viewed the car museum an interesting mixture of older vehicles up to 1970. The two Jaguar sports racing vehicles a D type and a V12 XJ 13 were outstanding and had obviously escaped from my garage.

All left around 10.00am for a leisurely drive home.

40 Members attended in 15 MGs & 6 moderns.

*John Boyce*





## 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

Phil Heron - Hope Island - '60 MGA

Glenn Draffin - Hope Island - '67 MGB

Derek Harris - Surfers Paradise - 2001 MGF

We also welcome Andrew Regan to our Club

# Guns and Rose` MG outing - February 2

We met at the Gold Coast Light Horse Educational Museum, Mudgeeraba Showgrounds at 9.15 am. The guided tour of the facility with some history of Australian Light Horse was most interesting. The exhibits, though showing their age, were well displayed, a credit to the museum's volunteers. Coffee and Anzac biscuits were also most welcome.



Our departure was 10.30 am for a scenic drive through the hinterland to Canungra with lunch at O`Reillys Vineyard. We had a relaxing motor through the green hills of our rural areas; traffic

was light and the speed camera on Clagiraba Road unwanted.

O`Reillys Vineyard was easy to find and beautifully maintained.

It offered a nice variety of wine with a range of products aimed at the tourist market with the expected high prices. You can even walk an alpaca if you want!



Lunch was served in an airconditioned dining area which we all appreciated and added to the enjoyable day. Thank you Lindsay & Norma Peacock for your first run.



Weather was typical February, a little too warm, so most convertibles had their roof up. There were a couple of hardy souls that proceeded roofless, hope they had sunscreen.

We had 31 members attending in 18 cars 13 MGs.



**John Boyce**



## Wild West Tour - LSIM February 22

We converged on Jubilee Park at Beaudesert from all sides for morning tea. Luckily it was a cooler day than previous hot summer days and many MGBs arrived with the tops down. A few chose to just stay for a chat but had other commitments so could not join us for lunch.



Thanks to Bruce Bishop, John (who had dog sitting duty) and Krystof Dyrdol and his grandson for making the trek.



Our wild west route took us out past the little townships of Purga, Rosewood, Grandchester and Laidley as we passed surprisingly green paddocks and happy cows.



We navigated a few railway crossings and the inevitable roadworks and finally arrived at Forest Hill where we enjoyed lunch at Lockyer Valley Hotel. Special mention must go to Gary and Cher Townend on their inaugural run in their MG TF.

It was a small and relaxed group of 15 so we had time for a good chat. In all there were 8 cars and it was a very enjoyable day. Thanks to Ken Shead for his meticulous planning (at least his OCD has an outlet in retirement).



**Susan Craig**



# Bromley Bash Midweek Run - March 11

We congregated at Twin Towns at 8am (Qld Time) this morning to begin the run.

Due to the very inclement weather recently there were only 4 MGs and the rest, town cars.

The Bromley's in their convertible MGA with the top down led the parade through the picturesque villages of Bilambil, Dulguigan and Chillingham to arrive at our morning tea spot at Flutterbies at Tyalgum.

It was a beautiful cafe filled with china cups and old world charm. The raffle was won by the Boyces.

We then made our way along winding roads through Stoker's Siding and Tweed hinterland, with a few potholes to keep us on our toes.

The crowning glory of the day was our lunch venue at Cudgen Surf club where we dined in front of the sea on arguably the best lunch venue you could imagine.





Thanks to the Bromleys for organising the run on such a perfect autumn day.

**Susan Craig**

*Top - Flutterbies*

*Right - Cudgen Surf Club*



Her: That smells expensive, what is it?

Him: UNLEADED 95



# John Talbot Memorial Combined Club run – Wednesday 25 Feb

This is one of 2 annual combined club Memorial Runs, the other being for Bruce Corr which is organised by our Club and held in June each year.

Both John and Bruce were heavily involved in organising runs for both our club and the Gold Coast Antique Classic Auto Club.

John & Colleen Boyce (MG Cyberster), Gary & Janet Stephens (early TF), Bruce Kirk (MGB GT) and Lesley & Stuart Duncan joined GCACAC members at the GCACAC rooms in Mudgeeraba, before heading out west via Latimers Crossing to Bochow Park, Natural Bridge, for morning tea where we met Les & Judy Wake (MGB), who decided getting to Mudgeeraba was too hard in the morning.

From Bochow Park, we continued south over the border range to Uki, where we had lunch at the Mt Warning Hotel.

*Stuart Duncan*



Cut off date for next magazine  
15th May 2026

Articles, letters to the Editor and suggestions from  
members are most welcome  
Email the Editor - Carole Cooke - [cazcooke30@gmail.com](mailto:cazcooke30@gmail.com)

Membership: \$80 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

Email - [goldcoastmgcarclub@gmail.com](mailto:goldcoastmgcarclub@gmail.com)

Membership at March 26  
Active & Family 231 Life 7 Honorary 2 TOTAL 240

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 (dec), Jeff  
Sattler, Jim Haines, Jim Lutherborrow (dec) Neil (dec) and  
Madeleine Weenink, Carole Cooke

## MG Girls on Track

February 26 was the first running of GEAR for 2026. It was held at Queensland Raceway and it was a twilight meeting starting at 5.00pm.

I had trouble with tow cars which wasn't a good start to the new season, but nevertheless we gave it all we had. After all the work that had gone into the cars since Christmas it was so disappointing to only be able to present one car.



The girls were great, nothing was going to dampen their enthusiasm even though they had never seen QR, let alone driven on it and on top of all that it was going to be in the dark.

I am very pleased to report that they both put on a great show together with pretty

decent times considering that neither of them had been in the car since November last year.



Next we are off to Lakeside on the 19th of March and we will have two cars participating this time.



As always watch this space

**Michael Davis MG Girls On Track.**



# New MG SUV debuts with radical battery tech

©CarsGuide

MG has released official images and basic specifications for its pure-electric MG4X compact SUV, including the new model's 'liquid-solid state' battery system.

Underpinned by the same 'Modular Scalable Platform' and featuring the same 'E3' electronic architecture as the upcoming, second-gen version of its [MG4](#) sibling, the MG4X [SUV](#) shares the [hatch's](#) 2750mm wheelbase but its crossover-style design looks to add additional length, width and height.

Due to ramp up to full production in the second quarter of this year, it also shares what [MG](#) positions as "the world's first mass-produced semi-solid-state" [battery](#).

The battery, which was unveiled at last year's Chengdu Auto Show, is a 53.95kWh semi-solid manganese-based lithium-ion unit which delivers a claimed 530km range in the MG4 to the more lenient CLTC test protocol. Claimed 30-80 per cent [charge](#) time is 21 minutes.

Broadly similar in looks to the MG4 hatch, the MG4X brings a unique front fascia treatment with reshaped [headlights](#), a full-width DRL strip and broad two-tier grille below the bumper.

A generous glasshouse sits above smoothly sculpted flanks with a rear roof spoiler topping a tailgate that sprouts a pronounced deck in the centre section.

While no interior pics have been released, it's safe to assume the MG4X will feature a version of the MG4's '[smart cockpit](#)' co-developed with global smart device specialist Oppo.

*James Cleary*



# Shed Day - February 21





## Club Calendar

- For further details go to the calendar on the Club's website.

Events listed with a **P** are eligible for club points. Other events sometimes listed may be of interest to club members.

**P Saturday 4<sup>th</sup> April** – Shed Morning Meet Up 8.30am to 11.30am at the Frank Chaston Oval, Worongary Road, Gilston (opposite the Gilston State School). Come & learn, help out or just for a chat & a cuppa.

**P Wednesday 15<sup>th</sup> April** - To See The Mountains Run Meet at Arthur Earle Park, Nerang at 9.30 am for 10.00 am departure. Bochow Park for morning tea and on to Mt Warning Hotel Uki for lunch. Numbers are required please; contact **Les Wake 0447 191 364 or email [ljwake@bigpond.com](mailto:ljwake@bigpond.com) by Monday April 13.**

**P Saturday 18<sup>th</sup> April** - Shed Morning Meet Up followed by Committee Meeting. Meet up 8.30am to 11.30am at the Frank Chaston Oval, Worongary Road, Gilston (opposite the Gilston State School). Come & learn, help out or just for a chat & a cuppa. Everyone welcome. Monthly committee meeting starts at 11.30am.

**P Sunday 26<sup>th</sup> April** – Jim Lutherburrow Memorial Tour. Meet at 8.30 am Jabiru Park & boat ramp Oxley Drive Hope Island for a 9.00 am departure, Morning Tea at Sharp Park Canungra Lunch at Hinze Dam Café. Numbers required please contact **John Boyce 0444500071 or [johnboyce44@bigpond.com.au](mailto:johnboyce44@bigpond.com.au) by Thursday 23 to register your interest.**

**P Monday 27<sup>th</sup> to Friday 1<sup>st</sup> May MG National Meeting Hahndorf SA.**

**P Saturday 2<sup>nd</sup> May** – Shed Morning Meet Up 8.30am to 11.30am at the Frank Chaston Oval, Worongary Road, Gilston (opposite the Gilston State School). Come & learn, help out or just for a chat & a cuppa.

**P Monday 11 May to Thursday 14<sup>th</sup> May SE Queensland/ Northern NSW Ore War & Pre 1956 Tweed Valley Rally.** Designed as a social gathering for the current custodians (owners) of vintage and early classic MGs, with some driving along winding country roads. **Go to the Club website for all the relevant information.**

**P Saturday 16<sup>th</sup> May** - Shed Morning Meet Up followed by Committee Meeting. Meet up 8.30am to 11.30am at the Frank Chaston Oval, Worongary Road, Gilston (opposite the Gilston State School). Come & learn, help out or just for a chat & a cuppa. Everyone welcome. Monthly committee meeting starts at 11.30am.

**P Sunday 31<sup>st</sup> May** - Beaudesert Boomerang Adventure 2 Meet at our MG Shed Worongary Rd Gilston at 9.00 am for a 9.30 Departure to Jubilee Park Beaudesert for morning tea, then an interesting round trip to Club Beaudesert for lunch. Numbers required please contact **John Boyce on 0444500071 or email [johnboyce44@bigpond.com.au](mailto:johnboyce44@bigpond.com.au) by Friday 29<sup>th</sup> May to register your interest.**

**P Saturday 6<sup>th</sup> June** – Shed Morning Meet Up 8.30am to 11.30am at the Frank Chaston Oval, Worongary Road, Gilston (opposite the Gilston State School). Come & learn, help out or just for a chat & a cuppa.



**Correction to Presentation Lunch - Display Day Presentation**

**Concours D'Elegance.**

**Overall winner for the MG which scored highest of all concours winners**

**Ken Wasley -MG TF160**

## To See The Mountains Run



Wednesday 15<sup>th</sup> April

Sunday 26<sup>th</sup> April



Jim Lutherburrow  
Memorial Run

## Beaudesert Boomerang Adventure 2



Sunday 31<sup>st</sup> May

## 2026 SE Queensland / Northern NSW Pre War & Pre 1956 MG Tweed Valley Rally

Monday 11<sup>th</sup> to  
Thursday 14<sup>th</sup> May



Go to the club's website  
for more information

**We need to fill this space with MGs.  
Please help by organising a club run.**

**Contact our Run Coordinator**

**John Boyce on 0444 500 071 [johnboyce44@bigpond.com](mailto:johnboyce44@bigpond.com)**



# Saturday morning 'tune up' at The Shed

As many members know, Saturday morning at the Shed is all about catching up, having a good natter and often some 'mutual self help' to get a car running a bit better.

With a number of new members acquiring a MGB as their first classic, lately we have had some basic MGB tuning sessions focussed on troubleshooting some gremlins with ignition issues. This has included setting points, checking condensers and adjusting the timing, finding that 'miss' under load, the hesitation under acceleration or just getting the car humming. It's a lot of fun.



The Club has a number of useful tools such as a dwell angle meter, a range of different types of timing lights including a dynamic dial back inductive timing light and a vacuum gauge. As well, there is no shortage of members to offer expert advice and get their hands dirty and knuckles bruised!

I can remember my father tuning his TC at the track by ear, a real 'black art', but we like to use some of the above technology as well!!! Even if this technology is now regarded as ancient compared to the modern diagnostic devices needed to sort out modern MG's with ECUs and other computers.



Mainly for the benefit of our newer members, the following is a brief outline of how these tuning devices can help to get your classic MG running at its best. We will leave setting up and balancing the SU carburettors for another article.

## Setting the points with a dwell meter

The dwell meter checks the points. After manually setting the points gap to 15 thou (.38mm) the meter is connected to measure the dwell. The standard dwell setting for most MGBs

(4-cylinder) is 60 + or - 3 degrees. This ensures optimal coil saturation for the ignition system. The meter can also indicate the condition of the condenser and has a few other tricks.

### Adjusting the timing

The timing light measures and adjusts the engine's ignition timing, ensuring the spark plugs fire at the precise moment for optimal performance, fuel efficiency, and reduced emissions. (The end of this



article sets out the process for timing and the timing specs for most UK and Australian spec cars. Some later cars have different settings as do the later US pollution spec cars and those a single CD Stromberg carburettor. The Club has workshop manuals for all MGB models if you need to check the settings)



### Adjusting the mixture

Tuning an MGB with a vacuum gauge involves connecting to a manifold vacuum source to achieve the highest, steadiest reading (typically 17-22inHg at idle by adjusting the SU carburettors' mixture screws and distributor timing. The aim is for maximum vacuum, then slightly adjust for a smoother, richer idle.

The gauge can also indicate the condition of the valves and guides. There are usually members at the Shed who can offer advice on balancing the carburettors and how to go about a full tune for the HS or HIF type of SU carbies.



The processes outlined in the tuning notes below are relevant (though settings may of course vary) to most classic 4 cylinder MGs including the MGA, the MGB, the Midget and other models using the BMC 'A' or 'B' series motors.

If the distributor itself is the suspected culprit, we can test using a reconditioned distributor, either one using points or the other with the electronic Ignitor substitute. Similarly we have points/condensers for Lucas, Bosch and Nissan distributors, as well as ignition coils (for use with either ballasted and non resisted ignition) that can be used for testing.

As well the Club has available two plug-in PSCAN diagnostic tools for use with MG Rover models such as MGF/TF, ZR and ZR models. We have a small number of used sensors, ECUs and ignition parts and the full Rimmer Bros catalogue should you need to identify/order a replacement.

So come along to the Shed and share you problem or expertise or just to fine tune your classic MG!

At the risk of starting a debate, the following are my tuning notes.

### **MGB 4 cylinder Tuning Notes (not USA models)**

#### ***Using older strobe type light and cars tachometer***

Timing 10 BTDC @ 900 rpm (idle)

15 BTDC @ 1250 rpm

24 BTDC @ 2000 rpm

(Vacuum advance disconnected and plugged)

With the engine off, rotate the crankshaft pulley by hand until the timing mark aligns at the 20° mark. Then place a second scratch on the pulley back at the zero point. Once this mark is made, run the engine and set the timing as you would usually, only rev the engine to 4000 rpm and use the second mark to set the timing at 12°. This then yields a setting of 32° (20° + 12°).

***Using modern inductive pickup light with inbuilt tachometer with dial back advance.***

As noted above the common figure for MGB timing is 32\* BTDC at around 3500 - 4000 rpm, with the vacuum line to the distributor disconnected and plugged.

To set this, ideally you need a modern timing light with 'dial back' advance.

With that, you set the timing light to 32\* and when the mark on the pulley lines up at the 0 mark on the crankcase you are actually at 32\*.

If you don't have 'dial back' advance you can use the following approach.

***Using modern inductive pickup light with inbuilt tachometer but no dial back advance***

12 BTDC @ 1100

21 BTDC @ 2000

29 BTDC @ 2800

29 BTDC @ 3000

With the engine off, rotate the crankshaft pulley by hand until the timing mark aligns at the 20° mark. Then place a second scratch on the pulley back at the zero point. Once this mark is made, run the engine and set the timing as you would usually, only rev the engine to 4000 rpm and use the second mark to set the timing at 12°. This then yields a setting of 32° (20° + 12°)

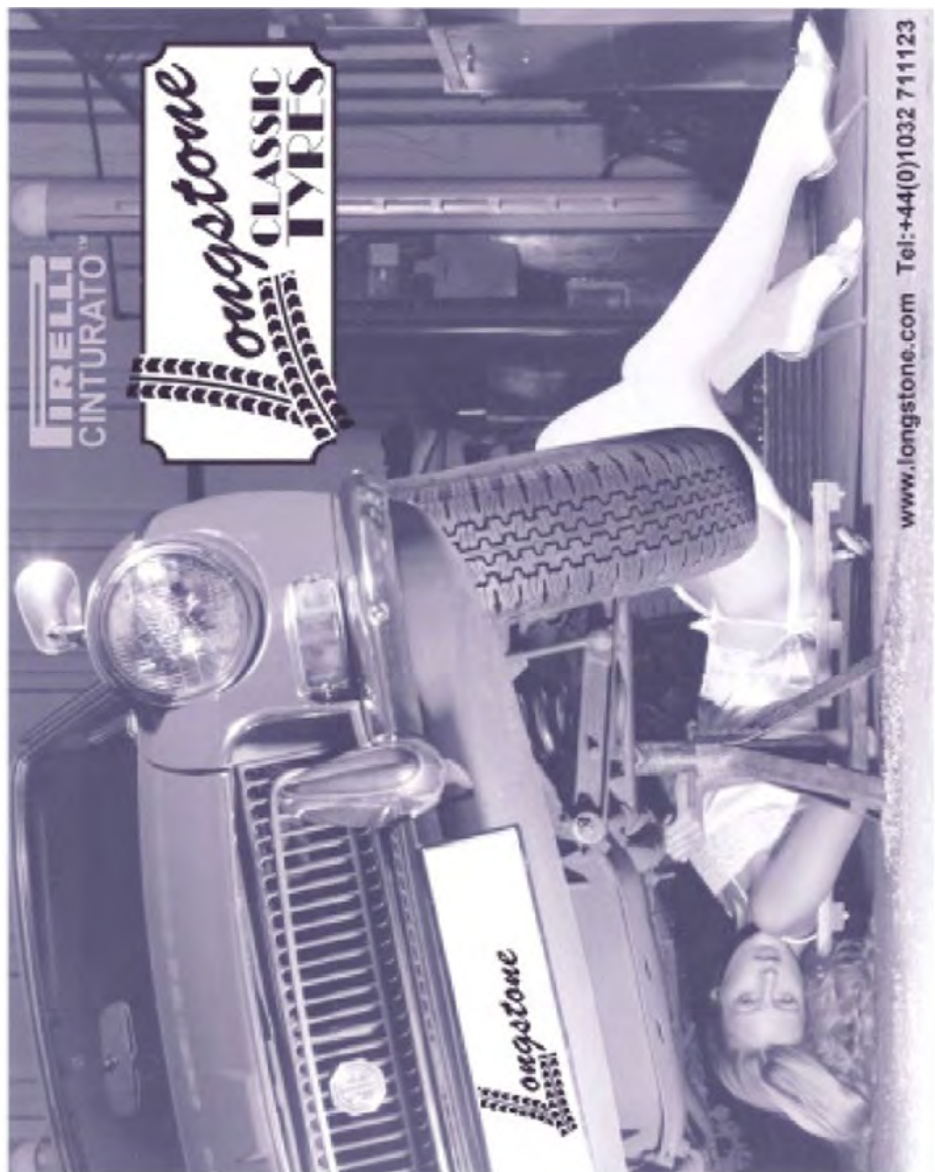
The high RPM assures that you're seeing the max advance (which ideally should be occurring at around 2500rpm depending on your distributor's advance curve but a bit lower if distributor is worn). You disconnect the vacuum line to keep that out of the equation.

(Vacuum advance disconnected and plugged).

***Finally***

Before using any of the above settings remember to check your engine series and confirm they are applicable. Or better still, why not bring your car for a run to the Club Shed and someone will give you a hand.

***Shane Goodwin***



[liz@longstonetyres.co.uk](mailto:liz@longstonetyres.co.uk)

[www.borrani.co.uk](http://www.borrani.co.uk)

Hudson's Yard, Doncaster Road, Bawtry  
DONCASTER, UK, DN10 6NX

## The Shed

Time to update on Shed activities. Over the last couple of months we have had excellent attendance, including new members and have, with the assistance of the expertise of our members, diagnosed and solved various issues on several MGBs and MGFs.

The Bs were mainly tuning and with the help of a donated dwell meter and Shane Goodwin's knowledge resulted in the correct timing and checking out the Carbies.

Shane and Laurie have been able to help MGF and TF owners with the computer diagnostics to find those invisible ECU problems these cars can suffer from time to time.

Derek, a new member, had his ride height restored to his MGF he has just got back on the road.

It is interesting to watch a number of members all getting involved and sharing their knowledge, some thing that is fast disappearing in the outside market place. This bodes well for the new facilities we will see in the near future and who knows what sort of projects we will be able to undertake.

As to the new shed, perhaps we should start to refer to it as the new garage, because it will be much grander than a shed, all our quotes are in and the details have been finalized with the Council and we are hopeful of receiving the new lease and development approval in the next 30 days and it will be all go.

The great grant from Councillor Tozer to our project will mean we can do the job properly and not cut corners. We can epoxy the floor and go green with off the grid solar; we will also have the best security we can organize and finally sort out all the parts we have and catalogue them rather than trying to remember not only what we have but where it is.

Finally the Committee are starting to think about what sort of project we should consider once the garage is fully setup, an MGA or MGB would be something different but we would consider any model MG, if you come across anything with potential please let us know.

MGs forever

***Ian Rogers***

# Activities at the Shed February 7





# March 7





## March 21



## 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.

## For Sale - 1960 MGA Coupe 1600

One fastidious owner 1960 until 2020. Original throughout. Complete set of original tools, driver's handbook, heritage certificate. This is a collector's car because of its condition and originality. For further information, don't hesitate to contact me on mobile **0435768085. \$ 47500 ONCO.**

**Julian Watt-Pringle (Member MG car club WA)**



### MG SPARE PARTS SUPPLIERS IN AUSTRALIA.

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Concourse Spares. Geelong VIC 03 52484084 No web page but phone Greg for advice.

Classic Motoring. Weston Creek ACT [www.classicmotoring.net.au](http://www.classicmotoring.net.au)

Barn find Spare Parts. Adelaide SA [www.barnfindspareparts.com.au](http://www.barnfindspareparts.com.au)

The Club does not preference any of the above suppliers, this is simply a list of known MG part suppliers in Australia.

If you have any other suppliers to add please let the Editor know.

**Seeking *expressions of interest*: MGF 1.8i 1999 25<sup>th</sup> Anniversary LE** Platinum Silver with Grenadine Red trim and hood (with tonneau cover) on 16" eight spoke 'minilite' wheels. Longbridge built only 2000 75<sup>th</sup> LEs, 1500 of which were international market Platinum Silver. Only 50 of these (45 1.8i and 5 VVCs) were sold in Australia. Treated like a baby and having travelled an amazing 48000 KM only, it is in almost pristine condition. All the accessories are present, including service books, two key fobs and... the original wheel nut lock! Winner of GCMGCC Concours and Owners Pride Awards, the 1963<sup>rd</sup> of 2000 was sold in 2000 by Lance Dixon's MG Garage Melbourne, then by Gold Coast MG Rover in 2003 and then to its current owner by Classic Car Clinic in 2021. While almost 100% original (e.g. original tape deck!), performance and aesthetic upgrades costing over \$5,000 have been applied:

- Suplex RP1205MGF Coil Spring Conversion Kit
- Trevor Taylor Stainless Steel Custom Exhaust (gorgeous sound)
- Gold Coast Custom Exhaust high-flow catalytic converter (3 x flow rate of factory unit) paired with an MG Rover Alloy Throttle Body 52mm for K Series MGF MHB000261 and K&N High-flow air filter (for a bit more "go").
- Motobuild MGF Race Front Splitter custom painted Rover Night-fire Red (noticeable improvement in stability at speed) – easily removed.
- New MG logo mats (originals retained), Grenadine Red center console (original black retained), MG logo chrome engine fluid caps (originals retained), MG logo tire valve caps, MG logo spare wheel cover and Momo gear stick knob (original retained)

Seeking expressions of interest from GCMGCC members only, as it deserves a trusted owner that will baby it as much as I do. This is a special car, let alone a special MGF, so I'm seeking what some may regard as a premium price (I could be delusional). **Perry Collier: 0408015837**  
**pcgoldcoast@gmail.com**

**GCMGCC website has more photos**



# For Sale and Wanted

**Wanted:::** Son of previous GC-MGCC members, Derek and June Haynes, would like to contact the present owner of their parent's pride and joy, with the view of re-purchasing. The MGA was 1500cc, with disc wheels and Glacial Blue in color, last registration number was 986DUG previously S.18412, any leads would be appreciated. Contact **Martin Haynes on 0404869976**



**FOR SALE: 1972 MGB GT 1800cc, Colour Blaze. Black Interior. Full Restoration in amazing condition.**

Owned since August 2015. In 2017 Still One Auto Restorations, Sydney was commissioned for a full bare metal restoration and refit, completed in 2018. All mechanical works carried out by Stuart Ratcliff, MG Centre, Sydney.

Still One Auto compiled a detailed works diary of activity with every Invoice and over 550 photographs during the restoration. Copy of Original Build Certificate Abingdon 12 June 1972. All available at time of Inspection.

5,000 miles since restoration, Overdrive, Wire wheels, Electronic ignition (Original Distributor available), Assisted Power Steering fitted 2025. Registered until May 2026. For Inspections, located in Bundaberg region.

Admired by many enthusiasts, this is an amazing restoration.

**Enquiries Call Mike 0411 343 837, Asking \$42,500. Email: [mike@carebuild.com.au](mailto:mike@carebuild.com.au)**



# 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:: 1969 MGB**, colour British Racing Green. Has been with one owner since 2000. Having always been kept under cover, there is therefore, no rust. It has chrome wire wheels and electric overdrive in 3rd and 4th gears. There is also a good quality tonneau cover and hood plus sheep skin seat covers. Regularly serviced, records available. This car and its owners are well known in club circles as it has only been driven on car club events. **\$30,000 includes personalised number plate (69BEE), trophies and plaques. Phone Graham 0423 528 369 or Coral 0414 989 991**



**For Sale** After completing the recent restoration of my Red MGA I find that I need to part with my treasured **Green 1960 MGA** which I have owned for the last 19 years. If you are interested please call **Gerry Cronin 0415986354 SOLD**



## For Sale

**For Sale:: MGBV8 1973** We have owned this V8 since 1997. We purchased the car from club member Steve Faecett. Steve did a complete overhaul of the vehicle in 1989. He replaced the motor, gear box and differential with a newer Rover 3.5 litre V8 assembly. The wheels are the original MGBGTV8. The car has travelled 86448 miles



since the rebuild. Since we purchased the car it has always been serviced by MG car club member Barry Evans. The car is registered until 10/11/25. It is insured by Shannons with an insured value of \$70,000. The price we are asking is **\$60,000.**

**Contact: Ray Scheiwe on 0402790670**

**For Sale:: Beautiful, fully restored six cylinder 1937 SA,** gentleman's tourer. New steel body hand built by Robinson Brothers Carrozzeria. Engine fully rebuilt and meticulously tuned by Up The Creek Workshop, a highly regarded exotic and vintage car specialist in Castlemaine. One of only 23 SA's imported into Australia from new, the car was completed on 21 June 1937 and arrived in Australia on 29 October 1937. Discreet modifications from original include twin fuel tanks for long distance cruising and a Davies Craig thermostatically controlled water pump to prevent heat build up in heavy traffic in hot weather. The car starts 'on the button' in any weather, and drives very well indeed. It has no difficulty keeping up with modern traffic. For sale at less than build price- **\$135,000 firm.** Lots more photos available on enquiry. **John Crighton 0418-232-093.**



**Email johnhcrighton@hotmail.com.**

**For Sale. MGF auto 2001.** 140,000 kms. BRG. Registered to 2026. Owner is going into a home. **Without hardtop \$4,500, hardtop \$500. See GCMGCC website. Contact Derek 0431864545**

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