

THE TIME MACHINE

October November 22

The Display Day was held at Crocker Park on August 21. Many MGBs came along to celebrate the 60th Anniversary of the MGB



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



Club email: goldcoastmgcarclub@gmail.com

Club Web address:

www.goldcoastmgcarclub.com.au

P.O. Box 1018, Southport Qld 4215

Clubrooms - Heritage Centre,
238 Mudgeeraba Rd. Mudgeeraba



Stuart Duncan (Lesley)

(President)

Ph - 0405 402 745

email - lesley_stuart@bigpond.com

Shane Goodwin (Lorraine)

(Interim Secretary)

Ph - 0418 568 990

email - spgoodwin@me.com

Perry Collier (Jodi)

(Treasurer)

Mobile - 0408 015 837

email - treasurermgccgc@outlook.com

Carole Cooke (Peter)

(Editor)

Mobile - 0481 480 017

email - cazcooke30@gmail.com

John Careless (Kate)

(Run Co-Ordinator)

Ph - 0413 250 005

email - rjcareless@gmail.com

Allan Ross (Leola)

(Regalia)

Ph-0416 299 973

email - mg54tf@gmail.com

Lindsey Stevens (Gary)

(Joint Membership Sec)

Ph - 0410 589 942

email - lindseytaylor9999@gmail.com

Gary Stevens (Lindsey)

(Joint Membership Sec)

Ph - 07 5575 9934

email - gsls65@hotmail.com

Cheryl Robinson

(Committee)

Ph - 0466 627 308

email - cheryl.bgt77@gmail.com

Dave Godwin (Laurel)

(Committee)

Ph - 0412 029 277

email - murphgod@hotmail.com

Gary Stephens (Janet)

(Committee)

Ph - 0428 500 192

email garyonbikes@gmail.com)

Marius von Zeppelin

(Committee)

Ph -0411 123 355

email mfvz@bigpond.com)

Register Co-ordinators

Gary Lock - MGA

John Crighton - MGB

Other MGs - TBA

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

President's Report

On behalf of the Committee, I would like to thank those members who attended the AGM and showed their confidence in me and the Committee to manage the club on your behalf for the next year, by re-electing those of us who stood for re-election. Gary Stephens was elected on the day to the Committee and Marius von Zeppelin has also joined the Committee. Both Gary and Marius have years of experience in club management with other motorcycle and MG car clubs respectively.



To ensure copycat websites with similar domain names do not become a problem for the Club in the future, the Committee has registered 3 additional domain names: gold-coastmgcarclub.au, gcmgcc.com.au and gcmgcc.au . The 'xxxx.au' direct domain names are new and only become available this year.

Currently the Committee has no intention of changing the club's primary website domain name, although we may arrange for the 3 newly registered domain names to be linked to our existing website.

As mentioned in my weekly emails the Club's Concours and Display Day was again held at Croker Park, Mermaid Waters. A report and numerous photos appear on pages 6 - 8, 30 - 33 in this magazine.

This year, our Presentation Luncheon will be a 3 course meal at the Southport Yacht Club, Main Beach, on Sunday 13 November. The meal will cost \$60 each, with members asked to arrive around 11.30am. More details will be provided in my weekly emails.

Following the successful and well attended "Christmas in July" LSIM Lunch at St Bernard's Hotel at Tamborine Mountain, this will become another special event to be added to the Club Calendar. A short report and numerous photos appear on page 19 of this magazine.

Members Barry and Lorraine Bauman have donated Lorraine's daily driver, an unregistered 1997 MGF to the club.

It has been decided that the December and January Mid Week runs will be either a morning tea or a lunch get together.

I am looking at running a 'Fun-khana' sometime next year, at which members will be able to test their low speed driving skills, including driving whilst blind folded under the guidance of their partner/passenger. If you have or can suggest a suitable largish open/grassed area that we may be able to use, please contact me.

After pulling the engine out of my MG Y Tourer to sort out low compression in one cylinder and front crankshaft oil leak, I found the low compression was due to a broken ring. Whilst I try to find new piston rings (0.040" oversize) to fit my pistons, I have been cleaning the engine bay, refixing the electrical wiring in the engine bay (so it is located in a more original position), and rebuilt the non-working horn.

I now know that the width of ring grooves in a piston depends upon the piston maker, and purchasing piston rings in Australia is twice as expensive as getting them from the UK, even with freight costs added.

Yours in MGing
Stuart

Please Note - This will be your last Time Machine if you haven't paid your dues to the Club by the end of September. Editor

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The photos in this TM have been contributed by Carole Cooke, John Careless, Shane Goodwin, Lesley and Stuart Duncan, Perry Collier, Steve King, Ian Rogers, Shez Letten and the Over the Top travellers, Marlowe Vincent

THE MGB - 1962-1980

Celebrating the 60th Anniversary of the MGB

The design work to replace the MGA started in the late 1950's under the direction of Syd Enever and was completed by early 1961. The car was styled by Don Hayter. The first production car was completed on the 22nd May 1962 a LHD roadster, chassis number G-HN3 -102 with his blue RHD car, chassis number G-HN3 -101 being completed a few days later. The car was launched to the British public at the Earls Court motor show on 25th September 1962, with the addition of a GT to the range in 1965. In 1975, American safety regulations related to impact resistance was responsible for the introduction of rubber bumpers and raising the ride height.

The MGB had two special editions, the jubilee cars in 1975, all GTs in BRG, and the last 1000 cars produced in October 1980 would be Limited Edition, the final car being a Pewter GT. MG also produced the MGB GT V8 from 1973, powered by the aluminium block 3,528 cc Rover V8 engine.

In 19 years production of the MGB, 512,112 cars were produced.

The MGBs at the Display Day for our Club at Crocker Park, August 21







*It's a pleasure to share-drive the BV8 at Queensland Raceway with the last (oldest) of our Boys. (The other 4 Boys share-drove the race cars some years ago). **Dave Godwin***



**Queen Elizabeth II.
1926 -2022**



The Trip Over The Top

By Ross and Shez Letten with interruptions from David Godwin

Well he couldn't help himself could he? After organising The Trip to the Tip in 2020 and the The Trip Across in 2021, our mate David Godwin just had to do something about a sequel. And so for 2022 it was the Trip over the Top:

15,000 kms of amazing scenery and changing colours over seven weeks as we travelled through Queensland, Northern Territory and Western Australia



The team as follows:

David and Laurel Godwin

– 1961 MGA (callsign **RIP**)

Terry Windon – 1971 MGB (callsign **Red Car**)

Ross & Shez Letten – 1978 MGB (callsign **Blue B**)

Julie Turner (and sometimes Laurel!) – Lexus SUV grog carrier (callsign **Princess**).

Carol and Jim – Mercedes SUV auxiliary grog carrier and with VIP coffee machine (callsign **Igloo**).

And then joining us in Darwin after shipping their beautiful car from their home near Perth:

John and Ann Dawson – 1957 MGA – (callsign **Topless**)

Day 1 12/05/2022 Home to Bargara 383 kms

RIP was delayed so an advance party met up at BP Garage Caloundra and drove through generally foul weather to the pretty seaside resort at Bargara (near Bundaberg) although waves pounding on the Beach detracted from the romance of the setting.



The advance party

Day 2 13/05/2022 Bargarra to Yeppoon 377 kms

This day was notable for torrential rain and closed roads!

Torrential rain and flooding on the way to Yeppoon

We had been advised by a supposedly knowledgeable local to avoid Gin Gin as the bridge on the Bruce Highway was closed due to flooding and to take the Rosedale Road north instead. Despite oncoming traffic repeatedly flashing their lights at us we obdurately refused to take the hint and carried on. That is until we were suddenly confronted by a full-scale torrent registering 2.5 metres on the depth gauge!

This turned out to be the Yandaran Creek which, according to the map, should have been entirely innocuous. Bugger! We had no alternative but to retrace our steps adding 30 odd kms to our trip.



Yandaran Creek very definitely closed...

We arrived at Gin-Gin at 13:20 to join a large queue of trucks waiting for the bridge to open and at 14:25 we slowly crossed the bridge.



Gin Gin bridge

It was then pedal to the metal with 200 kms to get to Yeppoon .

Meanwhile RIP left home that morning and caught us up. His notes for that day are amusing and instructive: *Left home 6 am.*

Had a bad night's sleep. Afraid I might forget something. Slight drizzle - not too heavy. It became very heavy on the Sunshine Coast and the car slowed down - lost power and I wondered what was wrong. Checked the spark plugs and they were black. Adjusted the carburettor up 2 flats to lean it out. At one point, I had to change down from 4th to 3rd to 2nd and into first gear, it was so underpowered. Then I realised that the air filter (which had been positioned in front of the radiator after the disasters of the Africa trip) must be full of water! I put a piece of firm card box in front of the air filter and the car ran beautifully again.

That evening we raced to meet up with members of the Capricorn Chapter of the MGCCQ at The Rocks restaurant in Yeppoon - quality food and service and great company - thanks to Jim and Sandra Armstrong for arranging.

An excellent dinner with the Capricorn Chapter

**Days 3 to 5 14/05/2022 to 16/05/2022 Yep-
poon to Mission Beach 1,014 kms**

A rest day at Airlie Beach provided an opportunity for the girls to relax and for the boys to do some obligatory fettling of MGs - check tyres, replace fan belt, clean inside of rear light lenses and other such distractions.



Boys and their toys

We stopped at Ingham for one of the team who had not elected for an advance postal vote to cast his ballot in the Federal Election and for a brief visit to the Lees Hotel recognised in Dan Sheahan's poem *The Pub with No Beer*.



The Pub with No Beer

**Day 6 17/05/2022 Mission Beach to Undara Lava
Tubes 270 kms**



This was Blue B's worst day of the trip. It started well even with the shortcut via Raven-shoe blocked so prompting a diversion via Innisfail but still giving us the serendipitous opportunity to have lunch under the trees at Mungalli Creek Dairy Farm and to visit three picturesque waterfalls. The largest of these was the Millaa Millaa Falls and Terry and Ross were seduced into going for a dip – rather **too** refreshing as it turned out. Brrrr!

Millaa Millaa Falls

Then back on the road and this is where near catastrophe struck Blue B. The late MGBs feature a temperature gauge that doesn't actually show any figures, just a horizontal graph-



ic running from blue to red. Ever since the radiator was replaced prior to the Cape to Cairo trip the needle has always occupied the first quarter of the scale. Until that day. The needle gradually moved to the vertical position which would, on a properly functioning gauge, imply normal operating temperature. Anyone who has driven in convoy will understand my reluctance to hold the show up by pulling over. So I pressed on, telling myself, quite illogically, that perhaps the gauge had repaired itself. Until the smell of a hot engine could no longer be ignored. On pulling the bonnet release and raising the bonnet swathes of blue smoke erupted and the head gasket seam sizzled. A cold radiator but a very hot engine.



Poor Blue B ...

It transpired that one of the heater hoses had burst and deposited the coolant on the road. Dave's infrared temp gauge recorded a block temperature of 143 deg C. The big question of course was this a terminal issue for Blue B with a cooked engine? After a considerable wait until the temperature had dropped to 90 deg C we replaced both hoses and refilled the radiator with the motor idling, initially with hot water from the thermos. A check of the engine oil revealed no emulsification so we moved off very gingerly. With all going well confidence grew that Blue B had narrowly dodged a bullet. The postscript was that the head gasket blew between cylinders two and three and needed to be replaced a few days later but this was a small irritation compared to what could have been.

The moral of the story is that preventative maintenance is the key to these trips and I should have replaced the hoses as a matter of course. The only excuse I can offer is that the Brisbane River inundated the lower floor of our house on 26/02/2022 and the resulting shenanigans took my eye off the Blue B ball!

RIP and Blue B had already done the Undara Lava Tubes tour on our "Trip to the Tip" in 2020 so we didn't repeat. However the rest of the group enjoyed it.

Day 7. 18/05/2022. Undara Lava Tubes to Cobbold Gorge 224 kms

On the way to Cobbold Gorge Blue B again disgraced herself, this time with coil failure. Diagnosis and replacement of the failed coil took just long enough that Blue B and RIP (who kindly stayed with us) missed the well-regarded pontoon boat trip through the Gorge (but we were refunded).



Team Godwin and Letten at work

The rest of the group who did the tour reported favourably and the setting and pool were outstanding!

Cobbold Gorge

Day 8 19/05/2022 Cobbold Gorge to Georgetown 145kms

This day was notable for the very rugged dirt road to Forsayth and a visit to the Ted Elliot Mineral Collection <https://www.australias.guide/qld/attraction-tour/the-ted-elliott-mineral-collection/> for those of us into rocks.



A tip for those doing a similar journey in the future: the Ampol Georgetown Roadhouse is a very friendly grocer / supermarket providing almost everything you would need while travelling in the outback! The adjoining Post Office is also excellent.



Always worth carrying extra fuel in the Outback

Day 9 20/05/2022 Georgetown to Karumba 318 kms

Water in billabongs, creeks, Gilbert and Norman rivers. . .

We overnighted at the Savannah Shores motel at Karumba Point with a glorious sunset over the Gulf of Carpentaria.

Dinner while watching the sunset



Departure at 07:00

Day 10 21/05/2022 Karumba to Adels Grove 503 kms

We had a lucky reprieve when we arrived at Burketown en route to Adels Grove – the sole purveyor of fuel in town was just locking up for the weekend! With no certainty of fuel at our next stop Adels Grove 200 kms away and no other fuel stops on the way we could have faced a job-stopper!

Dare we cross?

So nine hours driving and a river crossing later we arrived at Adels Grove. The accommodation was clean and tidy but with facilities lacking during redevelopment following destructive fires two years previously.



Day 11 22/05/2022 Adels Grove rest day

We spent a pleasant interlude paddling canoes up the Lawn Hill Gorge and wondering at the stupidity of a swimmer the previous week who had allegedly followed a fresh water crocodile behind the small waterfall shown in the photo and had promptly got bitten! Or at least that was the story we were given.



Lawn Hill Gorge, Terry and Ross

David checking his gearbox oil

Day 12 23/05/2022 Adels Grove to Barkly Homestead 517 kms

The following is an extract from Dave's notes:
It was meant to be 495km - 5hr 49min but experiences and excitement got in the way!



Knowing that a good proportion of the journey was on gravel roads, we decided to leave Adels Grove (Lawn Hill Gorge) early - 6.30am - as a red glow appeared in the east. We decided to take the road less travelled to Camooweal - a gravel road past the Riversleigh Dinosaur park. This turned out to be most delightful! The kangaroos were aplenty, hopping this way and that; the white Brahman cattle preferring to congregate on the road rather than in the lush bush; the massive birds of prey waiting until the last minute before rising from their fresh meal of kangaroo and one lone but healthy dingo eyeing us out without moving a muscle. 60km from Adels Grove and five km past the Riversleigh Dinosaur Park, we entered an oasis setting, which turned out to be theGregory River causeway which was flowing fast and furious.

The advert "If it's flooded, forget it!" came immediately to mind! Blue B, whose duty it is to scale these sorts of obstructions in his Croc shoes, set off to ascertain if it was



sensible for the three MGs to continue on to Camooweal along this route. To our disappointment, the answer was that it was only 350mm deep but was slimy and slippery and two sections were flowing far too fast for comfort.

A disconsolate group on the other side awaiting the verdict...

So the decision was taken to return past Adels Grove to Gregory Downs (which we had visited three days before) to refuel and have breakfast. The next decision was - do we take the 700+km sealed route to Camooweal or a 400+ kms gravel road short cut.

The short cut won - briefly!

60km along the (next) gravel road to Camooweal, Red Car had a puncture. Normally that wouldn't be a problem - we would have fitted the spare wheel.

But the wheel alignment had been set incorrectly before we left home and both front tyres had scrubbed out to canvas by the time we had reached Adels Grove, so the spare tyre was not useable. Having no other option, we fitted RIPs 15" spare tyre to Red Car - which only runs 14" tyres.

Red Car's somewhat distressed tyre

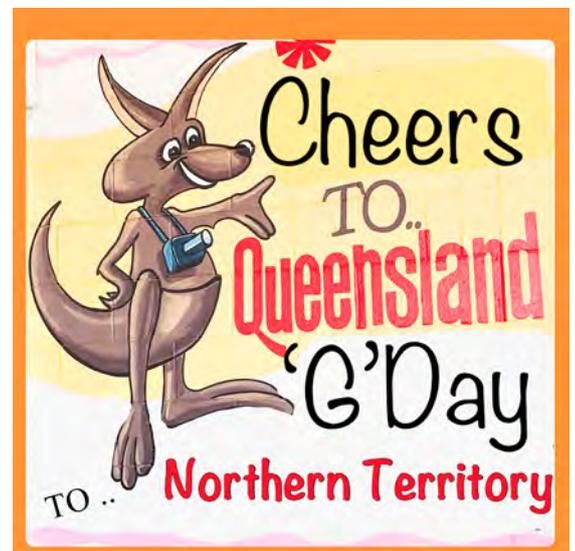
That got us back on the track until Igloo radioed to say he also had a puncture! Prudently he had bought a spare tyre (Mercedes don't supply spare tyres apparently!) but unbelievably, the bolts turned out to not fit the wheel! RIP had brought a tubeless tyre repair kit but had never used one - now was the time to learn! The repair continued to leak - albeit slowly - so Plan B to the rescue - Pump My Ride! Only an Australian would think of a name like that! We squirted this sticky mixture into the tyre and the results were amazing! No more leaks!



At this stage, the sun was well over the yard-arm so the short cut route was abandoned and we returned to the sealed road. We then set our right feet to 120kph and headed for our overnight accommodation - having travelled 709km and 9hr 38min on the road!

Needless to say, Red Car and Igloo bought the drinks that night!

Watch this space for the next exciting episode!



**Cut off date for next magazine
10th November 2022**

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

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

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

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

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

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

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

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

**Membership at August 2022
Active & Family 278 Life 10 Honorary 5 TOTAL 293**

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

Christmas in July - Tenterfield - 13 - 14 July

We met at Arthur Earle Park on a cold but fine winter's morning for our 9am departure. Most people opted to bring their town cars as we were expecting very cold and possibly rainy weather in NSW. However, a couple of MGB/MGB GT's and a few modern MG's made sure the MG Club was represented. I must add that Denis Thomas and Bruce Bishop braved the cold with the top down in Denis' MGB but lived to regret it!

Our morning tea stop was Knox Park, Murwillumbah where others joined us including Dave and Laurel and Dave's dad, Roy. For many of us it was our first venture into NSW since Covid struck! We took the Tweed Valley Way through Stokers Siding, Ocean Shores and Mullumbimby with many roadworks due to the recent floods in this area before arriving in Lismore. It was very sad to see the devastation there and the brave attempts to rebuild the town. Some chose to stop for lunch here, others of us went through to Casino. It was then back onto the Bruxner Highway with many more potholes and roadworks before reaching our destination at the Henry Parkes Motel in Tenterfield late afternoon.



After a bit of a rest we met up for drinks at 6pm in front of the open fire and sat down to a fine meal of a roast trio of pork, ham and turkey with seasonal vegetables. This was followed by either pavlova or sticky date pudding and butterscotch sauce. It was nice to sit at one table (only 24 people) at this Xmas in July and catch up with old friends.

It was an early night for some as they were eager to see the State of Origin with Qld and NSW in contention.

Thursday morning was predictably chilly with all the cars covered in frost (except the Haines who sensibly put newspaper on the windscreen). There was a wonderful cooked breakfast as well as fruit and cereal if one so chose.



See what's in the grille!



There was a bit of a chill in the air between the Qld and NSW camps as Qld won the State of Origin! After a morning walk and some shopping in Tenterfield we headed off at 10am. Some chose to stay on or go home via the main highway. However the five carloads of intrepid travellers set off on our way to Woodenbong. Five minutes out of Tenterfield we stopped at Thunderbolt Hideout where Fred Ward better known as Captain Thunderbolt had his hideout

and hunting ground for his hold-ups during the gold mining days. As we proceeded along many dirt roads (obviously flooding had occurred through here), it was easy to imagine how horseback would have been a better means of transport!! We limped through Legume and into our lunch stop at Pitstop Café, Woodenbong with remarkable great burgers and steak pies for a much needed break. Denis Thomas proceeded to start a "spoke fund" to help with spoke repairs but came up empty!

Finally, we headed off via Rathdowney and Beaudesert before the turn off to the Gold Coast. Thanks to Stuart for organising this Run. We can certainly appreciate our good Gold Coast roads after seeing how impacted NSW roads were after the floods.

Susan Craig

At Thunderbolt's Hideout



LSIM - Christmas in July Run to St Bernards Hotel - Sunday 31st July

Members enjoyed an early 2 course lunch in the Marquee at St Bernards Hotel, Tamborine Mountain. A number of members started from the club rooms, driving up the mountain via Oxenford, before travelling along Long Road to the Hotel.

Some local Tamborine Mtn and northern Gold Coast members drove straight to the Hotel.

Stuart





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Coming Events (as at time of writing 17/9/22)

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

October 2022

[Committee Meeting – Monday 3 October – Clubrooms 238 Mudgeeraba Road Mudgeeraba.](#)

P – Mid Week Run – Wednesday 12 October

Two Tamborines Run organised by Stuart Duncan. Start, Damian Leeding Memorial Park, Oxenford (adjacent to the Coomera Lake) 10.00am. Morning Tea at a member's property on Mount Tamborine. BYO chairs and morning tea. Lunch at the Bearded Dragon. RSVP Stuart Duncan lesley_stuart@bigpond.com or text 0405 404 745

P – LSIM Run – Sunday 30 October

Jacaranda Run organised by Cheryl Robinson. Starts Martin Sheils Park, West Burleigh Rd, West Burleigh. Be there from 8.30 for a 9.00 am start. NSW members can meet us at the morning tea stop in Uki. BYO morning tea & a pub lunch. Finish at Eltham (northern NSW) RSVP to Cheryl by Wednesday the 26th. RSVP text 0466627304 or email cheryl.bgt77@gmail.com

November 2022

[Committee Meeting – Monday 7 November – Clubrooms 238 Mudgeeraba Road Mudgeeraba.](#)

P – Overnight Mid-Week Run – Tuesday 8 to Thursday 10 November Overnight

Yamba Run organised by Denis Thomas. Staying two nights at the Yamba Aston Motel (\$130 night/room). Book your own room by phoning Rhonda 02 6646 2199 & let her know you are with the GCTMC. Wednesday will consist of a ferry ride across to Iluka for lunch at the Sedgers Reef Hotel, with dinner at the local Bowls Club. Start Arthur Earle Park 9.30am. Fish & Chips at the Tweed on the way home. RSVP Denis at denisthomas47@bigpond.com

Presentation Lunch – Sunday 13 November

Southport Yacht Club – arrive from 11.30am. \$60 per head includes draws in the raffles. For further details refer to Stuart's Monday night emails and the Club's Facebook. RSVP Shane Goodwin spgoodwin@bigpond.com or text 0418 568 990

P – TF 20th Anniversary Run – Sunday 27 November

A run to celebrate the 20th Anniversary of the TF but it includes Midgets of all generations and of course other models of MGs.

For further details refer to Stuarts Monday night emails and the Club's Facebook. RSVP Shane Goodwin spgoodwin@bigpond.com or text 0418 568 990

December 2022

Committee Meeting – Monday 5 December – Clubrooms 238 Mudgeeraba Road Mudgeeraba.

P- Midweek Run – Wednesday 14 December

Christmas Lunch at Coomera Lodge Tavern. More details will be made available via Stuart's emails and the Club's Facebook. RSVP Stuart Duncan lesley_stuart@bigpond.com or text 0405 404 745

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

3-Oct	Mon	CM	Committee meeting
6-9 Oct			Bathurst 1000
12-Oct	Wed	MW	Two Tamborines Run
15-16 Oct	Sat -Sun		Heritage Truck Association
16-Oct	Sun		Harrigans Rod & Custom Show
20-Oct	Thur	OTHER	Golden Era Auto Racing (GEAR)
22-23 Oct	Sat - Sun	OTHER	Gold Coast Car Show
28-30 Oct			Gold Coast 500 (V8s)
30-Oct	Sun	LSIM	The Jacaranda Run
7-Nov	Mon	CM	Committee meeting
8-10 Nov	Wed	Overnight	Overnight Mid-week Yamba Run
13-Nov	Sun	OTHER	Presentation Lunch
17-Nov	Thur	OTHER	Golden Era Auto Racing (GEAR)
27-Nov	Sun	LSIM	TF 20th Anniversary Run
5-Dec	Mon	CM	Committee meeting
14-Dec	Wed	MW	Christmas Lunch





Jacaranda Run

Sunday 30 October

MGTF 20th Anniversary Run
 including MGFs & Midgets

Sunday 27th November



NEW DATE

CHRISTMAS LUNCH – 14TH DECEMBER



Merry Christmas

COOMERA LODGE TAVERN – MAUDSLAND



Yamba Overnight Run
 Tues 8 to Thurs 10 November

Book your room ASAP

Fish & Chips at the Tweed on the way home

12th October



The Two Tamborines Run



Original Gold Coast Swap

Our 2022 Swap Meet has been cancelled due to unforeseen constancies including bad weather and unavailability of the venue. At present our next swap is planned to be held on the third Sunday in July 2023.

For more information about our swap, watch our web site and emails will be sent to all car clubs and media as in past years.



THE TIME MACHINE
 June-July 22

THE TIME MACHINE is now online

THE GCMGCC NEEDS RUN ORGANISERS



Please contact John Careless the club's run coordinator - rjcareless@gmail.com

Midweek Run - August 10th

We were blessed with a perfect day when we assembled at Tallebudgera for our run. Our complement was made up of 17 cars with 30 members.

We were met here by a new member David Montgomery without his F which is being rebuilt at present. He had caught public transport from Labrador to the start point. Well done !.....Ouch !!

Between myself and Bruce B we shared David as our passenger a baptism of fire you might say. Anyway he was alive when I dropped him at Helensvale on the way home.

From the start we took the scenic run through to Murwillumbah. For some a more scenic run than others as they played follow the "lost leader" instead of the run sheet.

Morning tea was as normal enjoyable and noisy with Shane Goodwin winning the raffle.

Leaving morning tea we proceeded south over the Burringbar range toward the coast noting the change in the area and growth in housing along the coastal roads.

BYO lunch was had at Pottsville where the temperature had dropped several degrees and the wind velocity had increased just enough to go right through you.

This did not stop the conversations nor some members enjoying a glass of wine on their special wooden table which I am sure the photos will show.



The last of the winter like runs was very enjoyable thanks to our organisers Barry and Annie Gray.

Thanks for a great day from the Mid-week Mob.

Denis Thomas



New Members

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

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

Rob Bartle, Tamborine Mountain - Red MGB Coupe 1971

Graham and Amanda Wright, Tamborine - Green MGB 1962

John and Chris King, Lower Beechmont - Cream MGTC 1948

Iain McKechnie, Murwillumbah - red MGB 1971

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Project Resurrection #2

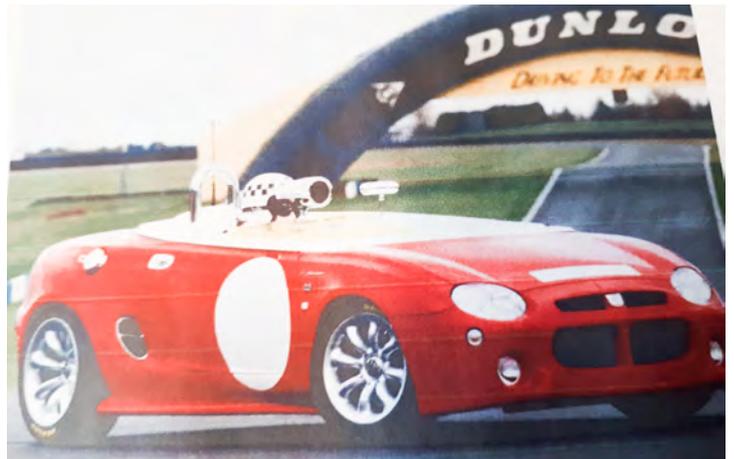
When we left you in the last issue of TMM we had the car running, but we should point out we did not just start it after such a lay up. We removed the plugs put a bit of oil down each bore and with the aid of a 22mm socket and bar turned the motor over several times to make sure it was not seized or rusted up but all was good.

So the fun begins

Despite Gary's trip to the USA for 3 weeks to visit his son and grandson but still being able to use his hoist, I think we have made great progress.

First we removed the heavy skid plate which is underneath the car to protect the coolant pipes, it weighed a lot and we don't expect too many speed humps on the race track. We removed the air filter completely, but the resonator box under it was another matter. It is wedged between the sub frame and the body, only way to remove other than dropping the whole motor and sub frame is to cut it in halves, quite a challenge, but we succeeded.

We now had to decide where to go from there, in our dreams something along the lines of the MGF Super sports is appealing but maybe not practical at this stage. So plans to lower the car approx 35mm all round to help handling and appearance has been achieved by removing the 4 hydra gas towers and the linking lines then cut the Base of the tower and shorten the knuckle, as per Rob Bell's internet article. We had to make adjustments to the pressure in the system when we



pressurized it to allow for the weight we had removed from the car. The other thing we did was to isolate each tower and pressurize independently, this will stop the car pitching and enable the adjusting of corner weights.

Problems

When we connected the brakes we found we could not get fluid to the rear calipers and believed it to be the ABS unit blocking the way, so as this is a not a road car we decided to remove the ABS unit and save weight at the same time, presto brakes all round. Now we could drive the car we needed a seat, which required making brackets to install and a bit of ingenuity. The battery had to be moved back and mounted on the floor where the passengers seat used to be and simply reroute the battery cable and fit an isolation switch.



A more substantial task was the venting of the radiator up through the bonnet, this required the modification of spare wheel bay, cutting the bonnet directly above and some ducting to the area. Why did we do this, well the aero on the MGF as standard caused air to go under the car while at the same time a low pressure area develops on the bonnet, which at speeds in excess of 80kph, especially when it is lighted like ours, tends to lift..The venting to the above help to relieve this problem.



Where to next

Our initial goal was to have the Project Resurrection at the display day and we achieved that with a last minute panic. The car drove off the trailer and back on at the end of the day. Goal one achieved.

We still have to remove the heater pipes which are leaking from the console and are not needed on the project anyway.



The main project is to start to look for more horse power, the current 120PS motor only has 118 hp, requiring us to seek a 145PS motor (143hp) plus a 52mm throttle body and cold air induction, plus a straight through exhaust system for starters and hopefully around 160 hp should be impressive due to the weight we have removed.

There is still a lot of tidying up of wiring, switches and consoles and further down the track the fitting of a roll bar will be necessary for safety in competition.

Along the way we have had some help and interest from members, with both information and labour particularly from John Careless, Jim Haines and Shane Goodwin.

Ian Rogers & Gary Stevens

Project Resurrection

At Display Day

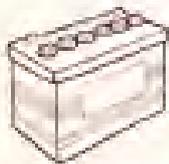


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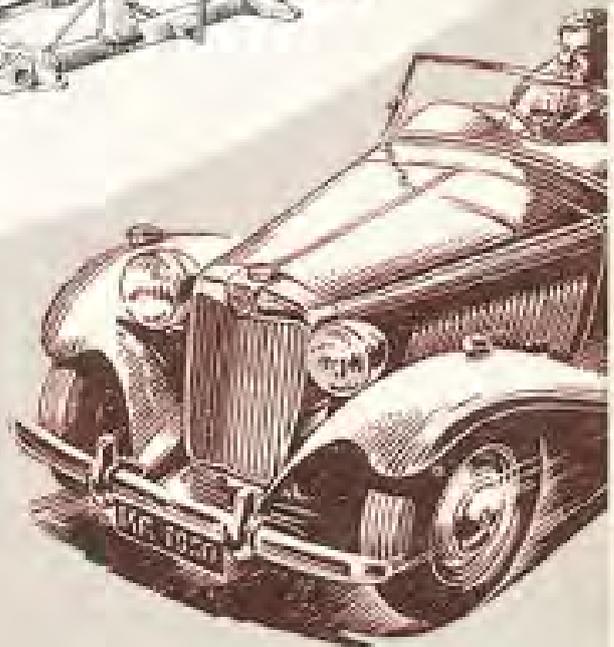
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Concours/Display Day - August 21

Our Concours and Display Day was held once again at Crocker Park, Mermaid Waters. We wanted to use Rudd Park on Goodwin Terrace, down at Burleigh Heads now that the construction huts had vacated the park after the completion of the two residential towers adjacent to the park but to our surprise the Gold Coast Tramway team had secured the use of the park from the first of July for an indefinite period.(more than likely for years). We then approached council to use the parks at Broadbeach but found the restrictions far too difficult to overcome.(underground sprinkler system).

Council made it quite clear that the rain over the past year had taken a toll on so many parks that we had to be very careful on the use of vehicle activity at any park. In this instance we were grateful that we got to use Crocker Park at all.

The first MG's arrived at 8.00am and an hour and half later we had 45 cars.The oldest car was Bill Fuller's J3 and the newest was Sheila Roberts' HS

The cars in Concours were lined up in a row and the Pride of Ownership participants were spread about in a casual manner under the shade of the parks trees.

So, what did we have on display ?
We had the J3, TC, TD, TF, A's, B's both roadster and GT's, 4 & V8's, RV8, Midgets, Lenham Midget, Modern F & TF's and the HS.

Aside from the display cars, Ian Rogers trailered along his F racing project car to show members what progress he had made.

A big thank you to the judges and helpers on the day, Jim Haines, Ian Rogers, Dave and Laurel Godwin, John and Kate Careless.

Gary Stevens.









Trailer for Club Members to Use

Do you need to transport your car, for repair or show, maybe retrieve it after a mishap or break down. The good news is the Club has a tandem axle car trailer which can be booked and used for the donation of only \$20 per day. Contact is now Col on 0409 825 913. Trailer is stored in Mudgeeraba



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MGF & MFTF Guidance Note: Engine Immobilisation Issues - Part 2

Check the fuses.

Remember the immobiliser function does more than just disable the ECU. Fuel pump, injectors and earth connections are also disabled. You may be able to quickly determine if the problem is the ECU, the immobiliser control box (SCU) or somewhere in between. Listen carefully and eliminate potential problem sources – is the fuel pump working? Is the alarm disarming? Is the engine turning over or even starting and running for a short period? Is there power to the ECU and SCU?

Check the ECU has power. An easy way to do this is to plug in a diagnostic scanning tool if you can get hold of one. If the screen is dead, then you know you have a power issue with the ECU as most scanners draw their power from the ECU. If the scanning tool shows a screen but will not interface with the ECU, then you know the ECU is getting power but is probably not talking to the SCU. So, check again the connection plugs and wire between the ECU and the SCU.

If you don't get a plug 'right home' when pushing it in, it won't connect with the ECU. Sometimes, you must hold the back of the plug (the one on the ECU) as it has a tendency to push out backwards when pushing the reader cable plug in. You need to hold the car side with your right hand and push/wiggle the cable plug with your left hand.

Check the earth to the ECU. On some cars there could be two wires. The MGF Register forum has information as to the pin configurations of the OBD2 connectors. www.mgfresterforum.org.

The black connecting plugs do break and the OBD2 'plug in' on the ECU can become loose internally.

Check if any aftermarket components connected? They may be 'confusing' your ECU as it tries to reboot. There has been one report of an ECU unit not powering up because an aftermarket head unit had replaced the original in the car. As well in this case, the ECU would not interface with an OBD reader (diagnostic scanner).

The vehicle head unit is the system that controls the audio, navigation (when equipped) and climate control system of the car. It was reported that disconnecting the head unit enabled the car to be started.

If you still can't get the car going, read on.

Waking Up the Key Fob

The MGF and MGTF remote key fob uses a rolling code system. When you press the key fob, the code changes every time, and the alarm box in your car also changes its code to match with the key fob.

This is a great antitheft system but sometimes the key fob and alarm box codes do not match, and the system will not operate.

The most common cause for this is pressing the buttons on the key fob away from the vehicle, the key fob code moves on but the alarm box on the vehicle does not, so the two codes do not match.

If a key fob is corrupted in this way, there is no reset or repair, and the only solution is to program a new fob.

The key fobs and the ECU control box receiver on your car have a clock, this clock also moves the code on, even if the key fob is not used.

Sometimes your key fob tries to “talk” to other remote electronic keys and starts sending code to these devices and similarly gets the code sequence out of sync.

This problem was the subject of an MG-Rover technical bulletin, TT0122, in 2004. It identified the following vehicles/manufacturers, any BMW vehicle, BMW Mini, Rover 75 / MG ZT (they all use a BMW based system). These vehicles use a two-way transponder-based system, and the data transmissions can corrupt the Pektron fobs.

As there is no resynchronisation option on Pektron fobs to match the fob's current rolling code position to that expected by the SCU, the fob buttons should NEVER be pressed while the fob is out-of-range of the vehicle.

If the fob and SCU go out of synchronisation then the only solution is to program a new fob. ('Second hand' fobs cannot be re-programmed).

But before going down the new fob path you should try the following:

If your key fob has simply stopped working, appears undamaged and the battery is good try this:

- 1.Unlock your vehicle with the key in the driver's door lock, do not open the door.
- 2.Press the right-hand lock button (the button with the padlock symbol or the dimpled button) on the key fob 4 to 8 times.

If the above fails, try this:

- 1.Open the key fob
- 2.Remove the battery
- 3.Press any button 10 ten times, and the same with the other button
- 4.Refit the battery or a new battery
- 5.Unlock the vehicle with the key in the driver's door lock, do not open the door
- 6.Press the right-hand button lock button (the button with the padlock symbol or the dimpled button) on the key fob 4 to 8 times

Programming a new Key Fob

The round type of key fob fitted to TFs from 2003 (used with the Pektron unit) cannot always be re-programmed – generally it has to be a new fob supplied with the bar code so it can be synchronised.

There are some service providers in the UK who have the software to retrieve the 28 hex barcodes from the Pektron SCUs, which enables them to reuse fobs from one Pektron SCU to another – but of course they will need your SCU to do this. Contact Remobilise Ltd at www.remobilise.co.uk.

If it is the earlier Lucas fob then it can be re-programmed with most diagnostic scanning tool such as t3/t4, T300, Pscan.

All your car's key fobs need to be done at the same time and the immobiliser control box (SCU) is required as well to do this.

Some local repairers and some club members have these programmers and should be able to help you.

And first make sure you buy the correct frequency key fob, as they are not cheap (around \$80-100). Not all new fobs have a barcode sticker on them and some of the cheaper fobs have meaningless barcodes.

To identify the frequency of the emitter transponder in the key fob can be tricky, as there is no outward identification on the casing (labelled 3TXA, 3TXB, 3TXC or 17TN in all markets including Australia). To do this, you need to open the old key fob and look at the transponder itself on the printed circuit board (PCB) – a 1239 resonator signifies a 315MHz transponder, and 1207 a 433MHz unit.

If you have lost your key fob, you can get the frequency from the SCU.

To identify the frequency that your Lucas 5AS receiver requires, you need to look at the SCU's outer casing. On it is a white label, and on the right of this, there is a label with a black 25mm circle with a letter inside it. Letters M/K/S/T or B all denote 315 MHz units and letters A/H/L/R all denote 433 MHz units.

Emergency Key Access Code procedure (EKA)

The EKA is a four-digit numerical code. You will use your ignition key to enter the code by inserting the key into the driver's side door lock and following the procedure in your vehicle handbook. If you don't have a handbook, you can use the following procedure, which comes straight from 'the remote key.co.uk' website:

When entering the code, follow the steps below. The procedure must be followed exactly as shown below or as described in your handbook or it will not work.

After 3 failed attempts the system will not let you attempt this procedure again for 10 minutes (30 minutes for Land Rover).

1. Using the ignition key insert it into the driver's door lock.
 2. Turn the key clockwise to the locking position (the doors will lock) and hold it in this position for at least 5 seconds.
 3. After 5 seconds slowly return the key to a central upright position.
 4. The first digit – Turn the key fully, as far as it can go, anticlockwise to the unlock position (the doors will unlock) then back to the central upright position. This should be done the number of times as the first digit on your security card.
 5. The second digit – Turn the key fully, as far as it can go, clockwise to the lock position then back to the central, upright position. This should be done the number of times as the second digit on your security card.
 6. The third digit – Turn the key anticlockwise to the unlock position again, the number of times shown on the security card
 7. The fourth digit – Turn the key clockwise to the lock position again, the number of times shown on the security card.
 8. Once this has been completed turn the key to the unlock position once.
- If the code has been entered correctly, open the door and the red flashing LED light on the dashboard will stop. You will now be able to start the car.
- The MGF & TF Owners on-line forum also has some helpful additional advice.

When turning the key in the lock it must be done with precision and slowly. On some worn locks, you may have to turn the key slightly past the central upright position.

If you listen closely, you should be able to hear the switches clicking inside the lock.

Sometimes you need to add one digit to the second and fourth digits of the EKA code, as the MGRover database has sometimes not been accurate

For entering accuracy, it's quite useful to nudge the key ever so slightly past the centre mark, to ensure that the lock has registered a zero point.

As well, there was a problem with a few early MGFs, as the cars were dispatched from the factory with an incorrect EKA (a software error on the code generating computer on the production line). This incorrect number may still be with your car.

The standard correction for this factory labelling error is to add "1" to the 2nd and 4th digit. So, for example, an EKA of "2468" becomes "2569".

Note as well, that there is a 10 minute lockout after 3 failed EKA entry attempts.

Curing ECU Amnesia

By disconnecting the battery completely, it should in theory, prompt the ECU to do a full reboot when power is restored.

It is critical that the battery is fully charged on reconnection. There must be 13.7 volts across the terminals.

Before reconnecting the battery, unplug the two black connectors from the ECU for at least 30 seconds. Inspect for damage before reconnecting.

With an ECU afflicted with amnesia, simply connecting a charged battery to it won't usually solve the problem first time. It seems the unit needs to either relearn or cycle through code before it can find the right reboot sequence. It has been reported on the on-line forums that you may need to disconnect/reconnect the battery up to 30 times to get a good 'boot-up'!

The SCU will indicate a correct reset of the ECU by sounding a short beep.

Then switch the ignition on for one minute (you can hear faint noises as the electrical system "wakes up" after having the power disconnected), before turning the key to engage the starter motor and start the engine.

ECU Repair or Replacement

If all else fails, the ECU and the immobiliser control box SCU will need to be removed from the car and may be able to be "repaired" which generally means reprogramming and synchronisation but could include chip replacement. At the moment, as far as we are aware, this usually involves sending them off to a specialist service in the UK. They should be "repaired" as a paired set.

(Q – do any members know of a local or interstate service provider? I suspect MGF race cars have had the immobiliser removed and/or the ECU modified so there must be some local expertise available to which members can be referred).

Both new and used ECUs are advertised on-line from time to time and new units are usually available from major MG parts suppliers such as Moss, Rimmers and Brown & Gammons. The Club has a Lucas EPU and SCU available which can be lent to members whilst they await the arrival of replacements.

A replacement ECU once it has been installed in the car, will need to be "paired" with the immobiliser SCU (unless both were purchased together as a "pair").

Some of the newer multi car diagnostic systems used by repairers today have limited capability on MGs and Rovers. Unique code (the EMS code) needs to be retrieved from the SCU and then fed into the new ECU. So, you need to look for someone who regularly works on MGs and Rovers and still has a t3 or t4 diagnostic system, or a repairer with the newer T300 or Pscan diagnostic tool and software. There are reports that some former MGRover dealers (not to be confused with the new MG Motor dealers) or your local Land Rover dealer, may still have the original diagnostics tools if they used to be part of the old MGRover dealer network.

A Pscan electronic diagnostic tool is a simple and effective method for doing this. One end of the unit plugs into your ECU and the other into your laptop, and the Pscan soft-

ware then provides you with straightforward instructions on your laptop for doing the synchronisation. There are number of excellent YouTube videos on how to do this. There are members in the club with this scanner who may be able to assist.

Note you will need to know the version of MEMS for your car model. MEMS, (Modular Engine Management System) is the entire system, including the ECU, fuel system, ignition system and variable valve system (on a VVC). Following are the applicable MEMS:

MEMS 1.9 up to 2000

MEMS 2J VVC up to 2001

MEMS 3 VVC 2001 on

MEMS 3 MPI up to 2001

MEMS 3 MPI 2001 on (on ISO settings not BMW if using a diagnostic tool or scanner)

Sources of Information

If you experience a problem with your MGF, TF or MGRover sedan with a K series engine, please let the Club know, even if the issue has been resolved. If it hasn't been fixed, we will try and point you in the right direction.

Many service providers have detailed information on their websites and nearly all of the MG on-line forums have multiple threads dealing with the issues canvassed in this note. They are well worth exploring when you encounter the 'unsolvable problem', as it is sure to have arisen before! Some of those used in the preparation of this Note include:

MG Experience - Modern MGs Forum: mgexp.com

Remote Key: remotekey.com.uk

Remobilise Ltd: remobilise.co.uk

MGF and TF Owners Club forum: the-t-bar.com

PSCAN : Pscan.co.uk, contact Phil Christian. There is also a dedicated support forum for Pscan on the MGF and TF Owners Club forum: t-bar.com

Technozen Electronics: In addition to those sources already identified a good source is Paul Evans at Technozen. His business website is technozen-electronics.co.uk. His excellent technical thread can be found on the mg-rover forum at <http://forums.mg-rover.org/showthread.php?t=384938>.

Morepartz: morepartz.co.uk a good place to start looking for used ECUs and kits.

Issued February 2022

Shane Goodwin

For Sale

:2002 MGF 120 Automatic British Racing Green, 101,864Km in good condition, with up market wheels. Needing some one to use regularly . Car is in Warwick. Asking \$7000. Please call Leith Johnson 0438320856 or leith.l@hotmail.com



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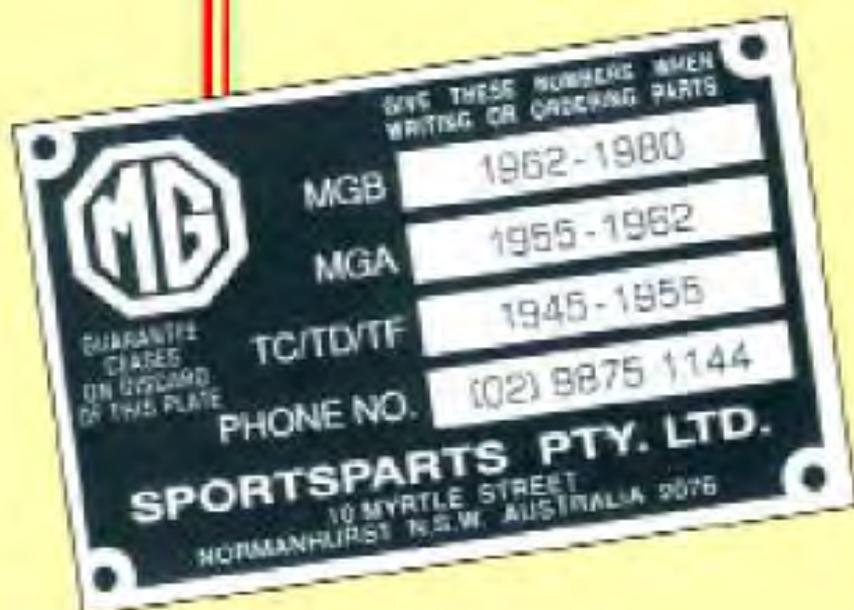
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