

# THE TIME MACHINE

## DECEMBER 16 JANUARY 17

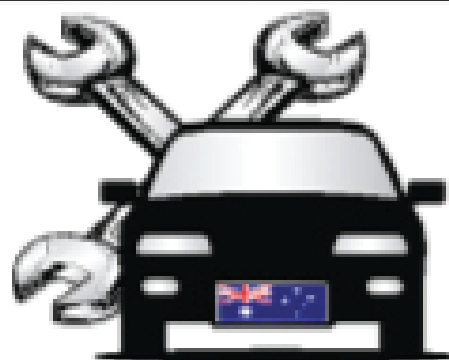
GCMGCC celebrated its 40th Anniversary at the Presentation Day at Palmer Colonial Golf Course at Robina on October 16.



The Official Magazine of the Gold Coast MG Car Club

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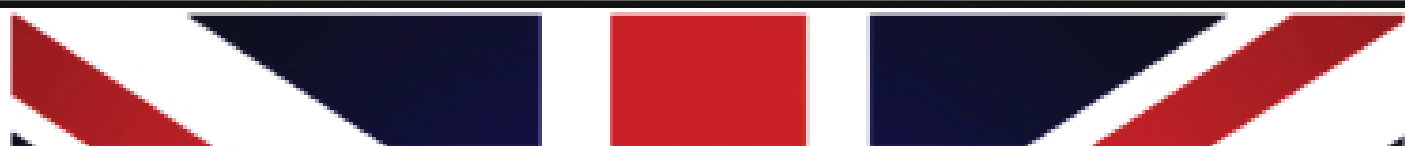


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# THE TIME MACHINE

The OFFICIAL JOURNAL of the GOLD  
COAST MG CAR CLUB INC.

Affiliated with the MG Car Club UK



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John Crighton - MGB

Gary Lock - MGA  
Other MGs - TBA

The Commitee welcomes your phone calls, but please before 9.00 pm Q time



# president's report



Hi all. Since I sat down and penned my first report, time has flown. I now have some idea of how much time the position of President takes and the tremendous work and hours expended by your committee and others.

This leads me in to comment on the others. The “Others” are club members who do so much work behind the scenes. They are the “go to people”. I and committee members call on the “Others” constantly for all manner of things. Without their support and knowledge we would find our job so much more tasking. Without question Madeleine Weenink is the leader of this diverse group.

This is how it works. The management committee appointed Gary Stevens to head a sub-committee whose function is to review all aspects of the Display Day. The sub-committee is to examine judging, the categories for judging, how points are awarded, even the event location is in the mix. Last week I was approached by long term club member Cheryl Robinson to ask if she could be included in that sub-committee. As Cheryl has a great deal of experience in Display Day events I spoke to Gary who welcomed Cheryl with open arms. Cheryl’s talents and enthusiasm will be most appreciated. That’s what we are seeking, that’s what’s needed going forward.

My point is that you don’t have to be on the committee to be involved in a sub-committee project or other club work. My view is that we will cast the net of knowledge as wide as possible to attract talent. This particularly includes new members, a fresh outlook is always welcome. All you need is enthusiasm and an ability to work in harmony with your fellow club members.

Another area that is to receive attention is Team Racing. Due to club resignations Past President Dave Godwin has agreed to be the liaison officer between Team Racing and the Management Committee. This is an important role and one that the club is eager to support. Although the club racing members are small in numbers their enthusiasm is boundless. For those members who are considering taking their car for a spin around the track contact Dave for relevant information. I know you will be well looked after.

At the 7th November Committee meeting it was decided to appoint committee member Gary Lock and Vice President Gary Stevens to act as club liaison officers in regard to our obtaining our own club rooms. This follows some contact from the Gold Coast City Council and other interested parties in relation to this matter. As both Gary’s have strong business and senior banking backgrounds, they have been tasked with evaluating all proposals relating to procurement of club rooms.

Where they deem a proposal may have merit and require further analysis they will report to the committee who will then decide on a course of action. This could be in the establishment of a sub-committee or rejection of the proposal. By instigating this approach we avoid hypothetical scenarios and emotive reactions unrelated to hard facts. In short we are adopting a straight business approach to a serious subject.

As most would be aware on Sunday 16th October the club held it's 40th year celebration/display day awards presentation luncheon. This was held at the Palmer Resort Robina. What a day, what a setting. We had fun.

The work Marie Conway-Jones and her team of "Others" put into theming the room, organising the table settings, menu selection and all those minor details needed, ensured a wonderful day. Thanks to Gary and Anita Lock for arranging the cake and wasn't it great to have our life members Marie Conway-Jones and elder statesman Bruce Corr cut the cake.

Gary Stevens your Vice President and Master of Ceremonies for the day must also be thanked and congratulated for his management of proceedings and ensuring we stuck to our timetable. Congratulations also to Stuart Duncan for winning the President's Award. This award is given in recognition of their contribution to the club for the past twelve months. Stuart's work as membership secretary and webmaster has made a real and lasting contribution to the smooth running of the club.

Congratulations to those who dressed up in seventies garb, particularly Peter Kerr who wore a most garish vivid blue suit that he owned and wore in the seventies. I suspect we all wish we could fit into our seventies clothes. I thank all members who assisted in making the day so memorable. Everyone who was involved can be justifiably proud because we had a fun day and that's what it's all about.

Congratulations also to all those members whose cars won awards from our display day. Our club awards are an important part of our club calendar and fit perfectly into our evolving club history. Members expend hours of work to maintain their cars in such pristine condition, not to mention money invested. The great thing about our marque is the diversity of models that represent an accurate snapshot of engineering advances of the motorcar over the decades. We have every right to be proud when we call ourselves MG Owners.

## Now for something completely different.

For the club to produce and post the "The Time Machine" our clubs magazine costs considerable money. To help offset these costs we seek advertising from the Auto trade. From the advertisers point of view they hope to expand their customer base by advertising in the TTM

What I ask is that you give consideration to these advertisers when purchasing goods or seeking a service for your MG. You will find that by and large you are dealing with a professional group of people who know MGs and provide an excellent service. As a recent example. I needed my MGB's carpet replaced so checked the TTM and found Nerang Motor Trimmers advertisement. I phoned Craig Griffin the owner and booked my car in and had an excellent job done. Now this may appear as a free add for Craig and I suppose it could be viewed that way but I make the point we have our own club members who pay a lot to advertise with us. We have overseas companies who really know service. I recently ordered a new set of chrome wire wheels from a UK company on the Monday and they were at my door the following Friday. The same quick service applies to interstate firms. So I ask you to support our advertisers as its really the only way to show our appreciation for their considerable financial support.

Finally, when you read this addition of your TTM, Christmas will be upon us and a new year beckons. So on behalf of the committee and my wife Liz, I wish you all a very happy and safe Christmas and joyful New Year.  
So come on, let's go and have some FUN.

*President Peter*

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# presentation lunch - october 16

Well, what do you do when you turn the big 40?

Invite 64 of your like minded friends and PARTY.

What a wonderful day we had on Sunday October 16th at the Colonial Golf Course in Robina. Club Secretary, Marie Conway-Jones organised this event with a theme of the 70's representing the era of the start of our Club. Some members really got into the theme and dressed

accordingly including some weird hairstyles. I must admit they weren't considered that weird in the 70's and it was such a great time to grow up. (My apologies to Bruce Corr who, by all accounts had already grown up by then!) The cars looked great parked out the front of the Club House and caught the eye of many a golfer.

Marie had organised a two course menu which was absolutely delicious and together with a complimentary drink on arrival the fun was well under way. Each member also received a 40th Anniversary wine glass and in keeping with the celebrations we had two lucky door prizes of a large gift hamper each and also a lucky number gift hamper found under one of the seats. The number under the seat you fools, not the hamper!!

As this was a celebration of 40 years we had Marie (representing our first members) relate some stories of what some might call "the early days." I don't know how she remembered so much but I'm sure there's a book in the making!



Before we knew it, it was time for a little formality and the President's welcome speech. After a course of our delicious meal we moved onto the Trophy presentations (see list on other page) but unfortunately some of the recipients weren't able to make it to the day.

As this was a special occasion it called for a special twist and who better to provide us with something unusual but Coral Cogzell. Coral had penned a wonderful poem covering some of the past 40 years (see page 21), including a reference to our Bruce Corr being aged 52 when the Club was formed,







such a funny moment but it brought home to me the family of MG has such a lasting effect on people. As the theme was 70's we had to have the Best Dressed which was won by Gary Lock who was rumored to always wear his 70's gear and not just on special occasions! (Anita told us)

As the day was winding up we were treated to coffee and a large 40th Anniversary cake, what a treat. It was all over too quickly but I had to have one last request; everybody out to the balcony for a group photo. It was like trying to herd cats but we got there in the end.



BIG thank you's to

- Marie Conway-Jones for all the organisation and theme work.
- Laurel Godwin for the stunning wine glasses and help to Marie
- Gary and Anita Lock for providing the large cake.

and last but by no means least Peter Johnston for his door and hamper prizes and his guidance to me for the day.



Looking forward to seeing you again next year at the 41st. *Gary Stevens.*

**Concours winners from the top -**  
**MGA -Robert Gibb**  
**MGF and FTF - Madeleine Weenink**  
**MGB Mk2 and onwards - Peter Johnston**  
**Right - MGB GTV8 MGC MGRV8 -**  
**John McNamara**











**Award winners - clockwise from top -**  
**Rodger Thompson Tray** **John Muirhead**  
**Maintaining The Breed** **Gary Lock**  
**Modern MG Award** **Madeleine**

**John Thornley Bowl** **Robert Gibb**  
**Voevodin Trophy** **Neil Weenink**

*Those unable to attend on the day -*  
*Abingdon Motors* *Don Smith*  
*President's Trophy* *Stuart Duncan*  
*Ian Finlayson Trophy* *Nick Peters*

*Concours winners un-*  
*able to attend on the*  
*day*

*T&Y Types - Don*  
*Smith*  
*MGB Mk1 - Neil*  
*Baxter*  
*MGBGT- Bev*  
*Robinson*  
*MG Midget - Anita*  
*Lachowicz*



# horse and carriage day, combined with gt run - september 25

The Horse and Carriage Day, which our Club attends each year was transferred to September 25, which coincided with Cheryl Robinson's GT Run. So it was decided to join the two together and after the GT Run to Hastings Point, we then went to Schuster Park for lunch and activities with the Horse and Carriage group. The concours was won by Ian Cowen with his MGA. A good time had by all.

*Editor*





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# tyme 2016, canberra

Numerous times during the six days it took us to travel to and from the TYme event in Canberra, last October, I asked myself: "Why do I continue to undertake these marathon trips?" On this particular trip, I took Brum, my recently acquired 1937 MG TA, and I was in good company, travelling with Robbie Baylis in a TC, George Diggles and Dan Casey in another TC and Mike Irwin in an MGA. Stuart Duncan trailed his Y Type to Canberra, so the GCMGCC was well represented!

Well, I eventually decided that the response could be dual-pronged!

Firstly, meeting other passionate members of the Australian MG Family is seriously rewarding. No matter what model of MG they drive, everyone has a story to tell and all stories are well worth listening to!



Secondly, the trip itself is a major attraction for me. I just love driving classic MG sports cars on bumpy back roads, up hill and down dale, listening to the sweet sounds of the motor and the birds and smelling the smells along the way. Those of you who have travelled the roads from Grafton to Glen Innes, from Cessnock to Wiseman's Ferry and from Goulburn to Oberon will appreciate what I mean!

There is nothing quite as rewarding as arriving at the overnight accommodation in time to have a shower, a beer and a restaurant meal while conversing with like minded MG friends...

The TYme event is held in Canberra biannually and gives owners of T Type and Y Type MGs a chance to catch up, to discuss their cars, their trips and generally to celebrate the post overhead cam MGs manufactured between 1936 and 1955.

Yes – there were casualties along the way!

Just outside Armidale, Robbie's TC stripped the splines off of the steering shaft while doing a U turn! It is unclear if the pounding from outback





Queensland and NSW roads had weakened it the previous day, but it was not repairable so was loaded onto a truck and sent home. The other T Type drivers were exceedingly wary when taking corners at speed after that episode! Robbie joined Mike in the MGA.

Seventy kilometres from Canberra, the MGA started pinking and to misfire. The head gasket had failed. It was trucked to Graham's house – a "new MG friend" - in Canberra and the gasket replaced. It had failed between No 3 and No 4 due probably to the head bolts stretching and becoming loose.

Stuart joined us in Canberra and the GCMGCC Team had arrived in style!

After enjoying a Noggin & Natter on the Friday night, a Display Day on Saturday morning at the National Museum of Australia, a presentation and gala dinner on Saturday evening and a run around the sights of Canberra on the Sunday, we were all happy, having become reacquainted with many MG friends and making many more new ones. However, we were worn out!



Just outside Canberra, on the trip home, it was Brum's turn to be loaded onto a truck. Number 7 pushrod had snapped in two! Ultra Care came to the rescue and we were taken to Mal Robinson's house to effect the repair. Did you know that 5mm piano wire is a suitable replacement material for a standard TA pushrod? No? I didn't either, but I was able to get back on the road several hours later and drove through the evening to catch up the other two cars at midnight in Gulgong! And, Yes,

I did see a few kangaroos and wombats, but thankfully made it through the gauntlet, unscathed!

George Diggles' TC was faultless – congratulations, Georgie!



# Cut off date for next magazine 10th January 2017

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 Fees: \$20 per person**

Membership forms available on our website  
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**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

Membership at 1 November 2016

Active 154 Family 123 Life 7 Honorary 4 **TOTAL 288**

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





At the start of the trip, Brum was an unknown quantity. I had only acquired him recently and other than giving him a thorough service, I had to trust the word of the previous owner that he was “good to go”! Allan took 12 years to rebuild him, completing the rebuild 39 years ago and only driving 4150 miles since! Needless to say, Brum excelled but the “To Do” list is substantial!!!

Many thanks for the company, Robbie, Mike, George, Dan and Stuart – It was a trip to remember.



I sincerely hope that a few more T Type and Y Type owners will join us in two years time.



*Dave Godwin*





# my tyme 2016 experience

As my newly acquired (6 months ago) MG Y Type Tourer was not roadworthy and I wished to find out what was not original on it, I decided to trailer it to TYme in Canberra 2016.

On getting to Canberra on Friday afternoon, I met up with the other Gold Coasters and after a bit of socialising all of us then proceeded to the Registration and Noggin and Natter across town, in my Pajero towing the Y. TYme attracted over 120 entrants, of which half were from clubs other than the MG Car Club of Canberra.

As Dave Godwin's TA and George Diggles' TC were parked in the hotel basement carpark, I decided on returning to the hotel to park the Pajero and trailer down there as well. After nearly taking out the boom gate, I finally got into the garage. Getting out was more fun as I had to go out through the entrance boom gate due to the layout of the entrance.



Early Saturday morning, saw all of us head across Lake Burley Griffin to the National Museum of Australia where the organisers had arranged for the MGs to be displayed on the Museum's concourse, facing the Lake.

After parking the Pajero and trailer in the Museum car park, I unloaded the Y and drove it (with no brakes or electrics) the 850m to where the display was located. The furthest the Y had been driven in around 15 years. Whilst at the display I met with a 3 x previous owner of the Y, who accompanied me in the drive back to the trailer. It was the first time he had driven in the car he had owned 12 years ago.

A couple of MGs were also parked at the Museum entrance. Signs throughout the Museum directed patrons to the MG display.



On display were 36 Ts and Ys, plus a

contingent of MGBs and MGAs and a few moderns. During the day owners had the opportunity to wander through the museum, take the shuttle bus to Floriade, or chat with other MG owners.

On Saturday evening we again headed across town to the Celebration Dinner, where mementoes were awarded to the owner of the Y and T car which most people wished to take home, the owner who travelled the furthest in a Y or T (Delia and Peter Rayment who drove their YB from Noosa) and the hard luck participant which went to our own Rob Baylis whose TC broke down and was left in Armidale. The evening's guest speaker was Vicki Humphrey, Head of Conservation at the Museum, who gave a very enlightening talk on the difference between conservation and restoration and the work the museum was doing.

Sunday morning saw us head to the Canberra Bus Depot Markets, where the MGs from Saturday (plus a lot more club MGs) were on display and photographed many times by Canberrans, prior to heading off on our drive to Cotter Dam Reserve, via the National Arboretum, for lunch. I didn't take the Pajero, I was a passenger in another Y Tourer.

Overall, I enjoyed the experience of meeting other MG owners, discussing MGs and their mechanics, checking out other Y and T types, taking plenty of photographs and finding out what was wrong with my Y (TC headlights, with upside down lenses, YB MG emblems on hub caps (they are coloured whereas the Y Tourers' were plain) and non-standard driving / fog lights (but were period correct)).



*Stuart meets a previous owner of his YT (Rob Chilman)*



Would I go again, YES (and drive the Y) and if possible I would like to attend the "MG Y Type 70<sup>th</sup> Anniversary Weekend" at Maleny in June 2017.

For those interested in numbers, my Y/T has chassis #4310, other Y/Ts present were #4318 and #4320, which we believe were all produced on the same day in 1950, arriving in NSW on 18 August 1950.

*Stuart Duncan*

## mg y types or 1 ¼ litre saloon and tourer

The MG Y Type is a saloon version of the MG T type, and is very similar mechanically, but has 4 doors and seats 5. The Y Tourer is a 2 door open top version of the sedan and gets confused with T types.

A wooden mock-up known as EX166 (later designated the MG “Y” Series) was developed in 1939 for showing at the 1940 London Motor Show, but due to WWII it did not go into production until 1946/47, and continued until mid 1953 and comprised three models:

- MG Y (1947-1951) – a four door, four seat, six window saloon (later called the MG YA), after the introduction of the mechanically updated MG YB, in 1951;
- MG Y/T (1948-1950) – a two door, four seat convertible (or Tourer); and
- MG YB (1951-1953) – an updated version of the MG Y.

Whereas the T types have a wooden sub-frame / tub under the metal, the Y has very little wood.

A total of 8336 Y Type cars were built (YA 6131; YT 904; and YB 1301) by MG in Abingdon, United Kingdom. It is believed that only 215 Y/T survive worldwide, 69 in Australia.

The Y Type:

- is a car of the late 1930s;
- has a box chassis under the all metal body; the TD chassis was developed from the Y Type;
- was the first MGs to utilise rack and pinion steering and independent coil-and-wishbone front suspension which continued to be used by MGs until the demise of the MGB in the 1980s;
- the Y Sedans have octagonal instruments (with no Tacho) which were continued in the TF, whilst the Y Tourers used the TC instrument layout, with the speedo in front of the passenger;
- has a 1250cc, 4 cylinder XPAG engine, producing 48 bhp (Y Saloons) and 54.5hp (Y/Ts) and a maximum speed of 115 kph; which was used previously in the 1939 TB and also used in the TC, TD and early TF,
- saloons used only a single 1¼“ SU carburettor, whilst the Y/Ts had twin 1¼” SU carburettors like the T Type cars;



- has a 4 point Smith's Jackall (hydraulic) system which can be used to lift the front, rear or the whole car off the ground to enable the changing of tyres; and
- the YA and YT have a rear axle locating Panhard rod; and the YB has a front anti-roll-bar.

The Y Tourer was specifically designed for Export.

## forty years ago -

### A poem written for the 40th Anniversary of GCMGCC

Now 1976 is a very interesting year,  
 Lots of things invented and houses not too dear.  
 26 thousand would buy a Brisbane house,  
 But 6 thousand is all you earned even with some nouse.  
 Barry Manilow wrote and sang 'I write the Songs',  
 While 'Happy Days fans wore jackets like The Fonz.  
 Robert di Nero said 'Are you talking to me?,'  
 While the serial 'Blue Hills' never again would be.  
 Fraser was our P.M. and Gough sure needled him,  
 Refugees from Vietnam meant many names were Kim!  
 The Melbourne Cup was won by a horse call Van Der Hum,  
 And Terry Lewis and his gang to power they did come.  
 Apple was invented by a bloke called Steven Jobs,  
 And lesbians and gays fought for rights in mobs.  
 Nadia Comaneci did 7 perfect scores,  
 And Princess Marg and Tony forever closed their doors.  
 Brett Lee was born and Philippousos too,  
 The Blues Brothers reigned supreme and the band U2.  
 The first platinum record was awarded to The Eagles,  
 While kids still loved ABBA and ne'er forget The Beatles.  
 Forty years ago the first Concorde flew among the stars,  
 And the U.S. space ship Viking landed safe on Mars.  
 The Premier of N.S.W. was 'Nifty' Neville Wran,  
 While with old Joh in Queensland, everything was banned.  
 CFCs were proven to harm the Ozone layer,  
 Cricket very popular, but not yet the great one day-er.  
 Benedict Cumberbatch was the sexiest man - who knew?  
 But wait! 40 years ago Bruce Corr was 52.....  
 What was most important for the likes of you and me  
 Was that inaugural meeting of GCMGCC.

*Coral CogZell*

hoist day at  
gary and  
lindsey  
stevens'  
place  
- october 22



Once again we all  
enjoyed the Hoist Day.  
Good companionship  
and good food. 22 people  
attended this time.

Very timely as an MGB  
broke a fuel line on the  
way into the garage!







*Below is Gary's Midget coming on well. Now with the engine in place.*





coming

### **P CHRISTMAS MIDWEEK RUN - December 14**

From 7.30 on Brekky & or natter at Schuster Park on Heather St. Off Tallebudgera Creek Rd West Burleigh. UBD 70/B2. 9.00. Leave on Run. Byo Morn. Tea. Lunch at Coolangatta Tweed Golf Club as usual. Sorry. But need numbers by previous Friday. to **Bruce Corr on [bruce.corr@bigpond.com](mailto:bruce.corr@bigpond.com)**

### **CHRISTMAS PARTY - December 4**

This years Christmas Party will be held on Sunday December 4th at the rotunda beside the club rooms. Starting time is midday and will feature 2 barbecues at either end of the rotunda. Power is now available in the shelter so bring along your favorite xmas CD and we can play your request. Bring along your own food and drink and enjoy the company of fellow members as we celebrate the festive season together and don't forget to dress up accordingly. (Master chefs will be on hand to cook your meat as you like it.) As this is still our 40th Anniversary year I would like to see as many MG's on the day for a photo shoot.

I look forward to enjoying a festive drink with you all.

**Gary Stevens - [gs1s65@hotmail.com](mailto:gs1s65@hotmail.com)**



Please  
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even

## events

### **P - MIDWEEK RUN - January 11**

Organisers are Graham & Coral Cogzell No info yet available

**P -** There will be an **Australia Day Run.** on Thursday 26th. This will be in lieu of the Last Sunday in the Month Run.

### **P - MIDWEEK RUN - February 9**

Organiser is Denis Thomas. I believe the start point will be at Upper Coomera with BYO morning tea and fish and chips lunch. This will have to be confirmed.

### **P - LSIM RUN - February 26**

This will be a combined run again with the Gold Coast Antique Auto Club. This time we are the host Club. Organised by John Talbot.

### **P - MIDWEEK RUN - March 8**

Organisers are Peter & Jill East. Start at Currumbin and BYO the lot. Again this will need to be confirmed.

**P -** Points earned towards the Roger Thompson Tray, This is the founding President's trophy and is awarded to the most successful MG, namely the car that earns its owner the max number points by attendance at Gold Coast MG Car Club events)



## editorial - ah! the fun of changing over to a new computer...

Yes, the old computer died on me. I did try to save everything I could on to a stick, but unfortunately not everything, as I find out as I do the Time Machine. Madeleine, our IT guru, found and arranged to buy a new computer and put all the programmes needed on it. Unfortunately, our Photoshop Elements programme was too old to put on and I have PhotoPad on. I do hope the photos are good... (Would anyone have a more recent copy of Photoshop Elements?)

I have had to search Window 10 for lots of things, usually a two hour job. I think anyone who had Windows 10 forced on to their computer will understand, like I did on the old computer, but at least it helped me with the new computer.

*Editor Carole*

The photos in the magazine have been contributed by Carole Cooke, Peter Kerr, Dave Godwin, Ross Kelly, Ian Cowen, John Careless, Stuart Duncan, Marie Conway-Jones

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# nostalgia - with nuffield



This Photo of JB1411 was taken at the MG National Meeting here at Surfers Paradise in 1980. I drove up from Canberra in my Blue TC, together with Ian Holden, in his Green TC.

He won the TC Concours - his car was a faithful restoration,

and the ONLY TC attending fitted with 5 x19" road wheels. There were 3 noteworthy pre-war cars at the meeting - this famous K3 - Chassis number K3004 - owned then by Nuclear Physicist Frank Betts. His long legs are at the right of the top photo. Rod Hiley's highly polished aluminium bodied "N" Type, attended. The group behind the K3 photo, comprises some then rather youthful Newcastle Club Members - now much older by this time!

The other Photo of Historical interest was taken at Mudgeeraba Show Ground on 22nd December, 1996.



Jean Kimber-Cook [Cecil Kimber's younger daughter] stopped off on her way to attend an MG Function in New Zealand. She is seen with Brian Darke travelling in his NB 4 seat Roadster. which Brian carried out extension restoration work in the 1988/89 years.

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# october midweek ....fish & chip run

Good one Dennis!! Set the run then disappear on a holiday to Hervey Bay. Just as well your mate Bruce Bishop was there to set us off and order our lunch!

We arrived at our start point where Jim was greeted by Michael Crookes. Michael and his wife Julie had been members for some time and we were pleased they joined us on a run. Welcome back Michael.

After the usual briefing, Bruce handed out our run sheets and 21 cars left the Coomera Community Centre and drove through Maudsland, Clagiraba heading south towards NSW. The country was looking at it's best, green and lush and with the light cloud cover, it was a perfect top-down day for a drive in the lovely Numinbah valley.

Morning tea was at Bochow Park just over the Lyons Crossing of the Nerang River. A couple of council workers were surprised when we all arrived into their newly paved parking lot....what an improvement. We had the company of some very unusual parrot type birds, white with strange blue eyes and orange at the top of their beaks and an orange bib. They were quite different.

Down towards Chillingham then west to Tyalgum where we headed east again to Murwillmbah past lovely streams and green fields. Bruce or Dennis took us a different way through the town, and out into the cane fields until we turned into Hogan's Road. This has to be one of favourite roads in the Tweed Valley. The rainforest and big gum trees are beautiful beside the winding road. This road took us up of the hill through Bilambil then down to a park beside the Tweed River where our pre-ordered lunch of either hot or fresh seafood was delivered by 'Scales' within 10 minutes of us arriving. It was delicious and a nice way to end a very enjoyable day. Thank you Dennis and Bruce.

*Jim & Moya Haines.*

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## mid-week run september 14

Twenty four MGs lined up for the start of the September mid-week run, along with several members who joined in driving an assortment of other makes.

Under somewhat doubtful skies at the start, some with roadsters chose to keep their hoods on while other hardy enthusiasts braved what the weather might deliver. As things turned out the weather gods smiled on our Northern NSW adventure with the skies remaining mostly clear throughout the day.



Leaving from Schuster Park at Tallebudgera we headed up over Tomewin Mountain, crossing the State border at the top of the range before heading down into cane country. Being harvest time, there were plenty of articulated trucks taking up most of the relatively narrow roads in this part of the world. Lots of smiles from the workers as we drove past the Condong sugar mill.



Apart from crushing locally grown sugar, the Condong mill was one of the first in Australia to use bagasse; the remnant fibre after the cane is

crushed to produce sugar, to power a 30 megawatt renewable energy electricity generation plant. Commercial operation of the plant began in November 2008. The mill has been upgraded as part of this cogeneration project and all electricity generated is sold into the grid.



Leaving the river flats, the run headed over another small range into grazing country around Cabarita and Bogangar. Lots of interesting scenery as we





passed beside and crossed over meandering creeks, farm dams, herds of cattle and grazing horses.

Through the quaint little village of Mooball (who noticed the 'Hoo Roo from the Moo Moo' sign as we left the town) before a welcome morning tea stop on the village green at sleepy Burringbar. Burringbar was named after a striking stick that resembles a boomerang. Apart from its general store, roadside fruit stalls and

craft stores it gained some prominence for its park, which consists of a multi-purpose field, clubhouse facilities and two grass fields. The park has previously been used by the New Zealand hockey team and the Brisbane Women's and Juniors teams as a training camp, no doubt because it's well away from the prying eyes of competing teams.

Then it was back to the cane fields around Murwillumbah, passing through Stoker's Siding and through some beautiful winding roads with overhanging trees casting leafy shade and shafts of sunlight across the road surface. Very pretty country!



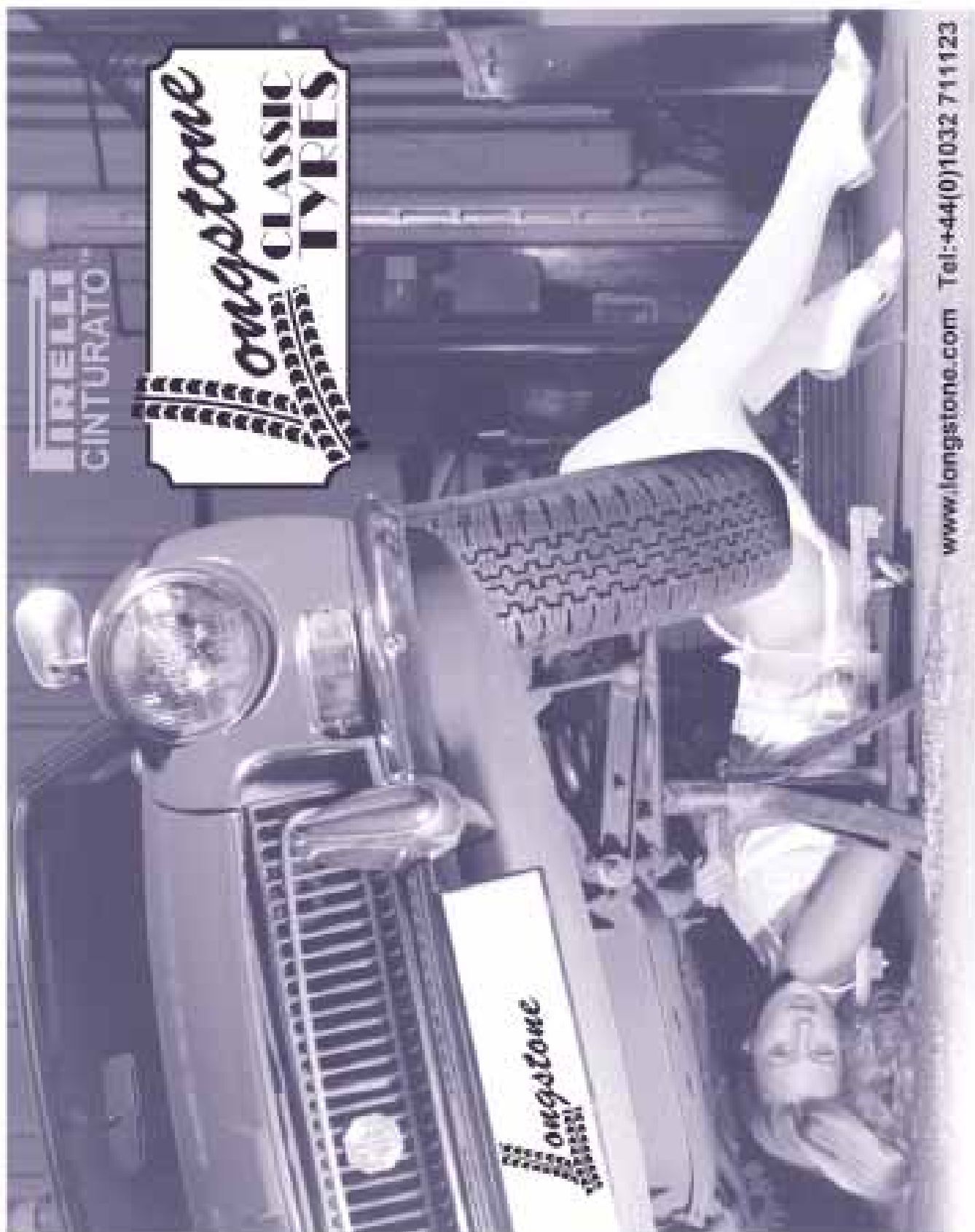
Continuing briefly to the twisting range roads we then returned to the river flats, passing through Tumbulgum before stopping for a hearty pub lunch overlooking the Tweed River at the Chinderah Tavern.



A big vote of thanks to John and Kate Careless who planned and organised what was generally voted as one of the club's most enjoyable runs along roads that must surely have been designed just for MGs.



*The Emperor*



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# car import laws are changing. what does this mean for you?

The Motor Vehicle Standards Act 1989 is being reviewed and updated for the first time since 2000. A lot has changed since then, and these updates are designed to bring it up to date with the modern world, get rid of unnecessary legislation and properly address the fact that cars today are very different compared to 20 years ago. This guide will take you through the changes to importing a car into Australia

## What do these changes mean?

In February 2016, the Australian government announced what it had planned. These changes are expected to be rolled out starting in 2018:

- You will be able to import new cars from selected right-hand drive countries with equivalent vehicle standards to Australia
- You'll have more access to different specialist, classic, luxury and enthusiast cars
- The process of importing a car through the Registered Automotive Workshop Scheme will be quicker and easier, while the quality of these vehicles is further raised
- A simplified process for importing special vehicles that do not meet typical standards
- Improved supply of new mainstream cars
- Clarified supplier responsibilities in the event of a vehicle recall
- Reduced regulatory burdens for registered automotive workshops (RAWs)

## Access to new vehicles

These changes are good news for car enthusiasts because you'll have much easier and much wider access to more vehicles, such as overseas models and internationally-priced cars.

- From 2018 you can personally import a new car or motorcycle from another country once every 2 years.
- The other country's vehicle standards must be comparable to Australia, the vehicle can't be more than 12 months old and must have no more than 500km on the odometer. Cars must be right-hand drive.
- The only other countries that currently meet these requirements are Japan and the United Kingdom, but more will likely be added in time.

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## Importing rare and special cars

You'll be able to import a wider variety of rare, luxury, classic, collective and special purpose vehicles more easily with expansions to the concessional arrangement scheme, which grants exemptions to usual requirements when importing certain special vehicles. This is one of the main ways to import vintage or special cars that don't meet typical new car standards, and the car import reforms are making it easier.

Prior to these reforms, a vehicle could only qualify if it was manufactured before 1989. Naturally, setting a fixed date like this doesn't make a lot of sense because the number of eligible cars just keeps shrinking each year. The reforms will replace the "manufactured before 1989" requirement with a "must be at least 25 years old" requirement.



when the men  
are away,  
the ladies do  
play!

*Right - Marie, Carole,  
Lorraine - Carole's  
sister, Laurel and Dawn*

*Below - Laurel with Jill  
and Laurel with Marie*



# new suv and major marketing push to drive mg growth in australia

GoAuto GO31 October 2016

By DANIEL DeGASPERI

NEWLY relaunched MG Motor has boldly targeted up to three per cent market share in Australia, translating to more than 20,000 sales within a decade, backed by a major marketing push and an expanded range that includes the GS SUV from next year.

Following a false dawn in 2013 under independent distributor Longwell Motor, MG parent company Shanghai Automotive Industry Corporation (SAIC) has opened a factory-backed headquarters in Woolloomooloo, Sydney, with a local leadership team employed to ensure the British brand does not fail again.

Speaking with GoAuto at a media event in Sydney last week, SAIC Motor public relations director Yang Honghai said that while MG would start small in Australia, bigger things were to come. "We're young and we're still starting here and I don't want to put too much pressure on this market because we need to understand the market and understand the consumer first," he said.

"We will try to grow MG here, to bring back MG here and to ... step by step develop the MG brand and introduce more products into the market and with this kind of basis then you know we can say we're one of the more major players in this market. "I think you know you can get two-to-three per cent market share in coming five-to-10 years."

Based on last year's 1.1 million total sales as a guide, SAIC's share forecast would position the MG brand between Audi (23,088 sales, two per cent share) and Kia (33,736, 2.9 per cent). Beyond MG's current two-model range, the MG3 light car and MG6 Plus small-medium liftback, the next major model launch will be the GS mid-size SUV that will line up in the high-volume segment against the Mazda CX-5, Toyota RAV4 and various other competitors.



"GS we know is a good SUV, it is a really good (match) to this market and the people here they are driving SUV every day, so we want to bring fantastic products here and to give more good choice for the people here," Mr Honghai said.

**MG GS SUV**



“About the actual timing for the GS, later maybe by the end of this year around that time we will give the actual detail and actual data for the GS.”

According to overseas specification, the GS uses a 1.5-litre turbocharged four-cylinder engine with 125kW of power and 250Nm of torque, teamed with a six-speed dual-clutch automatic found in the current MG6 Plus.

SAIC Motor Australia marketing and communications senior manager Danny Lenartic refused to comment specifically about the GS or future sales targets.

However, he insisted that mistakes made in the 2013 relaunch of the MG brand in Australia would not occur again, citing a substantial marketing investment to drive the brand’s presence this time around. “If you look at the communication strategy that was done previously, it was probably one that was not as thorough as this one will be,” Mr Lenartic said. “So there will be significant investment to put it simply, because we need to compete in the market, and we know that if we are modest then we will just become white noise, and to launch a brand in this country with the impact that we want to have requires a significant investment.”

Asked whether Shanghai-based parent SAIC Motor Corporation was assisting with funding the campaign, he replied: “They (SAIC) are ranked 49th I think at the moment in Fortune 500 (wealthiest global companies), you don’t get there without making some really good decisions.”

“I’m always daily on the phone to China and so we’re absolutely being helped by that business. And leaning on SAIC globally and then leaning on expertise internally I think will ensure success.” However, he admitted that the brand will not have the marketing budget of Holden or Toyota, for example.

“I don’t want to be ‘Captain Spend’ – it’s a test-learn-evolve methodology. We have the power of digital to track and we have the power of insights and data and big data now at our fingertips ... and we’ll be tapping into all of those to make sure we do it right,” he said.

Mr Lenartic – who previously worked with Hyundai marketing strategies – said that a “considered and planned” advertising campaign would roll out in the coming weeks.

Beyond marketing campaigns, however, SAIC Motor Australia business development senior manager Andrew Huenerbein said he understood that the company needed to improve customer confidence in the MG brand locally.

A number of MG6 vehicles from the previous relaunch were “wholesaled”, according to Mr Huenerbein, and the company will support these vehicles with a three-year warranty. Around 100 new or demonstrator, two-to-three-year-old

MG6 models remained in a variety of dealerships' stock at the time of writing.

New MG3 and MG6 Plus vehicles, however, receive a six-year/unlimited-kilometre warranty

"We want to make sure the customers are understanding that they don't have any issues when it comes to their car and what they buy and they have complete confidence in it, and we're prepared to back it for six years," he said.

Mr Huenerbein – who has previously worked with Ateco Automotive, Peugeot and Citroen – added that despite a dealer network consisting of just 10 outlets by the end of the year, he did not believe this would adversely affect the brand.

"(MG3) we're still developing targets for, we know that it will start off modestly and then grow as the popularity grows, and it's going to be something that's going to be dynamic in its growth I think because of its customisation ability with different roof (colours) etcetera," he said.

"We're looking with MG6 to really take off throughout the next few months and then going through into next year, and we're wanting to sell as many as we possibly can (but) we're actually currently negotiating with orders and volume at this point in time so I can't put together an exact (sales forecast)."

The aim, according to Mr Huenerbein, is to have dealerships "concentrating on the whole of the east coast" to begin with.

"We have dealer interest from Queensland right through to Victoria and Tasmania, so the interest has been fantastic and we're really concentrating on making the right choices there because it's very, very important to us," he said.

He said the company was "in the final stages of negotiations" with several dealerships but declined to list any specifically due to "commercial confidence".

**MG3**



# the chequered history of mg j 3 3763 – “the australian j 4” (continued)

I thoroughly enjoyed my J2/J3 driving the car at MG National Meetings, Speed on Tweed and two long distance jaunts. In the company of the Matteas' 1933 L type and the Lettens' MG TD we toured Europe in 2010 starting with the MG European Event of the Year in Italy and finishing with the MG MMM Summer gathering in the UK.

## *MGs in Italy*

In 2011 we joined Trevor Watkin's Outback Tour, travelling from Brisbane to Lightning Ridge and north to Longreach before returning home. I wish I could say that this was trouble free motoring, but this was an MG! We met and



were helped by many MG enthusiasts and friends when troubles struck, usually with the supercharger drive.

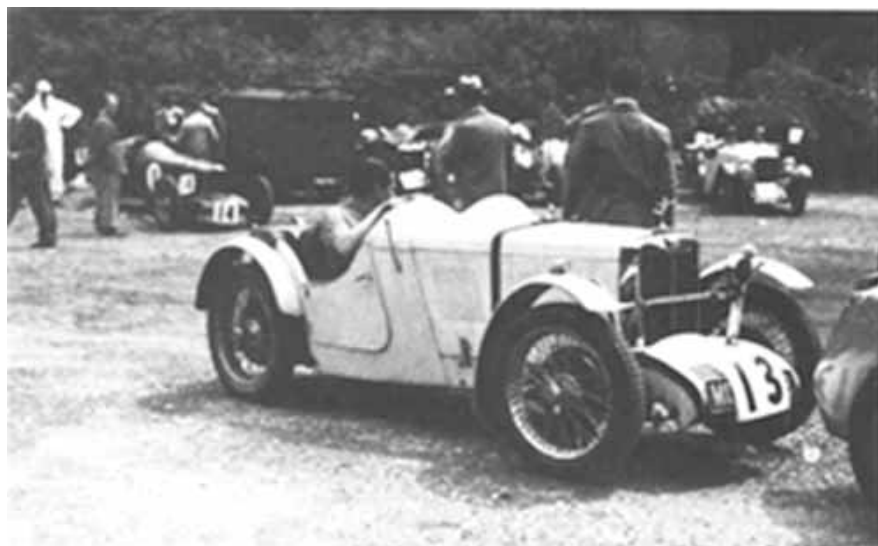


## *Outback Repairs*

Always in the back of my mind were the issues surrounding the chassis and ID knuckle. I had resolved to tackle the task of rebuilding the J3 3763 back to how it looked when owned by George Martin and Derry George in the 1930's.

Fortunately I had obtained some early photos of the car showing its distinctive features that set it apart from other J3s. In 1933 and 1934 whilst in England the car was upgraded with the following modifications, outside exhaust, larger brakes, cutaway driver's door, ENV crash gearbox and larger Marshall supercharger. Period photographs of the car at Brooklands and Shelsley Walsh detailed these changes as its then owner K.H. Perry was developing the car for racing.





9 June '34 K.H. Perry at Shelsley - K3007 in background

*K. H. Perry at Shelsley Walsh*

Tim Jackson was researching J3 history including reviewing photos of J3s competing at Brooklands and other race events and trials in England. Tim noticed the similarity between a J3 racing in the UK during 1933 and 1934 to a J3, which raced post 1934 in Australia.

When examining the photos it became obvious that the cars were identical and that the car raced by Perry was in fact the car subsequently raced in Australia by George Martin and Derry George – J3 3763. (Ref: Tim Jackson article “Which J3 did Perry drive?”)



*George Martin at Phillip Island 1936*

**Among the many other interesting cars entered is a super-charged M.G. that was specially prepared by the M.G. factory for competition events in England; it had many successes before it was sent to Australia. G. Martin, the driver of the special super-charged M.G. J4, has been given 7 min. 58 sec.**

These modifications lead to the J3 being referred to as a J4 in entry and results published in Australian newspapers in the 1930s and 40s.

Extract from *The Recorder* 2.11.1935.

I decided to leave the rebuild until my retirement but started collecting the various parts that I knew I would need. One item I knew that would be difficult would be the ENV cross tube manual gearbox that was fitted to C Types and J4s.

My search for this did elicit from one UK MG collector/dealer a photo of eight or so of the required gearboxes lined up in his driveway but none were for sale. The late Bob Hudson (C type) offered me one at a very reasonable price so that item was ticked off the list.

The Marshall 100 supercharger was sourced from Barry Walker who has helped me out over the years with many hard to source parts for my pre-war MGs.

The first work to be done was to have the original chassis repaired, straightened and then have the cross tubes riveted to the chassis. Pre-assembly revealed that the outside plates were missing and these are needed to hold the cross tubes in place.

I mentioned this to Tim Jackson another J3 owner and J3 historian. "No problem Ross, when Dad purchased the J-type bits from Paul Latham included in the collection of parts were the outside chassis plates"



A phone call to Graeme Jackson confirmed that he did indeed have the plates and he kindly delivered them to Historic and Vintage Restorations.

HVR in Melbourne carried out the chassis repair work including reuniting the ID knuckle J3 3763 with the original chassis. Subsequently they also did the work to fit the doors to the body tub.

### *Repairs & Modifications at HVR Melbourne.*

With retirement looming I started to brush up on my barista and baking skills, as I knew that this was my important contribution to the skill set required for the rebuild of the J3. My technical ability is limited to taking photos, dismantling cars and misplacing parts. I can manage brass brackets and a reasonable engine turned J type dash after imbibing medicinal quantities of whiskey. Fortunately I was able to convince Norm Goodall and Jeff Newey to assist who, when bribed with good



coffee and my excellent biscuits, provided the technical skill and attention to detail required for the rebuild.

### *Restoration in progress.*

Most Mondays, Wednesdays and Fridays would find Norm and I working away in the garage with an aim to finish the car by November 2015 for the Australian MG Pre-war Event. Jeff came up periodically to help with the attention to detail needed to complete the car.



The car was finished several days prior to our leaving for the Bathurst event; road testing around the local streets went well, so the car was ready for its first outing.

The effort was well rewarded by the car being selected for the Peter Harper People's Choice trophy.

### **Postscript:**

The original J2 chassis J4281 has been passed onto Graeme Jackson who has since obtained the identification knuckle from Gary Grant. The F type chassis F1254 has been restored and is now owned by Tim Shellshear.



*Completed finally – Alexander Gastaldon, Norm Goodall, Ross Kelly and Jeff Newey.*



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## for those of my generation who don't use or comprehend 'facebook':

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*I show them pictures of my family, my dog, (others dogs and cats), selfies of me, standing in front of landmarks, having lunch, and doing what anybody and everybody does every day!*

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*It works just like 'Facebook', I already have four people following me:*

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**:For Sale** I have a black vinyl covered fiberglass **hard top for an MGB** for sale, it is in good conditioned, I am happy to accept offers, I am in the **Lismore/ Byron Bay area in NSW. Call Graeme on 0417357307.**

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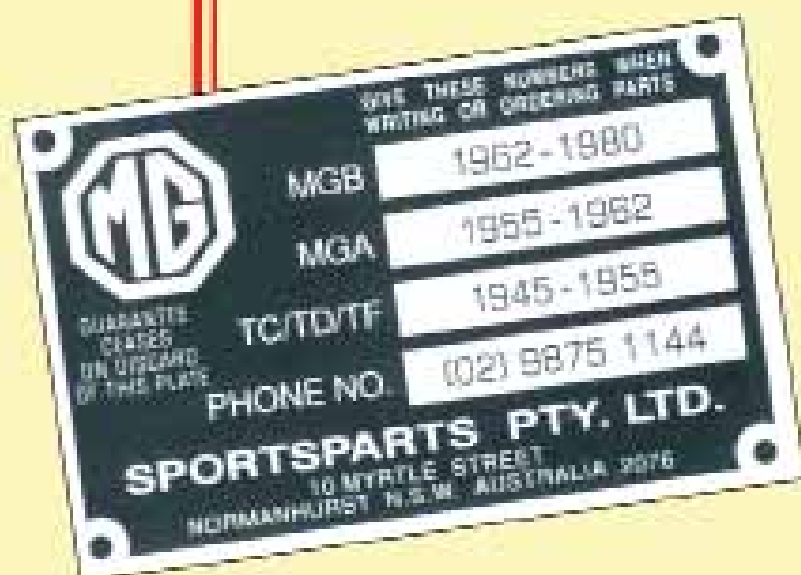


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