

# IDLE TORQUE



Edition No. 215 May 2020  
Newsletter of the

**C.ex Coff's Sports, Touring  
and Classic Car Club**

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*More than just a car club*

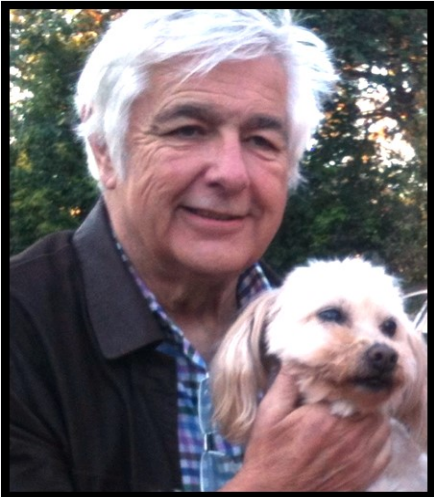
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The Club holds a General Meeting each month and the August meeting is preceded by the AGM. Ten (10) General Meetings are held on the first Monday of each month at C.ex Coffs at 7.30pm, except for October when the meeting is held on the first Tuesday of the month, due to the public holiday. Two (2) other General Meetings are then held, one at Cex Urunga (usually in June) and one at C.ex Woolgoolga (usually in November). These meetings are held on a Sunday morning with a car display and followed by a luncheon.

Disclaimer: The views and opinions expressed within this newsletter are not necessarily those of the Coffs Harbour Sports Touring and Classic Car Club or its Committee. Whilst all care has been taken, neither the club nor its officers accept responsibility for the accuracy of information printed and the quality of any items or services advertised or mentioned in this publication. The Committee reserves the right to edit contributions for publication.

# TRIBUTE TO CAR CLUB MEMBER JOHN STEPHENS



John passed away on the 10<sup>th</sup> March 2020, after a long illness.

John joined the C.ex Coffs Sports, Touring and Classic Car Club on the 5<sup>th</sup> October 2009. John and his wife Pam stayed active club members until late 2019, when his health started to decline.

Club member Peter Titmus, first encountered John at a local Doctor's surgery and was prompted by the lovely Morgan Aero 8 in the carpark to make conversation. Peter invited John to join our car club but the response from John was less than enthusiastic, apparently due to his past experiences with other car clubs.

However, John did come along to a meeting and he and Pam became extremely popular and dedicated members of our car club.

John enjoyed all club outings and recently spent some time on the car club Events Committee. He also had great contacts within the motor racing fraternity in Victoria and willingly shared these contacts with many car club members, by facilitating visits to their workshops and car displays.

John's generosity was exceptional and clearly demonstrated by his strong financial support of the Coffs Harbour Oncology Unit and Ovarian Cancer Australia. John never sought any recognition and that was just typical of John's character.

As happens with many car club members, John and Pam's involvement with the car club also fostered close personal relationships with some members. One such friendship was with club members Tony and Toni Goninan who would care for John and Pam's beautiful little dog Holly, when they were away. John's soft and caring nature was clearly apparent in his love for Holly.

John was an extremely caring, generous, funny, clever, intelligent person and he will be fondly remembered by our car club membership. We are all privileged to have known John and our love is eternally with Pam and her family, following his passing.

Club members and close friends, Pat and Glenda O'Carroll have been in recent contact with Pam and Pam was happy to share the content of her recent email to Glenda with the car club membership.



*Hi Glenda & Pat,  
Thank you for your good wishes, I do so appreciate the sentiments of all our friends with special mention to the car club. It will be 4 weeks tomorrow since Stevo's passing but it feels like a lifetime. I am still in Melbourne as it seemed the best option considering the restrictions due to the Coronavirus and lack of flights back to Coffs. I am also close to my beautiful family here in Melbourne. Please pass on my regards to the car club members and make mention that the lad had a wonderful send-off with 130 attending his Celebration of Life service at Potters' Cottage in leafy Warrandyte, Victoria. (Funeral number restrictions of 10 came into force the very next day - lucky lad). I plan to have an ENCORE for Stevo, Coffs style later in the year, just as he would have liked. He always loved a party.  
Love to all.  
Pam*



# President's Message May 2020



To state the obvious, our situation hasn't changed since last month so no club activities, and **NO MONTHLY MEETING ON MONDAY 4th MAY AT THE C.EX COFFS.**

I believe there may be some form of relaxation of the restrictions by mid May, I most certainly hope so. If and when this happens we will be in touch as to how and when we can recommence activities. Difficult times I know but we don't have much choice and we are all missing our club activities and socialising with our club friends.

The motoring world was saddened recently with the passing in the UK of Stirling Moss, aged 90. To myself, along with most others of my era, Stirling was our youthful hero who we all aspired, without success, to emulate. He is often remembered as the most successful driver never to win the world drivers championship coming a close second for many seasons in the 1950s. He had a burning desire to win the championship in a British car but for many years in the 1950s British cars were not up to the task, which lessened his chances of becoming world champ.

One of the highlights of Stirling's career was winning the Mille Miglia in Italy in 1955, comprising 1000 miles around Italy on unclosed public roads, his race time was just over 10 hours with an average of just under 100 mph driving a Mercedes 300 SLR Sports, a remarkable achievement, no wonder the race was canned after several deaths in the 1957 race .

His front line racing career was tragically curtailed in 1962 when he had a horrendous unexplained accident at Goodwood where he had serious injuries from which he was lucky to survive although his recovery was lengthy. In later years he was a great ambassador for

the sport and made many appearances at Historic events, even in Australia.

A list of the cars he most frequently raced will illustrate his versatility ; Cooper 138 races, Maserati 75, Lotus 59, HWM 50, Jaguar 37, Aston Martin 29, Kieft 28, Vanwall 18, Porsche 16, Ferrari 15, Mercedes 14 etc etc.

His great skill is well illustrated in the following pic of Stirling in his Cooper in a full four wheel drift, and probably doing 100 mph at the time, with the car perfectly under control, it takes a lot of skill and bravery to do this, I know, I have tried in a Cooper and came away realising that I shouldn't give up my regular job.

**DICK WILLIS**



*Motorists pulled over for showing too much haste could expect to be asked by police:*

*"Who do you think you are? Stirling Moss?"*

*Sir Stirling once revealed he had also been asked the same question by a policeman, "but I couldn't work out if he was taking the mick".*

## MAY BIRTHDAYS

3rd Grant George  
4th Bob Cooper  
12th Michael McLennan  
14th Brian Reston  
19th Gary Addison

**If you would like to be added to our member's birthday list, please let the Newsletter Editor know your birth date. (day/month only required)**



*“Ask not what your car club can do for you, ask what you can do for your car club”*

Our Club’s AGM normally occurs the first Monday in August, prior to our August General Meeting, at C.ex Coffs.

Due to Covid 19, we are unsure how this may be facilitated this year however, the election of Office Bearers for the 2020-21 club year will still take place in one form or another.

It is therefore timely all members start thinking about what they can do to ensure the continued success of our great club.

Remember, we are *“more than just a car club”*

## **CAR CLUB MEETING RAFFLES**

Due to our club meeting raffle being impacted by COVID-19, we are conducting a competition in Idle Torque.

The competition is called “Find the Virus” which is lurking somewhere within the newsletter.

The first 5 members who email the Editor and correctly identify the location of the “virus” in Idle Torque will receive a prize at the clubs next post COVID-19 general meeting.

**Editor**

[theguymers@bigpond.com](mailto:theguymers@bigpond.com)



## C.ex Coffs Sports Touring & Classic Car Club

### CLUB MEMBER PROFILE

**Patrick MATHON**

**Partner Ann**

1. **My home town was** Sydney **and my fondest memories are** being able to go for a short walk to Middle Harbour fishing.
2. **My first job was** Apprentice Mechanic **but my best job was** being the proprietor of the NRMA Salamander Bay carrying out road service and towing. Employing approximatel 12 staff that were fantastic. Meeting a wide variety of people in the local area and from overseas and being able to help.
3. **I learnt to drive in a** VF Valiant **and what I remember most is** obtaining my "L"s in Tumut and driving back to Sydney with the family at 60mph.
4. **My first car was a** MK2 Cooper S **and the best thing about it was** speed and the handling. I worked for a short time down in the Snowy Mountains, it was great driving on roads with "unrestricted" speed limits. (although I was on P Plates).
5. **My current daily driver is a** Toyota Hilux **and the reason I bought it was** owning a rural property and having been involved in the earthmoving profession, a FWD was a necessity.
6. **I regret selling my** Cooper S MK2 **because** it was a fun car to drive and I have many fond memories. (including being booked for speeding).
7. **My dream car is a** Triumph TR4a IRS **because** it has great looks and they run beautifully.
8. **My current club car) is;**  
Vanden Plas Princess 4Litre
9. **My other interests besides cars are;**  
Fishing, Good Food, Farm Improvements, Overseas Travel.
- 10 **What are the best things you like about the C.ex Car Club and do you have any suggestions how we could make it a better experience for members?**  
The diversification of the member base. The friendly atmosphere at the events.

***Thanks Patrick for completing the Club Member Profile.  
The Member Profile template is available on the Car Club website and members are encouraged to participate. It is a great way to introduce new members and also learn some more about our longer term members. EDITOR***



## SECRETARY'S REPORT MAY 2020



*Although we have been in lockdown the work of the club's Committee goes on and it is only now that we are in the second month that we have seen a slowdown in correspondence in and out of the club's email box. Unfortunately, because the C.ex Coffs club is closed we have not been able to collect any snail mail. Listed below is the correspondence we have received and sent.*  
**REGARDS, PAT**

### MARCH CORRESPONDENCE RECEIVED.

9 X Other Car Club Newsletters. 3 X Rare Spares updates. 1 X Membership Application from Dianne Parker. A report from the Southern Motoring Assoc on their AGM. Event cancellation notices from the Kempsey club for the Hat Head Rally, Port Macquarie and Grafton Club's for their events and the Southern Motoring Assoc.

### MARCH CORRESPONDENCE SENT.

Advice was sent to all members advising of the sad passing of our member John Stephens. Advice was sent to all members advising all our events were cancelled for the time being.

April Correspondence received.

4 X Other Car Club Newsletters. 4 X Rare Spares Updates. A newsletter from 2AIRFM. An email from the Coffs V & V Club advising at this stage they are still planning on having the Swap Meeting in July. An email was received from the Southern Motoring Assoc advising on the use of club registered vehicles during lockdown. An email was received from Tony Goninan thanking the club and its members for the good wishes he had received during his recent hospitalisation. An invoice was received from the Southern Motoring Assoc for our annual subscription.

April Correspondence sent.

A midmonth message was sent to all members by the President. Emails were sent to a number of our new members asking if they could complete a member Profile.

## EVENTS REPORT MAY 2020



*Well what a change in circumstances over the last months from a very full calendar to virtually nothing. Be assured that as soon as we are able the Car Club will swing back into action and I'm sure that we will be ready and rearing to get those cars back on the road and enjoy many of the events that were on the Calendar – just rescheduled.*

*It will obviously depend on "the Norms" going forward into the future. The Presidents Day, Ladies Lunch, Coffee Runs and Christmas Party are events that I will try to make definite, however, we may have to come up with other creative ways to operate. One thing is certain things will never be quite the same again.*

*Remember "We are more than just a Car Club" and it is important to stay in touch either with phone calls, emails or Social Media when you need a friend to vent with.*

**REGARDS, JUDY**

***STAY SAFE AND KEEP ACTIVE***

## REGISTRAR'S REPORT MAY 2020



There have been 3 CVS (Mustang, VW, Anglia) and 2 HVS (Alfa Romeo, Porsche) Registration Renewals processed this month, all completed according to strict Social Distancing requirements.

Before driving your vehicle, which is subject to Historic Registration, please be aware that there are restrictions in force, as to the circumstances in which it can be driven. Please see below, an overview of information which has filtered through.

It is reported that the NSW Police have pulled over a number of vehicles on conditional registration and questioned whether their use is for “essential purposes”.

This is a summary of the response from Transport for NSW (Policy Branch):

As long as club members follow NSW State restrictions, such as only going direct to the mechanic, the shops, medical practitioners, pharmacies or to work, they are allowed to use HVS and CVS vehicles with the filled out log- book.

That does not include trips to try the car out or charge the battery etc. Those reasons could be considered spurious by any authority who pulls you up.

Note that two unrelated people in the front seat of a vehicle are breaking the distancing rules. If they are not family or don't live with you, then they are unrelated.

Going it alone is the safe way if you must go out in ANY vehicle.

If you are taking such a vehicle to a mechanic, it is suggested it be for essential work and you have a prior appointment with the mechanic.

It is suggested that members who do NEED to use a vehicle under conditional registration have a good reason ready.

Further information can be found on the NSW Gov't website (COVID-19 Restrictions).

[https://www.legislation.nsw.gov.au/\\_emergency/Public%20Health%20\(COVID-19%20Restrictions%20on%20Gathering%20and%20Movement\)%20Order%202020.pdf](https://www.legislation.nsw.gov.au/_emergency/Public%20Health%20(COVID-19%20Restrictions%20on%20Gathering%20and%20Movement)%20Order%202020.pdf)

Historic Registration “Renewals” will soon be able to be done online, however there are restrictions. Please check the website and go to the eligibility section. This may not suit our members as an inspection and Pink Slip is required, under our current guidelines. It appears this would exclude those vehicles at present. If in doubt, continue with the original renewal process. Please contact me if you would like a copy of the current Eligibility guidelines.

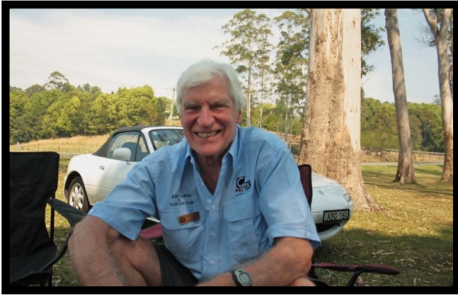
<https://www.service.nsw.gov.au/transaction/renew-conditional-vehicle-registration>

*Once life “as we knew it” returns to some form of normality, and we can again meet and have organised outings, it will be great to see all those highly polished and detailed Classic Cars at events and boosting their yearly run numbers. With the spare time we are all experiencing, I am sure vehicle maintenance, will be viewed as an opportunity to get out of the house (to the garage). Completing all those little jobs generally left for the future, will be on top of the list, and most will have already been attended to.*

**REGARDS, BOB**



## TREASURER'S REPORT MAY 2020



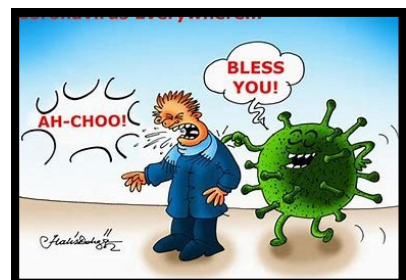
Hi Michael,

Treasurers Report.

Healthy bank balance. No financial transactions during April.

Regards  
Kevin

## WELFARE OFFICER'S REPORT MAY 2020



I received an email from Mike with a update on our members welfare.

- 1) Mike sent a card to Tony Goninan at Baringa Private Hospital during his recent operation. Tony is recovering well and thanked the car club for their good wishes.
- 2) Mike made a phone call to Helen Denham and checked on how Bill was going.

Mike reported that he had not received any other reports of members being unwell during April.

*I am aware Marilyn Thomson had eye surgery in Sydney recently and my last conversation with Warwick was that she was doing well. We all wish Marilyn a speedy recovery.*

**EDITOR**

**Club Member, Deno Accadia is the proud owner of a Ford GT40 Replica. I asked Deno to share his story which I know will be of great interest to our car club members and their clubs who receive Idle Torque. Thanks Deno.**  
**EDITOR**

I bought the GT40 Replica 4 years ago, as an Unfinished Project Car from Bob Mortimer in Bundanoon near Moss Vale. Bob was originally from England, he bought the GT40 30 years ago from Tornado Sports Cars when he was living in the UK. He and his wife migrated to Australia in 2011, to retire and he brought the unfinished GT40 with him, thinking it would be a similar situation to getting it registered in Australia as it was in the UK. How wrong could he be. !!! His 1st mistake was settling in NSW, the worst state in Australia to anything registered, 2nd mistake was not getting his VIN Number sorted while in the UK, 3rd mistake was stripping it down to a Chassis and Components to pay less Import Tax. So, after battling with the RTA/RMS for a few years and not getting any younger, he gave up and put it up for sale to some other unsuspecting person, me. Bob, used the sale of the Tornado GT40 to purchase a "Turn Key" Superformance GT40 from the USA. He is happily driving his new GT40 everywhere. I have driven mine once, 7th December 2019 from Coffs Harbour to Woolgoolga and back. *(See this story on the next page)*

If anyone is interested, I have a few photos converted to digital from the original owners build when he started it in the UK 30 years ago.

**DENO ACCADIA**





I took my project car out for it's 1st maiden run a few months ago, talked the RMS into a one day UVP- Unregistered Vehicle Permit, to drive to Woolgoolga to "calibrate" my electronic VDO Speedo.

My car has never moved more than 3 meters before under it's own power, in the 4 years I have had her. Only occasional engine starts for 3-4 minutes every couple of months.

Left home for a quick shake down check to the 1st roundabout and home.

Only 1.5km, just to make sure nothing fell off or broke, had my brother waiting with his 4x4 Dual Cab just in case. All good.

Heading off, got to Bray Street, had a loud unusual intermittent metallic scraping sound coming from LHS. Stopped, checked everywhere, found nothing 5 times, this continued on and off the entire trip. (Later found to be Electric Fuel Pump failure in the LHS Tank).

Very slow drive north, 40 in the 60 zone, checking the vehicle, 60 in the 80 zone.

Got up to 80 in the 110 zone until Moonee, car felt good, so I gave it a good squirt to 110?.

Car coughed a bit along Emerald straight, RHS Fuel Gauge showed very low. Just thought "thirsty V8". Decided to refuel at Emerald Beach. All good, until I could not get Reverse Gear trying to make a 3 point turn. My brother and a stranger had to push me backwards, very embarrassing. (Not enough clearance on shift lever in the centre console)

Took the old highway thru Safety Beach, less traffic, slower speeds. Offered my brother a drive, he drove about 1 km and got worried about the strange metallic noise. I took over, got another 500m and noticed a strong fuel smell, got out Fuel was bubbling out of the top of the LHS Filler Cap.

Released Fuel Cap and Pressure, checked ok. Happened again at Woolgoolga, decided to have a coffee and wait for the Fuel Level to subside in the LH Tank, which it slowly did.

Return trip to Coffs Harbour took 3 hours. Left Tank kept pressurising and bubbling fuel out the Fuel Cap. Eventually ran out of fuel in the RH Tank at Sapphire, my brother had to buy a Jerry Can and Fuel while I waited with the car. Got home late.

5 Hour Return from Woolgoolga.

#### PROBLEMS

Metaliic Noise LHS - Electric Fuel Pump - Replaced

Fuel Pressurising LH Tank - Failed Pump and no return air option on LH Tank. Installed Crossover Tubes.

Can't wait for the next driving opportunity.!!

**SEE PHOTOS OF DENO'S SHAKEDOWN RUN TO WOOLGOOLGA ON THE NEXT PAGE**



Bob Mortimer's Tornado GT40 "Turn Key" Superformance GT40 purchased from the USA.  
He is happily driving his new GT40 everywhere.



# Woolgoolga Shakedown Run





## MIKE GOSBELL SHARES HIS ONGOING EXPERIENCE WITH THE RESTORATION OF HIS 1959 3.4 JAGUAR

The 1959 Jaguar 3.4 restoration started in 2014, a restoration of this magnitude should not be taken lightly. You need to know the car that is being restored, what it will cost to restore in dollars & what it (SHOULD) be worth when finished.

Well it has been a big job to get the car to this point, with lot's of interruptions along the way (too many other cars to maintain )

There is now light at the end of the tunnel, the big job was getting my trimmer to finish his part in the process before he retired. Guess what he was doing on his last day at work, fitting the carpets to where I could finish them myself.

I am down to about 4 boxes of parts for the final assembly. The motor is partly rebuilt with the gearbox and front suspension to do as well as a number of smaller items to be completed.

The plan is to have the car completed by September 2021, unless MURPHY has his say in the final run/crawl to the end.

**MIKE GOSBELL**





## Many thanks to Mark and Wendy Edmonds for providing this article

Wendy and I were in Brisbane working in the last two weeks of March and on the 15th came across the Ford Club and All British Fords having a day out at Colleges Crossing near Ipswich. A nice crowd with a great collection of Capris, Cortinas, Prefects, etc. Loved the Prefect Station Wagon, would be great for Ford lovers to get their Zimmer frame in when they need a slower Classic!



Also in this time of stay home we all need an adrenalin rush so this short video may help, it's called Rendezvous. You could pass on the links if you thought it was ok.

Watch this one first

Get away in Paris Ferrari

<https://www.youtube.com/watch?v=YeEeyOCJ1OA>

Then watch the explainer

The Original Street Racing Video

<https://www.youtube.com/watch?v=hmdR6B1DPac>

Good viewing anyway.

Mark Edmonds



# A "BLAST FROM THE PAST" FROM PAT



**CAPRI V6.** One of Australia's top 3-litre Production Tourers. Comes equipped with all the latest homologated bits. Maintained regardless of cost. Record includes: Third in 1978 "Sun-7" Series, class winner Oran Park ManChamp, second in Surfers ManChamp. Only failed twice to finish in first three in all races contested in 1978. Lap record holder Amaroo (57.8). Laps Oran Park 1:24.1 (long) 50.3 (short). Comes with or without trailer and spares. **POA.** Contact Alan Cant 02-636-2201 (home) or 047-21-4321 (work).

Alan Cant, from Racing Car News June 1979  
An advert for Alan's Ford Capri

**MILANO HOLDEN 179.** 12 cwt., 2930cc, 3 x 3/4" SU's, BMC 'B' close-ratio box, Holden diff. Wide wheels and rubber. Stg-1/2 13.16, 130 mph, S'dale under 40, class records so far at Lithgow, Amaroo, Grafton. Road regd. for another 10 mths., painted Hawthorn Green, comp. professional upholstery and trim. Never beaten by any other Milano, bug-free and totally reliable. At \$1700 this is the performance/price bargain of the year. All enquiries answered. **Dick Willis, "Serrento", 4/10 Clapton Place, Kings Cross.**

**MILANO HOLDEN.** Triple 1 1/2" SU's, chromed extractors, Lukey muffler, VW suspension, diff. and gearbox, power brakes, G800 tyres. Fully instrumented, registered ("MG" plates). New, unmodified everything. \$900. **Doug Brown, 23 Gregory Ave., E. Corimal, N.S.W.**

Dick Willis, from Racing Car News Sept 1966  
An advert for the first Milano he owned  
He's been a car dealer for a long time

★ During the race drivers often used the horn to "toot" other cars out of the way. Not so Charlie Smith in the Mini Cooper, who came up behind the Collerson/Howard Fiat 600D and — knocked on the rear side window.

We haven't seen Paul Samuels name in the programme since his monumental prang at the Farm when his little Berkley became unstuck at the Western crossing. Paul now often heard on the PA made a more active return to motor racing by entering the above Fiat.

The Fiat was a second-hand trade-in and had 17,000 miles up before race preparation began. It circulated the 3 3/4-mile circuit at about 4 min. 27 secs. per lap with a fastest of 4 min. 25 secs. No oil or water was used and the tyres retained plenty of tread. Brakes were excellent,

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Charlie Smith. A race report from Bathurst 1963 in Aust Motor Sport Nov 1963.



Charlie Smith. From Racing Car News Oct 1965 a driver profile describing Charlie as a "Veteran Driver". So what does that make him now !!!

Right: Wal Donnelly awaits the unfortunate decision that his Turner was dropping too much oil to be safe. His ex-objection from the field shorted of his expected dice with Gibbon's GT Lotus Elan.



Below: In a later race Fred Gibbon casts a worried look at the reflection of the threatening Turner. About a quarter of a lap further on the Elan's dip seized and Donnelly won the race, but it was very close.



Dick Willis. From Sports Car World Jan 1965 photos of the Turner Dick now owns being driven by the then owner Wal Donnelly.

## SIMCA CAR CLUB OF N.S.W.

329 High Street, COFFS HARBOUR, 7th August, 1963.

Dear George,

We have been informed that you intend to leave the Grafton Sporting Car Club. We cordially invite you to become a member of this Club. We are at present known as the Grafton Car Club, but are in the process of renaming. The new name will be the Coffs Harbour Sporting Car Club.

A full programme of events is scheduled for the near future. Firstly, the 1963 scramble is due to be held in the next few weeks. Our sporting clubs will be the Queensland Motor Sporting Club, Grafton and Thornburgh Sporting Car Clubs. A few weeks later a Club Hill Climb will be held at the same venue.

The membership fee is \$5/- per year.

Hoping to hear from you in the near future.

Yours faithfully,  
Simca Car Club of N.S.W.  
Coffs Harbour Branch,  
P.O. Carmichael  
Secretary.

Phil Carmichael. A copy of a letter written in Aug 1963 by the then Secretary, Phil Carmichael, of the Simca Car Club of NSW which became the Coffs Harbour Sporting Car Club.





*David Lee sent the picture opposite to remind us that drinking tea is a way of staying calm during this period of isolation.*

*Yes, drinking tea is definitely a British custom, but a lot of “famous” people also love their tea.*

**EDITOR**



**David and Daphne share a cuppa**



The British drink more than 60 billion cups of tea a year – so what is it about this humble brew that refreshes them so?

Whether they take their tea with milk, sugar, lemon or just plain, it's clear that the British have a fondness for its flavour. There's something about that firm bitterness that sparks devotion: the British consume 60 billion cups per year, according to the Tea and Infusions Organisation. That's more than 900 cups a year for every man, woman and child in Great Britain – though we no doubt all know someone who likes many more than that.





## MAZDA MX-5 GT ND AUTO 2.0L ROADSTER

Build Date 10/02/2016

Colour Soul Red

9,800 kms (approx.)

Full Service History

All Books

Can be sold registered or unregistered

One owner, dearly loved, always stored undercover

Regrettable sale. In very good condition.

Price when new \$43,000

**SELLING \$28,250 NEG.**

**CONTACT RIANNA 0432 282 949**



### **An interesting comment from a motoring journalist (EDITOR)**

*Buying a car for fun, rather than just transport, is an unimaginable luxury for most of us. Most vehicles that are genuinely joyous - the kind that make you smile like a four-year-old in a bath full of gelato, are out of reach and that's what makes Mazda's MX-5, so special.*

*You'd have to consider whether you could be just as happy in a car that's almost as much fun but has five doors and a decent boot, like VW's Golf GTI, but a roof-down drive on a summer evening will soon answer that question.*

*On its day, the Mazda makes a compelling argument against buying a Porsche Boxster.*

*Which is high praise indeed.....*



**2003 MG TF 160** 4-cylinder 1.8 Litre Petrol, 5 Speed Manual, British Racing Green, Beige Interior, Electric Windows, 193,000k's. Registered to February **2021** This MG was purchased by the present owner 3 years ago as a car club recreational vehicle. At the time of purchase, it had travelled 185,000 kilometres and has therefore only recorded 8000k's of careful motoring in the past 3 years of ownership. Paintwork, interior and folding roof are all in excellent condition. Owned by an MG enthusiast it has been well loved, always garaged and serviced regularly. Due to a change in personal circumstances, the MG is now being offered for sale.

Contact Jill Bridgen 0408 440 581 or Peter Thomson (for technical details) 0418 245 913

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**An interesting response to a survey on the MG TF 160**

**EDITOR**

*If you want a sports car, buy one. If you want a Luxury Bus then why bother buying a sports car?*

*I have an MG TF-160 and I love it. If you buy a sports car like a Ferrari, what do you get? Not nearly what you would get in a BMW or MERC but then again, are BMW's and MERC's really sports cars??*

*NO! You would get the same thing as in the MG just with more performance. The MGTF is a true sports car and great to drive.*

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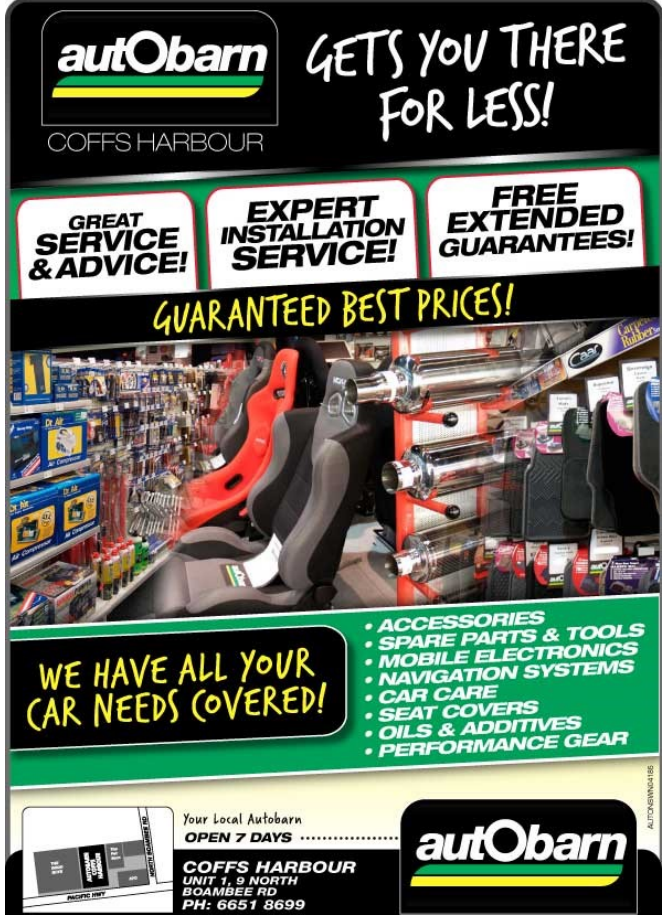
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