

THE TIME MACHINE

December 25 January 26

At the Shed on
October 18 we
welcomed John's
new Cyberster
and Jason's
stunning 5 year
restomod which
drew the big
crowds!



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.



Affiliated with the MG Car Club UK
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(Secretary)

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

Presidents Report



Here we are once more at that time of the year where we look back at what has been both busy and successful.

The now normal Shed days have grown to the stage where it has the most support of any of the activities the Club holds, with the runs and coffee morning well supported as well.

One of the highlights has been the decision, at the AGM, to support and sponsor the Girls On Track program, which next year will become known as the MG Girls On Track due to the 2 MGF race cars the girls will be running. Michael Davis's untiring efforts to support this group has been recognized by the award of the Maintaining the Breed trophy for this Year.

The Annual Presentation Lunch proved to be another success at the new venue and the efforts of Jim Haines and Shane Goodwin contributed greatly to the day, not to overlook our new MC, Lindsay Peacock and his Chairmanship of the Shed Subcommittee, resulting in Lindsay being awarded the President's Trophy.

On reflection the other annual award recipients are all worthy successes, with Carole Cooke awarded the Roger Thompson Tray for earning the most points by being involved in the Club activities and the Tony Voevoden Trophy went to Stuart Duncan for the most points in a pre-MGA MG. From my observance the competition in this class may get a bit hotter with the number of T-type owners getting involved.

I'm also pleased to report a steady stream of new members with our total membership the highest it has been in several years. This has been helped by a better retention rate of current members.

The Committee wishes everyone a very Merry Christmas, and a happy and safe festive season and look forward to seeing you when we return to our regular program for 2026 which with our anticipation of the new shed project will be an even bigger year.

Ian Rogers

President

(Photos from the Presentation Lunch will be in the next Time Machine - Editor)

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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

Stuart Weston - Surfers Paradise

Steve Begley - Coombabah

John Neaves - Carrara

Graeme Mant-Old - Eagleby

Darin & Sue Earwicker - Ashmore

The photos in The Time Machine have been supplied by Carole Cooke, John Careless, Shane Goodwin, Laurel & Dave Godwin, Gary Lock, Les Wake, Marlowe Vincent

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

MG Fraser Frolic – September 10-12

Day 1

Cars – '37 SA (Crichton), Supercharged TB (Fuller), MGA Coupe x 2 (Lock and Dan Casey), MGB Coupe (Godwin), MGB (Wake), modern MGTF (Boyce), and two non-MGs - Mazda (Carole Cooke) and Pajero (Duncan). It was lovely to see Annika Graz, who came up from Geelong to travel with Carole.

The group met at Brisbane Valley Roasters in Esk for coffee, most arriving very early because they allowed for motorway traffic which wasn't as congested as expected. The departure time was to be 10am, but the group left at 9am after a phone conversation with Bill and Zrinka who were still enroute, having aimed to arrive for the 10am departure. (They caught us up later).

We had a leisurely drive to Kingaroy, where we visited Vintage Wheels. Steve, the owner and only craftsman on site, hand-makes all sorts of wheels for vehicles and bikes of all



ages. His workshop was full of various machines, some of which are quite old and came from the old Ipswich Railway Workshops.



Being one of only a few wheelwrights worldwide, he makes wheels for customers all over the world.



Steve demonstrated each step in the process, beginning with a pre-cut strip of steel suitable for the job in hand. This was put through a set of rollers several times to form a circle, which was then to be welded together. Step 2 involved the circle being locked into a large machine which used various rollers on an

arm which rolled the edges, one side at a time, to the correct shape. Step 3 added dimples to the flat steel rim on another machine. In Step 4 the rim was placed on a bracket and the holes drilled to the correct angle (for spokes), then it was returned to the dimple machine to have a channel created in the centre of the rim (Step 5). Steve said he didn't like drilling the holes with the channel already created. Step 6 was the creation of the spokes, with one end being bent over and the spoke being cut to the required length. At Step 7 the other spoke end was pressed (not cut) to the correct thread. At Step 8 the new spokes and rim were attached to the customer-supplied hub and the spokes then attached according to the correct pattern.

Unfortunately, no one seems interested in continuing his line of work once he stops doing it. He has no succession plan, so it may be that a valuable skill will be lost.

After lunch in Kingaroy, and leaving at different times, we had another pleasant drive through bush and farmland to Gayndah. There was no pre-determined route, and not all of us travelled the exact same route. Most of us seemed to have taken the shortest, but not fastest, route.

At Gayndah we visited Peter at the privately-owned Citroen sheds to see the collection. There were around thirty cars of all ages, including a 1920 vehicle that still drives.



Our accommodation was the Country Roads Motel. After check-in the group met for drinks, nibbles, chats and laughs in the car park. Dinner was

at the Grand Hotel. On our walk back to the motel, we noticed that Gayndah is dead after dark!

Day 2

After a nice breakfast at the Gayndah Bakery, we left at 8am for another scenic drive to Hervey Bay. We met at the mini golf for coffee then made our way to the MG Museum, privately owned and run by David and Lyn, members of the Wide Bay Chapter of the MG Car Club of QLD. This was worth seeing, because apart from the fabulous collection of MGs, the walls were lined with posters, cabinets of fine china and crystal, teaspoons, miniature

cars, and books. There were mannequins (adults and children) dressed to match the age of the cars. Comfortable couches and chairs were conveniently placed to rest while admiring the display. There were about thirty-four vehicles, including Roadsters, TF, TC, TD, M-Type, and various older and newer cars, each sparkling under the lights. Here we also met with numerous members of the Wide Bay Chapter who welcomed us to their patch. The Haines, who were in Hervey Bay for a friend's 80th birthday, joined us at the MG Museum.





After a quick lunch we boarded a Tasman Venture boat for an afternoon of whale watching. We saw many mums with calves, some with 'chaperones' too, who may have had amorous intentions. The boat attracted the attention of two juveniles who swam around the boat, rolling on their sides, waving flippers, and putting heads out of the water to get a better look. A microphone was put into the water so we could hear some whale song. Many, many photos were taken! We arrived back about 6pm after a lovely time on the water.



Our accommodation was at Kondari Hotel, very comfortable and spacious. Dinner was at the hotel.

Day 3

Our rooms overlooked a lagoon which had ducks and turtles which came closer in the hope of a feed. Breakfast was at Salt Café, across the street from the water. David wore a long

sleeved shirt but in the cool morning breeze he was shivering. Judy kindly lent him her fluffy pale blue jumper, which Laurel put over his shoulders, to laughter from the group. His embarrassment gave way to relief as he warmed up.



We met up with the Wide Bay Chapter Hervey Bay members, who took us on a run around the locality.



We met up with the Maryborough members of the Chapter and we set off in two groups along roads edged with state forests. Several wild brumbies were seen getting some tucker along the way.



Morning tea was at a park at Poona, on the water's edge. The group then drove on to Sublime Farm and Brewery for a delicious lunch. We sat chatting with the other club members.



From here our members left individually to return home. Boyces and Duncans chose to overnight on the Sunshine Coast to avoid the crush on the Bruce Highway and M1. David reported getting home after a four-hour drive in horrendous traffic, while Duncans took two hours in a pleasant and smooth trip.





It was a fabulous trip. All up, we covered around 1000km over the three days.

Thank you to David and Laurel for organising it.

Lesley Duncan
(with assistance
from Stuart)



*70th Anniversary
of the MGA, see
page 22*

Doggie Run - September 28

The LSIM run was the annual doggie day out.

The start point was 9.00 am at our home at Frank Chaston Oval, Gilston. Morning Tea was enjoyed in the club rooms with lots of chatting and ball chasing, even the odd stick was included in the events.



At precisely 10.00 am, the Doggie Run left for the drive to Davenport Park, Bonogin, some 35 minutes away. There was some early confusion over the run directions, but thanks to mobile phones, the group was set on the correct path and arrived without further incident.





Davenport Park was ideal, 30 acres of grass, one large covered area with seating for double our number. A dog bubbler just next to our seating and lots of ball chasing room. Well if I was a dog I would be happy.

Lunch was consumed and company enjoyed a great day out with the furry friends Thank you Jim and Moya.

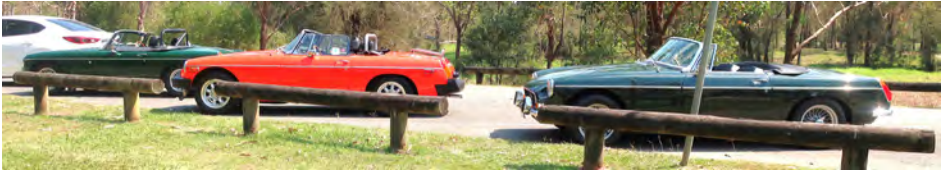
There were 11 vehicles on the run 7 MGs ,4 moderns, 20 members and most importantly 8 dogs active, 1 stuffed.

John Boyce



Outback Odyssey - October 8

The meeting point was Logan River Parklands at Beenleigh an interesting peaceful area in the middle of industrial madness.



We departed at 10.00am under warm conditions that later moved to hot. The 4 MGB roadsters all headed off with tops



down; MG owners are made of stern stuff, but as the temperature climbed to 32c, some added shade for the trip



Morning Tea at Wyaralong Dam, a pleasant stop with a cool breeze off the water. The raffle was won by a most deserving member as it was his first win after many years of trying, and one of the run organisers. Congratulations Denis Thomas. He was trying to calculate the total of his investment into these raffles but ran out of fingers.

Lunch at Harrisville Hotel was enjoyable and cool under their back verandah. There was some confusion over our booking as staff had us listed for next week. We had plenty of sitting room, quick service, but restricted menu. The liquid refreshments were most welcomed as was the company. Traffic was light for most

of the route, which offered an interesting drive. The countryside needs rain, I do not believe I am making this comment after the down pours we have received this year.

We had 15 members and 1 guest on the run driving 6 MGs and 3 moderns. A fabulous day out.

Thank you Dennis Thomas and Michael Davis.

John Boyce



60th Anniversary of
the GT, see page 24



Marlowe's Run – October 16

The Sweet Tea & Bee, tea and honey outing, on October 16 was an interesting mix of different venues to visit in the same morning. The parking at the Tarte Tea Garden was difficult and then locating the venue, but once seated inside the old-world charm of the shop became obvious. The tea, scones and other goodies were all worth the journey, as was the company.



Next stop was a 5-minute drive to Honeyworld, a shop dedicated to all things associated with bees. Lots of sweet treats, and every type of honey known to man. The short video on Honeybees was most informative.





Thank you, Marlowe Vincent,
your first Club outing was
fabulous.

We had 16 members attend
in 9 MGs.

John Boyce

Thanks again for coming
along & making my first
crack at organising a run
enjoyable...I've got the next
one ready to go for next
year, January 7!

Marlowe Vincent



LSIM Run - Journey to Nowhere - October 26

The weather at the Gilston Shed start point was showing signs of a hot day so we all stayed inside the Club rooms till departure time at 9.00am. The run to Geissman Oval on Tamborine Mountain was enjoyable with little traffic and entertaining MG roads. The MX5 Club passed us on Clagiraba Road, which Carole didn't follow as she was in the MX5, not Annie MG. We all kept our eyes on the speedo as police radar had been busy in the area.



Morning tea stop was pleasantly cooler with two more MGs joining the group.

After Morning Tea we drove along the top of the mountain and down Henri Roberts Drive. The long downhill run tested some brakes, but all arrived at the bottom safely.



The run back to the Beechmont Hotel was a breeze.



We arrived around 11.30 to find safe parking and placed food orders early. Three more MGs met up for lunch. It was a good day out and a lovely drive ending with nice food and better company. One rebuilt MGB GT V8 was on its first Club outing and performed brilliantly.

WE had 19 members attending in 11 cars, 9 MGs and 2 moderns. Thank you all for attending, hope you enjoyed the day.

John Boyce



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 listed are events that may be of interest to club members.

P Saturday 6th December – 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 10th December - Coffee at Garage 25 (Expresso Twenty 5) Grand Waterway Drive, Coomera for 10.00 am arrival. Please indicate your attendance by contacting John Boyce by Monday 8th December by email johnboyce44@bigpond.com.au or message on 0444 500 071

P Saturday 20th December - Shed Morning Meet Up followed by Committee Meeting. Last Shed Morning for 2025 so of course there will be a sausage sizzle. 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 Saturday 3 January – 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. First one for 2025.

P Wednesday 7th January - War Memorial & Lunch Run More details to follow. RSVP Marlowe 0402218117 marlowevincent@icloud.com

P Saturday 17th January - 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 25th January - Breakfast with the Cars -. Stanley's Barn Restaurant (Gold Coast Motor Museum) 107 Kriedeman Road, Upper Coomera. Arrive 8.00am. **Please RSVP John Boyce by 24th January on 0444 500 071 email john-boyce44@bigpond.com**



P Saturday 7th February - Shed Morning Meet Up 8.30am to 11.30am at Frank Chaston Oval, Worongary Road, Gilston (opposite Gilston State School). Come & learn, help out or just for a chat & a cuppa.

P Thursday 12th February - Guns & Roses Run Meet 9.15am at the Gold Coast Light Horse Education Museum, Mudgeeraba Showgrounds, Cnr Mudgeeraba & Worongary Rds. (Enter via the showgrounds gate on Mudgeeraba Rd.) Tea & Coffee available. Guided Tour & talks by volunteers on the school education programme. Then a drive to lunch at O'Reillys Vineyard 852 Lamington National Park Rd., Canungra at 11.30am. Park on the lawn each side of the rotunda. **RSVP Lindsay Peacock by Monday 9th February 0400 483 677.**



P Saturday 21st February - Shed Morning Meet Up followed by Committee Meeting. Meet up 8.30am to 11.30am at the Frank Chaston Oval, Worongary Road, Gilston (opposite Gilston State School). Come & learn, help out or just for a chat & a cuppa. Everyone welcome. Monthly committee meeting starts at 11.30am.



70th Anniversary of the MGA

The MGA was produced by MG from 1955 to 1962, replacing the MG TF Midget and marking a major styling departure. The design goes back to the 1951 Le Mans [EX172](#) racer, and was adapted by MG's chief designer, Syd Enever.

The production version was first shown at the September 1955 Frankfurt Motor Show. The MGA's sleek, low-slung body was a complete break from the traditional pre-war look of earlier MG sports cars. It replaced the aging MG TF Midget, which was not selling well at the time. Production ran for seven years, ending in 1962 when it was succeeded by the MGB.



The original MGA (1500 model) was powered by a 1489cc B-series engine. This was later increased to a 1558cc engine in 1960 (1600 model) and then a 1622cc engine in its final years. The MGA retained a separate chassis construction.

The MGA Twin Cam model, introduced in 1958, featured a higher-performance engine designed for competition. It had 4 wheel disc brakes and was in production from 1958 to 1960.





*Some of
the MGAs
in our Club*



60th Anniversary of the MGBGT

The GT version of the MGB was a high priority for Abingdon, in fact it is known that John Thornley and Syd Enever would dearly have liked to produce this car prior to the open topped MGB, but the roadster won the day. Within three years of the launch of the MGB, the GT made its debut at the 1965 Earls Court Motor Show. In 1956 a coupe version of the MGA was announced but this still did not afford any extra cabin space and it was to be another 9 years before the arrival of the MGB GT.



A forerunner to the GT appeared in January 1964, albeit not a factory produced version. Jacques Coune, a Belgian coach-builder designed and built the Berlinette MGB 1800 which many people believed was the prototype on which the factory GT was based. It was produced totally independently of Abingdon, although it was the Managing Director of the Nuffield Press who commissioned the first car. The Berlinette was only made in small numbers (58 in total).



20 months later the MGB GT was launched to a very enthusiastic motoring press. On sale at £825 plus purchase tax of £173 8s 9d the GT was exceptional value and the total price was just under the £1000 psychological barrier. This however was



the just for the basic car, many of the refinements were listed as optional extras, such as £14 6s 1d for a fresh air heater, over-drive was an option at £60 8s 4d whilst seat belts, not compulsory in 1965, were £3 5s 0d each

The MGB GT is a classic British sports car, specifically a fastback version of the MGB, produced from 1965 to 1980. It's known for its monocoque construction, overhead valve "B" Series engine (1.8 litres). The GT model features a front anti-roll bar and uprated rear springs. Front suspension is independent with coil springs and wishbones, while the rear features a live axle with semi-elliptic leaf springs. Hydraulic brakes with servo assistance are standard, featuring disc brakes at the front and drum brakes at the rear. Rack and pinion steering provides a direct and responsive feel.

The MGB GT V8 is a special variant featuring a 3.5-litre Rover V8 engine. The MGB GT offers a fun and engaging driving experience, particularly with the V8 option.



Cut off date for next magazine
15th January 26

Articles, letters to the Editor and suggestions from
members are most welcome
Email the Editor - Carole Cooke - 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

The new web address is 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

Membership at November 25
Active & Family 247 Life 7 Honorary 2 TOTAL 256

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



liz@longstonetyres.co.uk

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

Activities at the Shed September 20

*Great MG book was
donated to the Club*



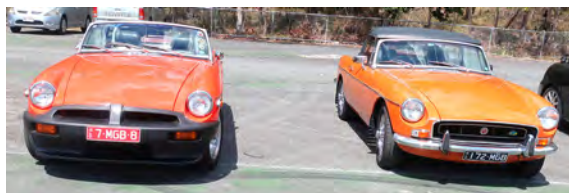


John and Jim celebrating their 80th birthday at the Shed



Club members helped Jim celebrate at the Nerang RSL

October 4





Gary organised a present for Jim - a walking stick!



October 18





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.



MG SPARE PARTS SUPPLIERS IN AUSTRALIA.

British Classic Spare Parts. Beerwah Sunshine Coast. 07 5439 9729 www.britishclassicspareparts.com.au

MG Spare Parts. Sydney NSW No phone, only email.
www.mgspareparts.com.au

Sportsparts Pty Ltd. Sydney NSW No phone, only email.
SUPPORTS OUR CLUB AS AN ADVERTISER IN THE T.M.
www.sportsparts.com.au

MG Sales & Service. Smithfield SA No phone, only email.
(MG Sales online) www.mgsales.com.au

Ballingall MG Spares. Melbourne VIC No phone, only email.
www.ballingall.com.au

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

Classic Motoring. Weston Creek ACT
www.classicmotoring.net.au

Barn find Spare Parts. Adelaide SA
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.

For Sale

FOR SALE 2002 MG TF 120 in as new condition under 30,000kms travelled. Registered till Sept 2026, air conditioned with power everything. This MG has a hardtop fitted to improve comfort and appearance.

Price - **MG \$9000** **Hardtop \$2000** **Both \$10500**
For further information please contact **John Boyce**
on **0444500071** or email johnboyce44@bigpond.com.au



FOR SALE:: 1965 MGB, Nurburg White, includes personalised plates Q - MGB65. Purchased in 2018 and spent thousands on it at the time to get it running beautifully. New canvas hood assembly, the seats reupholstered, changed generator to alternator for better battery reliability, plus much more. All receipts on the items that were replaced and a folder of history back to 1980. Since 2018 it has only done a couple of thousand kms. No overdrive - 4 speed. It is not perfect, perhaps a show car with some \$\$\$ or just leave and enjoy. A great car to drive, but unfortunately my circumstances have changed. Located in Ashmore. At the GCMGC meeting on Saturday 5 July several members viewed the car. I just had a heap of minor things done (including removing a couple of rust spots) by Allan at Best Price Auto workshop and he has supplied me with a current Safety Certificate. He said it drives great.
\$22,500 ono. Call Ian for an inspection - 0412994362. Email - ihorchner@hotmail.com



SOLD

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:: MGB GT 1973 1800cc excellent condition. 64337 miles, 2 owners. New chrome wheels and tyres, woodgrain steering wheel, no rust, garaged. Radio and remote, not fitted, air conditioning fitted, 5 original wheels, car cover, serviced and mechanically sound, replaced all that is needed, (highly maintained) RWC, registered to 25 October. Not financed. Custom number plates. Lots of spares and books. Ready to drive, genuine enquiries only. Nothing to be done. Offers considered.



For Sale:: Deceased estate. **1955 MG Magnette saloon.** A good restoration project for someone wanting one of these classic MGs. Apart from missing windscreen wipers it seems complete. Last running and registered 2019. Lots of photos available. Enquiries to **KIM on 0414-771-282 . \$4000 o.n.o. SOLD**



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. 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 Fibreglass hardtop to fit any MGB model. Fits tightly to the body on 4 anchor points... 2 in the window frame and 2 in screw down on body. Colour is mineral blue but can be resprayed. It is lined inside cabin with clean white vinyl and no cracks. Surfers Paradise. **\$2,500. Contact Marius von Zeppelin - 0411 123 355**
Email - mfvz@bigpond.com



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 MGBGT V8. 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 \$70000.00. The price we are asking is **\$60,000.00. 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.



Wanted:: Complete hood headrail for MGB, any condition.
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Good afternoon or evening MG enthusiasts

The following is an update on the **Northern NSW / SE Queensland combined Pre War MG and Pre 1956 MG Rally** from **Monday 11 May to Friday 15 May 2026**

This Rally is 2 weeks after the National MG Meeting in the Adelaide Hills, SA, and is designed as a social gathering for the current custodians (owners) of vintage and early classic MGs, with some driving along winding country roads.

Rally base

The base for the Rally has been moved from Chinderah, on the Tweed River, to the neighbouring Kingscliff, famous for its surf beach and beach culture, due to the availability of accommodation, hospitality venues and parking at Kingscliff.

Accommodation

Kingscliff offers the following accommodation options:

- Caravan park cabins
 - Tweed Holiday Parks Kingscliff North (this park is adjacent to the beach and approx. 2km north of Kingscliff shopping area) (13 cabins) (book on www.tweedholidayparks.com.au and select Kingscliff North as the park) They offer a weekday special of 'stay 4 nights for price of 3 nights'.
 - Tweed Holiday Parks Kingscliff Beach (adjacent to the shopping area and Kingscliff Beach Bowls Club). This park is usually full all year round and more expensive than the Kingscliff North park. *A quick check shows no cabins are available for the week of the Rally.*
 - Ingenia Holidays Kingscliff (on the western side of the Motorway, in Chinderah) (18 cabins) (book online on the usual websites)

All of these caravan parks offer various size cabins, although it is best to check the bed layout before booking. They require payment upon booking, but have a reasonable 3 or 2 days out cancellation policy.

I have already booked a beach front studio cabin at the Kingscliff North park.

Motels

- Blue Water Motel (3 Star) - near Kingscliff North (caravan) Park, one street back from beach.
- Chinderah Motel (3 Star) - overlooking Tweed River
- Mantra on Salt Beach (4 ½ star) – in Kingscliff South
- Peppers Salt Resort & Spa (5 star) – in Kingscliff South

Apartments, Air B&B etc

Check online as this is a popular holiday area, with many accommodation options.

Organising accommodation is the participants responsibility. (It is suggested you book early to avoid disappointment)

Activities

3 days of runs area planned, all starting in Kingscliff (near shopping area). The Tuesday and Thursday runs will be between 100 and 150km long with numerous stops to stretch our legs, whilst the Wednesday run will be over 200km long, going to the Lismore area, (via Uki, Nimbin and back through Federal and Mullumbimby) to view a private car collection, consisting of the oldest MG in Australia and the largest collection of pre 1930 Morris cars, plus an extensive display of antique clothing and memorabilia. (The owner has advised I will have a hard time getting participants to leave.)

Registration, with a Greet & Meet will happen on Monday (late afternoon / evening).

A celebration dinner will be held on Thursday evening, and a farewell breakfast on Friday.

I am still confirming other details, so the cost of the Rally has, as yet, not been decided. I will send out a Rally Registration form and cost in February.

Contact me if you require further information.

Yours in MGing

Stuart Duncan

Rally Organiser

Gold Coast MG Car Club Inc.