

33855043

Gold Coast Mg Car Club  
Attn: Ms Marie Conway-Jones  
PO Box 1018  
SOUTHPORT QLD 4215

Dear Ms Conway-Jones

Thank you for your recent donation to MS Queensland. People living with the unpredictable nature of MS truly appreciate your generous support.

Your support will assist by funding research projects to find a cure for this devastating disease and provides essential services for people living with multiple sclerosis.

With the recent release of the Access Economics Study – and the shocking news that MS costs the nation almost \$2.3 billion a year – raising funds for research into multiple sclerosis has taken on a new urgency.

As you may be aware, MS Queensland is a major contributor of funds to Multiple Sclerosis Research Australia (MSRA). The aim of MSRA is to achieve specific breakthroughs and outcomes in Australian MS research which is focused on finding a cause and cure for MS.

If you have any queries or would like further information, please contact us on (07) 3840 0888.

Kind regards



Lincoln Hopper  
Chief Executive Officer

## Official Receipt

Gold Coast Mg Car Club	30-Jun-2014	2042435	\$ 1000.00	Donation
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Multiple Sclerosis Society of Queensland  
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F: 07 3840 0811

[www.msquid.org.au](http://www.msquid.org.au)

# The Gold Coast MG Car Club conducted the annual National Meeting at Easter time 1980.

Ian Cowen remembers the meeting.

The looming National MG Meeting at Easter on the Gold Coast in 1980, was seen as a challenge to attend by we two TC enthusiasts - both residents at that time of Canberra.

My travelling companion, was a Sub Marine Design Draughtsman in the Public Service Ian Holden, who like me has since retained a strong interest in the Marque. My TC had been re-built, road registered and used daily in its shake down period of 6 months prior to our trip north. This period of constant use provided confidence in our car's reliability.

Ian Holden's TC was of particular interest to me, long before he bought the car. While I was serving my Auto apprenticeship, there was a storeman at the Technical College "Mac" - you guessed it- he owned a BRG MG TC, ZX158. The TC was always parked in the Auto trades shop and revered by all Auto apprentices at the College. But we were never allowed near it!! There was a rumour that it could have been electrified, so don't touch it to find out!

In 1975 Ian Holden bought remnants of a TC from Wollongong N.S.W. It had been raced, messed up and abandoned. As fate would have it, it turned out to be Mac's old green TC with matching numbers. This created much excitement as its history was put together for the 25 intervening years. Its re-furbishment was a major task.

So since his car was running well and had covered 1,000 miles, we were eager to plan the run to Surfers.

However, while on a picnic run, 2 weekends before our planned departure, the crank shaft in his car broke! This resulted in a flurry of activity to swap the cranks and to set the engine up, again. All went well and we departed as planned. He changed the running in oil at Newcastle.

Ian's car was the only TC in the concours using 19" wheels. It was all original and won the TC section of the display.

On the return trip, his car had a flat tyre - also lots of smoke came out of Mr. Lucas' wires under the dash board. The car made it home O.K.

There were some interesting cars on display at the Concours, which was held to the side of the yet-to-be-built Council Chambers Building at Bundal & with the River in the back ground.

The “Car of the Meeting”, was a “Q” Type . Unfortunately, it was not running well at all, which was a pity.

The main car of interest was the black K3 bearing its original English number of JB 1411. It's chassis number is K3004.



Its history - it was purchased from England in 1951 by a Melbourne based engineer, Jim Gullan, who imported it and campaigned the car regularly. Over the years there were changes of ownership and also bodies. Gullan on-sold the car - but he later repurchased the car! The advertised price was six hundred and fifty pounds. Enthusiasts know that genuine cars of this model, are now priceless.

In 1961 Frank Bett, a Sydney based Physicist bought the car and quite remarkably used the car on a daily basis!! At the National Meeting display, Frank is seen standing on the car's left side

This K3 was the first one to be sold by the factory to the public. It had 3 English owners who campaigned it and then 4 Australian owners as at Frank's ownership.

My reliable Clipper Blue TC ran faultlessly during the drive up and back.



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# QHMC Special Bulletin - 19 June, 2014

## TMR Advises SIVS Decision

At the MOCC (Motoring Organisation Car Club ) meeting on Wednesday 17 June TMR (Transport and Main Roads ) advised that a decision had been made by Government on the status of the SIVS (Special Interest Vehicle Scheme) .

Consideration was made with the following options:-

- 1/ Retain the current scheme.
- 2/ Enhance the current scheme with an optional extra cost log book scheme for 14 days additional use
- 3/ Replace the current scheme completely with a log book scheme.

**TMR's decision is to retain the current SIV scheme in it's current form.**

This decision was based on the following:-

1/ Cost to develop and implement a new or modified scheme in the current economic climate was prohibitive.

2/ Results of surveys through the MOCC member groups indicated that the majority of members wished to retain the current scheme and no extra costs.

3/TMR's reluctance to lumber member clubs with extra costs and administration of a log book scheme.

TMR thanked the groups for the response and advised that whilst the current SIVS scheme will remain at present that they may revisit the situation in the future when the budget and registration system modifications make the possibility more feasible.

At this meeting QHMC also raised two other agenda items.

1/ Request to modify the following SIVS FAQ Frequently Asked Question on the TMR website

**Can I road test the vehicle after maintenance work to keep mechanical parts working?**

"Travel is allowed within a radius of 15kms from where the vehicle is garaged. The purpose of the travel must be to road test the vehicle following repair or restoration, or maintaining car batteries and not for any other purpose. Such travel must be reasonable and able to be justified by the registered operator."

QHMC requested removal of 'or maintaining car batteries' and replace with 'for general maintenance' and explained that historic vehicles often sat idle for long periods of time and driving the vehicle 'for general maintenance' was necessary to ensure that all lubricants were circulated to keep the vehicle in proper working order.

TMR agreed and advised they will modify the FAQ on their website.

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## Communications from your Club to You

The committee sometimes wishes to inform you of event programmes updates etc, and to a lesser extent, phone you, but in many instances we find that this not possible due to changes to your personal details which have not been passed back to us. If you have made changes to your email address, phone numbers, home address and most important, added or changed details of MGs in your care, please forward details to our Membership Secretary or President. See page 3 for their details

## New Members

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

Glen and Jill McDonell - Carina - 1970 MGB Roadster

2/ Request by QHMC to simplify the current approved 'Dating Certificate' and remove the onus on the Dating Officer to prove the actual date of manufacture. This was explained as many historic vehicles may not have compliance plates and with some models being produced over several years that verifying the actual year of manufacture may be difficult to prove and places unnecessary onus upon the dating officer to prove the date and further that the actual SIVS requirement was to prove a vehicle was over 30 years of age.

TMR advised they will work with QHMC who will provide a modified Dating Certificate with year of manufacture to include 'if known'

QHMC will continue to liaise with TMR and other Motoring organisations to assist QHMC affiliated clubs and their members with registration and identification issues. All queries should be sent through the QHMC secretary via email to [secretary@qhmc.org.au](mailto:secretary@qhmc.org.au)

**Rod Graydon      TMR Liaison      QHMC**

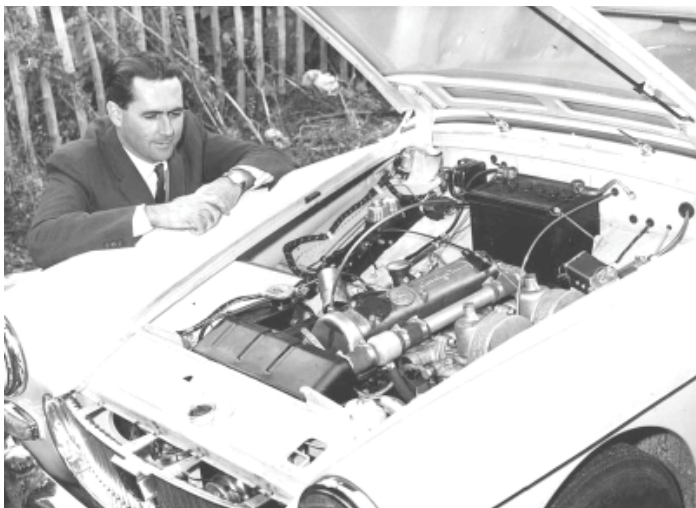
*Authorised John TRASK – President QHMC*



## Vale Jack Brabham

Sir John Arthur "Jack" Brabham, AO, OBE (2 April 1926 – 19 May 2014) was an Australian racing driver who was Formula One champion in 1959, 1960, and 1966

Jack had a connection with MG. It was not many months after the announcement of the new



MG Midget in June 1961 that Jack Brabham's team got busy producing an up-graded version fitted with the light aluminium Coventry Climax engine and optional disc front brakes instead of drums. It is not known how many were produced but we can be fairly sure that few remain, the engines having been 'retrieved' from the rusting shells for use elsewhere.



# Midweek Run - June 11

We gathered at the Hinterland Regional Park, Mudgeeraba with a fleet of 25 cars and 40 members on a cloudy day with the forecast of a few showers which did eventuate. However with the hood down, when coupled with movement, as we know, the rain has little or no effect. Traffic lights and STOP signs excepted!

We set off on our Run via Tallebudgera and into the Currumbin Valley over Tomewin and then onto Knox Park in Murwillumbah for morning tea. Annie Grey presented us with a delicious "20th Birthday of the Midweek Runs cake" and Peter and Jean Lugsden were the raffle winners. Thus refreshed we continued on the run, heading towards the coast on the Clothiers Creek Road. Then down to Pottsville, on to Mooball, continuing along the Tweed Valley Way to our lunch destination at the Tweed Heads Coolangatta Golf Club for an extensive Smorgasborg.

It was the only run I have ever done where I started out in one car, our MGB GT, and finished up with Neil in his TC! There is of course a reason for this change – Neil's car required fuel and I having local knowledge decided to accompany him as the service station was on the opposite side of the road to the direction of the run. Since the service station was busy we were there longer than expected. So long in fact that we decided to go directly to Mooball and join the run from there. A ten minute wait at Mooball and we were on our way with 4 MGBs following. My word that TC runs well!

Once again, thank you Bruce for a most enjoyable run.

## Brian and Gill Hockey

*Another Birthday for the Midweek Run!*







*Members on the  
June Midweek  
Run*



*GCMGCC member, Mark Boldry on a visit to the U.K. visited the remaining embankment of the famous racing track, of Brooklands and took these photos*



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# The Lookout Run - June 29



*The LSIM Run was organised by Will Charlton and took us winding up most roads in the Gold Hinterland to some great lookouts.*

*The winding roads were a bit hard on the older MGs, but most of the members made it to St Bernard's Hotel at Mt Tamborine.*







*The MGs parked at this lookout were in the shade of the trees.*



*Lunch at St. Bernard's, Mt Tamborine*



# 2014 Africa Classic Safari

## (an MG success story!)

Who would have thought that a \$6,000 MGB GT bought over the internet would out-perform many very expensive rally cars from around the world?

In early May we lined up with 30 other cars in Cape Town at the start of the 2014 Safari Challenge. The rally is run by the UK-based Endurance Rally Association, perhaps best known for the Paris-Peking rally they run every three years. The Africa Classic Safari ran over four weeks, five countries (South Africa, Swaziland, Zimbabwe, Botswana, and Namibia), and 9000 km.

Participants included some exotic vintage cars, such as a 1928 Bentley 4.5 Tourer, a 1928 Crossley Silver Tourer, and a 1934 Lagonda M45. There were a sprinkling of highly-developed rally cars, including an 'Uber-expensive' 911 Porsche (which competed successfully in the last Paris-Peking), two 1960's Volvo 544's, an Austin 1800 (category winner in the Peking-Paris), a 1971 Lancia Fulvia Coupe (successful in many European events), and an ex- Holden Dealers' Team race car.

We felt a wee bit intimidated by the pedigree of many of the cars, and the experience of many of the crews, many of whom had competed in the Mille Miglia, the Peking-Paris and the London-Cape Town rallies.

Also, we were somewhat apprehensive about whether we would actually be able to complete the rally. The first time we actually laid eyes of the car was the day before the event. By contrast most other competitors had run their cars in several long distance events, and had their cars specially prepared for the event by well-known rally specialists.

To cut a long story short, only two cars completed the rally without requiring assistance from the mechanics travelling in the support team. One was a veteran of the Peking-Paris, a 1959 specially-prepared Porsche 356A. The other was the sole MG in the event - our Yellow Peril!!

We did not need to change a tyre. Nothing important fell off. The engine fired up first time every time. We did, in truth, have some problems but we managed to deal with these without assistance. The harsh roads shook loose some electrical fittings. The choke cable broke. And the starter motor declined to engage on day three, but this was easily fixed.

The other 'nice' part of the MG story concerns how we came to buy the car. Initially we had planned to ship our E Type over for the event but were dissuaded by folk who were familiar with the conditions we were heading into.



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I sent an email to the MG Clubs in Johannesburg and Cape Town, asking if anyone was interested in lending/hiring/selling a local car for the event. We received several responses from the MG fraternity over there, all helpful.

Subsequently we became acquainted with Roger Pearce, a prominent local MG car club member who runs a business in Johannesburg selling and servicing MGs and other cars. Roger also runs long distance rallies in Africa. He found the Yellow Peril for us, checked it over thoroughly, shod it with new van tyres, rebuilt the suspension, and brought the car down to Cape Town for us. It is a tribute to the thoroughness of his preparation that we were able to complete the rally so well. Thank you Roger!!



*John and Marian Crighton*



**'The MG we should have had'**  
- sent by Graeme Laurie, classic car lover



**AUSTIN ROVER**  


**MG EX - E**

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# Christmas in July Midweek Overnight Run - July 9 and 10

Wow and wow again what a trip. Jim and Liz have done it again, a spectacular trip for our Christmas in July for 2014.

Around 20 cars gathered at Nerang on a perfect winters morning with all owners in their scarves and winter woolies to set off to Maleny.

After the normal formalities by our coordinator Bruce Corr and Jim we set off with not a cloud in the sky, something Jim assures me he had something to do with?? By the time we had reached our morning tea break the winter woolies were shed and we basked in the winter sunshine.



Leaving Beaudesert we travelled through the Fassifern Valley, through Walloon and on through the Brisbane Valley arriving at Somerset Dam for lunch. The lunch was provided by Barry and Lorraine Bauman at their residence being the

old Somerset dam Post Office which they have beautifully restored. Fresh water crayfish, quiche and salad, rumballs & coffee.....how do the poor people live??

Well done and thanks to Barry and Lorraine.

We all set off on time, travelled the dam road to Kilcoy and through to the Landsborough/Maleny Road. A brief stop at McCarthys look out over the mountains and the Sunshine Coast for photos and then arriving at our overnight stop at the Montville Mountain Inn Resort.....the afternoon run could not have been better. By this stage we had picked up and met 6 more cars a grand total of 26.

6.30pm on the dot we all arrived at the restaurant for our meal and a few well deserved drinks for both drivers and passengers as the roads were long and winding. As it was on our last visit three years ago, the evening Christmas dinner was well beyond our expectation. After a few jokes and much laughter and talking we settled in for the night. Some of us stole some time to watch the state of origin to see the real winner of the series take control.....??

It was a buffet Breakfast from 7.30am, a look around Montville and off at 10am.



Down the Palmwoods/Montville road through Palmwoods, Eudlo, Mooloolah, Caboolture, 27 roundabouts and as many traffic lights we arrived at the Narangba Valley Tavern to eat yet again and we did..... some even stretching to an ice cream.



By this stage nobody knew where they were except Jim and Liz who I might add confirmed on the instruction sheet "we look forward to being with you

again Christmas in July in 2015".

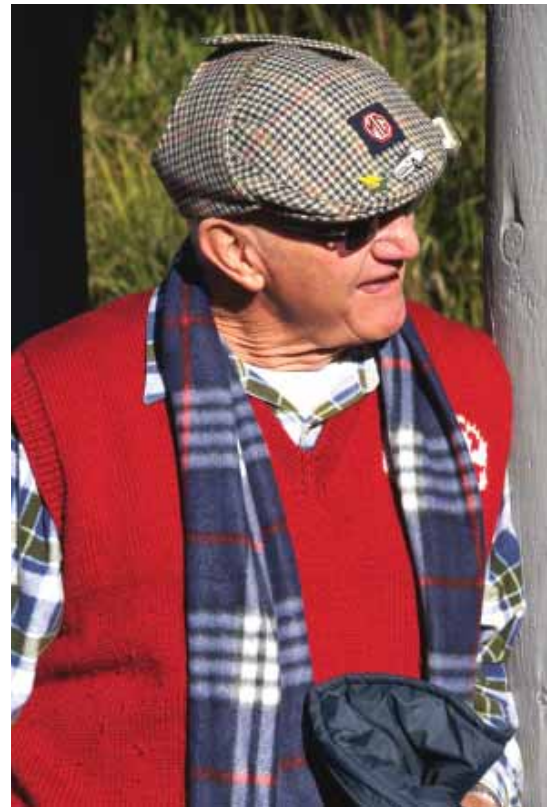
Add my name to the list guys as the last two days have been fantastic both driving and socially thanks to your efforts and all who assisted.



Well done again you (ice) creamed the WOW factor.

**Denis T**







# Queensland Air Museum 40th Anniversary Display and Open Cockpit Day - Caloundra



*An interesting 2 days where the many spectators could sit in most of the planes cockpits, including the F111 (Peter) and the Hawker Hunter (Carole). Many classic cars were on display as well. Flights were available in many types of planes, including Tiger Moths*







# MG Car Club of Wagga Wagga

## Gathering of the Faithful

Friday, Saturday, Sunday—12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup> September

The 19<sup>th</sup> annual *"Gathering of the Faithful"* will be held in Wagga Wagga on the weekend of 12<sup>th</sup>, 13<sup>th</sup> and 14<sup>th</sup> September 2014



### Weekend Highlights

- Friday night *Noggin' n Natter* buffet dinner.
- Saturday afternoon Fun Run and Afternoon Tea.
- Saturday night *"GOF"* dinner
- Sunday morning barbeque breakfast, followed by *"The Gathering"*.

.....  
The Jazz and Blues Festival returns to share our weekend again this year, so you should book your accommodation early to avoid disappointment.

For further information  
contact the club by email at  
[gofwagga@yahoo.com.au](mailto:gofwagga@yahoo.com.au)  
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**MGB 1966** Canary yellow and black trim. Boot rack looks sporty and is practical. Runs well but needs some work for RWC. Some rust bubbles on passenger side. Registered but will sell unregistered **\$7900** or offer. Phone **0429096131 John**



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**Stuart**

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ADDITIONAL BLOCKS ARE CHARGED AT \$10 PER BLOCK OR PART THEREOF PAYABLE TO G.C.M.G.C.C

A CHARGE OF \$10 PER BLOCK IS APPLICABLE FOR NON MEMBERS PAYABLE TO G.C.M.G.C.C.

PLEASE INFORM EDITOR OF SUCCESSFUL SALES

Ads will be removed after 3 issues of TTM unless requested otherwise

# For Sale

**MGA Parts for Sale** As a result of a lot of largely unnecessary 'improvements and modifications' to our 1962 Mark II MGA, I have the following for sale. All items are in excellent condition and are working perfectly. The electrical 'improvements' arise from a decision to convert the car to -ve earth. It seemed a good idea at the time but I am (too late) wondering whether the end result is worth the cost and effort. Anyway, what is done is done!

The gearbox is fine but I want to have a 5th speed for long distance cruising, and so I am installing a Sierra T9 conversion. gearbox \$500 +ve earth electronic SU fuel pump \$150 (cost \$235 new) starter motor \$100 generator \$100

**John Crighton 0418232093**  
[johnhcrighton@hotmail.com](mailto:johnhcrighton@hotmail.com)

**:The Birdcage MGA** is looking for a new home. She has been log booked since 1982 and is a well known and sorted Sa race car. She has received a new coat of paint and a new motor, all in the last 12 months. This includes a billet crank, Argo rods, forged pistons, flowed head, MGB rear main seal, new wheels, a wide range of diff ratios; the list goes on. There are boxes of trophies; the Birdcage A is a large slice of Australian racing history.

I would like around **\$29,500.**

**Dave Godwin**  
**0412 029 277**  
**Classic Car Clinic.**

## **:Parts for Sale**

MGA grille \$90

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May be able to help with other bits?

**Contact Ian Rogers 0419 344 039**

**::Red 2005 MGTF 135.** A rare car. 53,000 kms. Fitted with Bilstein shock absorbers, ITG cold air intake, MGOC sports exhaust, black relined hardtop, hood almost unused. All this tuning gives a huge increase in torque and power. New cam belt and water pump fitted recently. Green Stuff discs and pads. Moving and do not need two cars any more. **\$15,000.**

**John Hornabrook 0419 779566**

**:Wanted** MGB 'pack away' hood (not the newer fold down type). I am particularly after the frame, windscreen cross member and catches; if available the locating brackets that bolt to the B pillar as well. If the vinyl is had it I can use the old roof as a template as I may use a different material. Contact **John Careless 0413250005 or 0755348986**



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