

THE TIME machine

The first NatMeet held by GCMGCC was in 1980 at the Pacific Hotel, Southport, a lovely old Hotel

Here we have Caren (Sattler) and Marie (C-J) helping out.



The Official magazine of the Gold Coast MG Car Club

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The President's Report

This report finds Laurel and I in a very pretty German village of Puerto Varas, the Northern part of Southern Chile, on the West Coast. Up to now, the driving has been easy - but from tomorrow it will be another matter! We have one ferry crossing and 40km of good dirt road. The next day, we have two ferry crossings and 300km of dirt roads. The following 7 days will dish up 1600km of dirt roads, winds strong enough to blow the paint off our trusty MGs and views of glaciers and lakes to die for - or so the brochure tells us!!! At this point, we will be in Ushuaia, ready for a rest, to service our MGs and to head Northwards for 3 whole months - to Vancouver!

In my absence, your committee has been slaving away over club-related matters, such as our Constitution, organising the Sprint Series, organising your photos for the 2016 calendar, editing this Time Machine magazine and organising the multiple runs we have all become accustomed to! Busy bees, I would say!

Regarding the TTT Day (Try,Test,Train) day at Morgan Park, if you missed this one, I would like to encourage you to enter the next one later in the year. I don't expect everyone to become Racers, but to drive in your MG around a race track in a safe and controlled manner will give you a massive sense of achievement, I can assure you. The comradeship will make the experience memorable - Trust me! Lastly, please throw your weight behind John Talbot as I am grateful that he is standing in for me during the next 4 months and I know he has organised many activities for your enjoyment! He's a good man! Thanks John! Now to the wilds of Southern Chile and Southern Argentina!

Dave and Laurel



Above - The adventurers were pleased to see their MGs safe and sound and ready to be picked up



Left - RIP took a bit of encouragement to get going

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RIP is off the dock at last and arrives at the Hotel

Some more photos are on pages 47,48

Cut off date for next magazine - March 15

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

Email Carole Cooke - cazcooke30@gmail.com

Committee meetings: the first Monday of each month at the Gold Coast Antique Auto Club rooms, Mudgeeraba Road, Mudgeeraba, UBD Gold Coast Map 48 A-B 18

Membership: \$70 per year (due June 30) (\$35 after 31/12)

Joining Fees: \$20 Membership forms available on our website - www.goldcoastmgcarclub.com.au

Membership at 15 Jan 2015	Active	141		
Joint	112	Associate	9	
Life	6	Honorary	2	TOTAL 270

Payments made directly into the Club's bank account must include **payee's name**

National Australia Bank Ferry Street, Nerang

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Account Number 14-920-3252

Account Name Gold Coast MG Car Club Inc

Cheques to be made out to - Gold Coast MG Car Club Inc

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

GOLD COAST MG CAR CLUB INC

The Secretary,

P.O. Box 1018, Southport Qld 4215

Email - goldcoastmgcarclub@hotmail.com

Opinions expressed in THE TIME MACHINE are those of individual contributors and are not necessarily the opinions of THE GOLD COAST CAR CLUB Inc, or its Committee.

Photos from Christmas Party, enjoyed by 55 members!







Midweek Christmas Run - December 10

I am sure you have all heard of "The Outback Spectacular". This particular rally is sub-titled "The Rainforest and Poinciana Spectacular".

The morning after the hail storm hit the Southern Gold Coast, 20 cars gathered at Schusters Park for the 9:00 a.m. departure. The park was green and glistening in the bright morning sun. The briefing was expanded by a spate of obligatory and well told jokes and we set off via Syndicate Rd/Ducat Rd, and our first taste and fresh smell of rain drenched forest. On to Trees Rd and then on through Currumbin Creek Rd to the park along the foreshore of Currumbin Creek for morning tea. At this stage, Peter East said he could have stayed in bed longer and walked across the road for morning tea. People who may not be so familiar with the creek as we locals are, marvelled at the sight. Stand-up paddle board riders were out and afloat, whilst a horse and its owner were cooling off on the far side. The raffle prize, kindly donated by the Webmaster, was won by Graham Cogzell. Much appreciated, thank you Stuart.



A short drive on the M1 as far as the Kennedy Dr. exit which led us up to Bilambil Heights. The drought must have suited poincianas because they were everywhere!



Their spreading branches were festooned in clusters of brilliant red while a carpet of spent blooms carpeted beneath them made this drive nothing short of spectacular. We were rewarded with the view of Terranora Lakes below, and the appearance of old Mt Warning as we drove over the crest at Bilambil.

Now, the second rain forest. Yes, you guessed it, Bruce's favourite, Hogan's Rd. Winding through magnificent stands of pristine rain forest makes one really appreciate Mother Nature. On the other side of the range, the canefields all fresh and green came into view from the dizzy heights of Tumbulgum bridge. Travelling north now, on the southern bank of the swollen Tweed River, passing Stott's Island, where the epitome of a rainforest gradually gives way to mangroves and swamp oaks, we followed Bruce's excellent directions and arrived safely at the Tweed Heads and Coolangatta Golf Club only to be greeted by more poincianas, well manicured fairways and greens.

Lunch at Danny's Buffet was gourmet fare as usual. People kept donating pepper to Denis, to much laughter and ribbing. Sorry, private joke – as the saying goes "You had to be There"!

Indeed, you did "have to be there" to enjoy great company, beautiful drives, unsurpassed scenery and general "bon homie" that is indicative of the GCMGCC. Apologies for non-attendance were received from Gary Stevens, the Hockeys, the Haines, Liz, Jean (who sent their spouses) the Haynes, Barry Beaman, and Jill East who left half way through. We hope any problems, health or otherwise, that prevented their attending, are all solved now.

Those who came were Jim Lutherborrow, Bruce Corr, the Ibbotsons, Harry and Marie Darke, the Muirheads, Denis (who is still sneezing), Bruce Bishop, Keith Bailey, the Bromleys, the Easts, the Greys, the Lugsdens, the Talbots, the Simpsons, the Weeninks, the Roberts, the Gandertons, the Cogzells, the Zabells, the Duncans, and Julian Ashby.

Christmas wishes and hugs all round, the happy and well sated MGers went their separate ways. Thanks to Bruce were ably expressed by John Talbot.

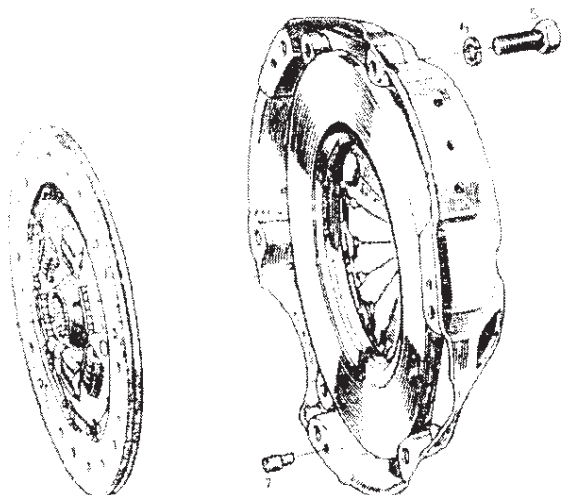
Coral Cogzell

*Wife texts husband on a cold winter's morning;
"Windows frozen, won't open."*

*Husband texts back;
"Gently pour some lukewarm water over it."*

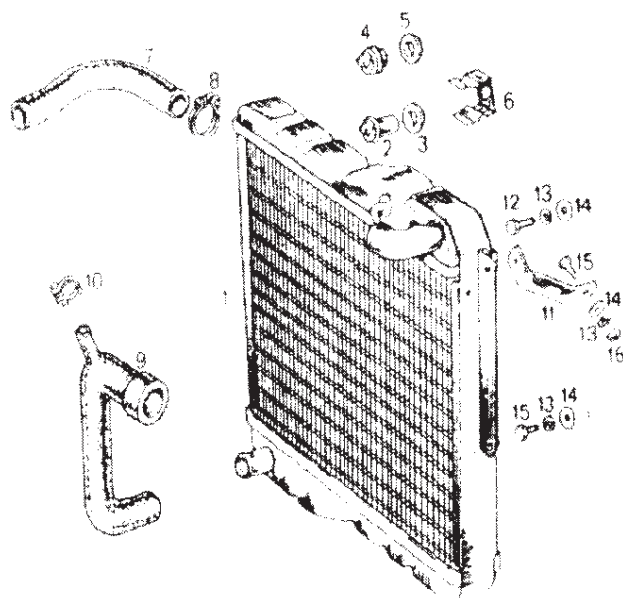
*Wife texts back 5 minutes later;
"Computer really stuffed now."*

B.I.



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DELIVERY AUSTRALIA WIDE

Reflections of a Newbie MG Roadrunner - Ed S. Number 1

I have always been a car person and it's an affliction hard to explain to those sad folks that think a car is only a means of transport. So when I found a reasonably priced fixer upper MGB a couple of years ago, it ticked all of the boxes. An Australian made chrome bumper Mk11, with overdrive, in fair condition at a fair price. The 45 mm side draft weber was the only obvious major modification.

Well, since I'm not much interested in bargaining down to the last dollar, I bought it there and then, and arranged to pick it up the week later. The vendor was also a car person, restoring a concours Cooper 'S', mk2, an 850 slide window Mini for his son, a teardrop Caravan, etc. so I had no real concerns. On pickup, newly restored SU's had been fitted, the weber packed into the boot, and the original steering wheel, and a full history file located for me. Later in the week, an original tuning guide was received in the mail.

So enter 'Mabel' my rolling restoration project, that I expected would need much attention to become a reliable daily driver. She always attracts lots of attention, and while I'm pleased at the interest in old cars, I worry about attracting active new members into the 'Classic Car Fraternity'. I'm not saying there aren't challenges to owning and driving 'classic' cars that can be off putting, The problem with Classic cars is obvious in that they're older. They don't drive like new cars, and they need more skill to drive in that they are less forgiving. They break down more



often, usually at an inconvenient time, and even though they are easy to repair, in comparison to modern cars, the repair skills required are not readily taught. Simple skills like changing points and plugs can be daunting to a newbie, and if you get it wrong, the car simply won't run.

New cars are better, they go better, stop better, are more reliable, more economical, and in an accident, more protective of the driver and passengers. Before the accident, innovations like abs, dsc, traction control and a list of other

features can keep you out of trouble and during the accident, crumple zones, padded interior, collapsible steering columns, seat belts, and nowadays, airbags all make modern cars safer and better. The only thing missing for many is FUN.

Some I've put some fun miles into driving Mabel, the long list of failures in that first year of ownership...a squeaky alternator bearing, cheaper to replace with an Internet replacement than go to the bother of pressing out the offending item, a flat tyre, due to a wire wheel spoke coming adrift, and that's all. Things to do are a long long list, but none of these things are affecting drivability, or the sheer pleasure of cruising the back roads.

I've reset plugs, points, tappets, changed filters, oil, replaced the crappy tyres with 185/70 Continentals, replaced a few meters of shonky non original wiring, and fitted a battery isolator switch, part anti-theft, part anti Lucas electrical fire remedy. I've owned Hillmans, Cortinas, and Minis in the past so I know the failings of the Prince of Darkness.

The best thing I've done to date however, is I've managed to get the indicator switch to auto cancel. It's a little thing, but on both MG midweek runs I've attended, I've either been an offender, not realizing my blinker has been on for the last 20km, or I've been following an offender. The solution also presented a quandary. As I've said my car is an Aussie CKD July 1969 model, the last of the alloy bonnet series. In 'Indigo Blue' or as I sometimes quip, 'Australian Racing Blue'.

I already had a Ford Escort indicator switch, with self cancelling tabs, all I needed was to fit the cam to the steering column. So imagine my surprise to find one already on the column, but set up for left hand drive. My easy solution, I now have self cancelling indicators, and the switch is on the European side of the column. What I now need, is a LHD column shroud, and a PCV valve, but that's another story, and the quandary, why does Mabel sport an American steering column.

Oh and a final apology to the owner of the Camino Gold MGB, at the midweek run.

Mustard Yellow
indeed !!



The GCMGCC Club started in 1976. We are fortunate enough to have two Life Members still active in the Club. Here we have Jeff Sattler and Marie Conway-Jones give an insight into those early days! Also Peter Kerr, member in 70s, 80s, 90s (and a member now) gives his recollections from the early days of the Club. Then you will see some wonderful historic photos from these times.

After 1980

(Jeff Sattler's follow up to his earlier article)

I'll try and fill in some more space here with MG memories since 1980. Keep in mind though that some details could be missed due mainly to age, my age that is! Corrections are most welcome.

After having owned the 'B' since '74 and coming to understand the workings of these fairly simple cars (by today's standard), and discovering a certain enthusiasm for MGs that was bolstered by regular contact with like-minded people, my eye often drifted towards the various T types that I'd see at club outings. So a plan was hatched to obtain a TC in need of a rebuild. Checked out several possibilities from various sources and soon discovered that the budget would have to be stretched further than was possible. So a new plan was hatched to obtain a different model T type of some sort. I discovered that a Y Tourer was for sale in Brisbane. It was not a basket case, but it was in pieces and all the pieces were there. Towards the end of 1980 I bought the car, number YT3863 eng no XPAG/TR/13568, from Rod Hiley. It wasn't until more than a decade later, after mainly body repairs as well as a paint job, new hood made and reassembly, that it was ready for the road. Compared with the B it was heavy and sluggish to drive, so I must admit it wasn't the favorite of my two MGs, although it did have a comfortable ride.



All through the 80s one of our popular events was the midnight to dawn runs. They were like an observation run, but as the name suggests, you start at midnight and drive through the wee hours to a breakfast venue arriving at dawn, as some of you will be familiar with. In hindsight surprising how many people turned out for these off beat outings. The answers to some questions on these runs could only be found by shining your headlights at the front door of some poor unfortunate house holder on a back road somewhere. Often caused lights to be turned on inside at one or two in the morning. I think we are all too wise to indulge in such activities today!

While I was young and silly I rarely missed any events and when the MGY was finally up and running in about 1991, it had a few of these midnight outings. I recall one time following what from memory was a TC along the Numinbah Valley road in the middle of the night. Not easy to keep up in a Y Type. I think there were finger imprints in the passenger door after that run! Another occasion, again in the Y, the battery died at about 2am somewhere near Mt Crosby. This was a job for the RACQ. Passenger again not happy! Around 1996 things changed for me and the Y Type had to go (never the B). Eventually a chap from Sydney bought the car and while he had it he did a more thorough restoration. Ultimately it went to the United States.

Jumped ahead a bit here, so back to the 80s. During this time more people who lived in Brisbane started to join GCMGCC. We still had no club rooms to call our own and meetings were often held at the homes of members or later at function rooms here and there. Because of the increasing number of Brisbane members, meetings were held at function rooms at Yatala for a while. This encouraged more people to take part in committee meetings as distance wasn't such an issue. Eventually of course we obtained permanent club rooms at Mudgeeraba. One of the popular events we enjoyed having was the motorkhana. Usually on grass, there were a few venues we had access to at different times. Places like Talle Valley near the golf club, on vacant land at Merrimac along Clear Island Road, an open paddock adjoining Surfers Paradise Raceway, even had one at the Glen Hotel. As time went by it became more and more difficult to organize these events. One reason was that development of land meant paddocks became houses and suitable venues became harder to find, but probably a more significant impact was new requirements by CAMS meant we soon had to pay more for permits, provide stewards approved by CAMS and participants needed to have a CAMS license. As a club all we wanted was to have some fun, not serious competition, so eventually as conditions changed motorkhanas were put in the too hard basket.

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During '89 -'90 I had a year travelling around Australia so the B went up on blocks, literally. The following years weren't so good and I found myself drifting away from the club. So much so that by 1995 I seriously thought about selling the B. Thought I should get a proper car. Had my eye on a HSV Club Sport which was in a dealer's yard at

Ashmore. Just in the nick of time up popped that bloke Murray Arundell and saved the day. The result was, I decided to keep the roadster and so thought that if I'm keeping this car, it should have a rebuild. And that's what happened.



During 1997 Brian Darke did the majority of the work. The body was stripped back to almost bare, including engine bay, guards, windscreen, doors, bonnet, boot lid, wiring. Paint stripper was used extensively and all rust repaired. The engine was rebuilt as well with some minor modifications, and when finally reassembled it looked a million dollars. Luckily it didn't cost quite that much - not quite. I soon took an interest in historic rallies, along with Pete and Laraine Ganderton, Jim Haines, Rob Baylis, Murray Arundell and others from our club. These rallies were organized by The Brisbane Sporting Car Club. They were always held on bitumen roads and would normally involve a sometimes long and tiring day travelling some hundreds of kilometers, interpreting various styles of navigation. We all had a lot of fun during that time. The 1900s became the 2000s and we graduated to Regularity events, hill climbs and circuit sprints, always entering these events under the banner of The Gold Coast MG Car Club.

Around '96, '97 I met a wonderful lady who owned a BRG rubber bumper GT. Marvan and I became an item and after a while discovered that to own a roadster and a GT, plus two other cars was so impractical that a solution was to sell one of the MGs. Eventually when we had no takers for the GT, the roadster had to go. It took a couple of years of convincing that I should make some mods to the GT

and get back on the track. Finally I did, but it just wasn't as nimble as the roadster, so at the end of 2013 I decided that I'd had enough competition and "hung up the helmet". For the last number of years the GT has been a road/track car, but now it's road only and as has always been the case is a very comfortable and fun car to own and drive.



I guess this has been a bit of a long winded saga, but the moral of the story is that everyone should own an MG and for me after owning one since 1974 I would find it quite sad not to have an MG in the garage at all.

Jeff Sattler



My Early Days of the Club

As everyone knows we first started forming the club in the early 70's.

We were walking into Surfers Paradise one later afternoon and along came this red MGA and out hopped this smooth looking Clarke Gable, opening the passenger door out came this little dog from the inside pocket of the MGA, so naturally we started talking to this man, whose name happened to be Rob Baylis. He said he was heading into Surfers for a drink so we went together, so that's how our friendship started.

Conversation got onto MGs and Rob mentioned a couple of people were getting together on Bathurst Day for a barbie brekky, etc and watch the race. But we had to dress up in racing gear. No problem. We turned up there but unfortunately there was only Rob & Julie ourselves and the owners Roger & Valda Thompson. It was a great day and fun was had by all. So from then on we went to a meeting and meet Jeff & Caren Sattler and it started from there, adverts in the paper etc. Next were Tony & Lynn Voevodin, and so it went from there

Our committee meetings were held at one of the committee members places once a month. Our newsletter was put assembled together on the old gestetner at Jeff and Caren Sattler's place with many reds consumed and then we eventually ended up with a Club Magazine called theTime Machine.

Rod Hiley, Abingdon Motors, donated all the covers and advertising for the first few years. They also used to have a Noggin & Natter once a month at Abingdon Motors on a Saturday morning and there were always so many members there. It was a worry when I would see Colin with that damn cheque book!!

Our local watering hole was the Anglers Arms where a group of us would get together on Saturdays for an extended lunch. If a footy game was on we would end up at Jack & Helen Hambridge's place. Jack & Helen had a TC and a V8 and to this day still owns them. We would also get together in Surfers Paradise on a Friday night and go from one place to the next for the Happy Hours. Rob Baylis was always chatting up the chicks and would steal their bobby pins from their hair and put them in Jack Hambridge's pocket without him knowing. Helen would find them the next day when doing the washing, say no more about that! We never needed any dinner, the food they gave us was so good. But sometimes we would end up at Nicolini's Restaurant or Froggy & Woggies. If Robert Baylis and Michael Pope was with us it was deadly, especially if Rob got onto the red wine! You don't go anywhere near Robert if he is drinking the red wine especially if you are wearing white. But unfortunately you could be down one end of the room and he would still manage to spill red wine on me. I do recall on the way to a Nat Meet in the MGC, Rob & Michael did a "B E" (work that one out) thinking it was us following but we got over taken and next we saw them running back into the bush to the MGC!

When Michael Pope wanted to join the club he asked me to come round and meet his parents and explain what the club was all about. Four hours later they gave me the okay for him to join the club and asked me to look after him. Oh my god, what a job that was especially with him and Rob Baylis together! Michael was like a little Elton John, could play any instrument and so well, in fact he still plays at some places in Brisbane.

I do recall one of our presentation dinners was at the Jolly Frog restaurant and Rob, Michael, Phil Redding found a toad or two outside and bought them into the restaurant. What a way to clear a restaurant out, was funny at the time, but no we were really lucky they let us stay. The boys had to catch them and put them back outside! Never went back there again!

There were champagne brekkys at Cascade Gardens, everyone dressed up in long dresses and guys in their tux's. Gambling nights to raise money for the club, Hungis, Priest and Prostitutes nights. Weekends away and I can recall there was even a marriage proposal on one of the weekends away.

We also did great motor car displays, one in particular was at Sundale shopping centre which they held every year for all clubs and the motor Industry. For a small club we did manage to take some prizes from our displays over the years. I represented the club in the beauty and car pageant and Rod Hiley supplied his black twin cam A for me. We got a second in that which was lovely.

The Tropicana festival was also held every year around the streets of Surfers Paradise and the club supported that event each year for quite sometime.

Our Motorkhana grounds were out at Coombabah at the little aerodrome strip. We were always covered in dirt and dust from head to toe. When they closed that area off we then moved to Broadbeach near the old race track and used the paddocks there. We also used the Beenleigh Rum distillery car park and anywhere else we could find for a venue.

We also used to race at the Surfers Paradise race track and some of those events were combined with other clubs. Was very interesting competing against other cars, but I must admit MGs still did very well on the track against the others. Ian Finlayson in his green hot Torana always tried to beat the MGs but we managed to beat him every time.

The club concours were held each year at a different venue, we would alternate, one year in Brisbane and the other on the Gold Coast. We did a great one at South Bank one year. We always got a fabulous turn out and Abingdon Motors, House of MG, Shannons and several other organizations donated prizes for the day.

We had some lovely venues for our presentation nights for all the trophy winners and I must admit some very sore heads the next morning at breakfast. I wonder why!

Our very first Nat meet we attended was Katoomba 1977. We had just become affiliated with UK but we had to go as the Sydney centre's guests. There was 79 of us that attended that very first meet and we took out most of the prizes. I recall Glen Berry turning up later that night and it was snowing, he had driven with the top down all the way. His poor partner was nearly frozen to the bone. Out came the port to her. Let's say RB looked after her! Also some parts of the Hydro Majestic where we all stayed had not been done up and I can recall walking down the corridor to sort out a problem with a member, the carpet was being lifted up in parts with the wind. It was freezing. We had some members that booked late so they had to take what was left at the time.

The cleaning of the cars was a sight to see the next morning. Cars parked everywhere and I recall Julie Baylis helping Robert clean the MGC. Whoops, that was disaster as I heard Robert yell, for whatever she used it was stripping the paint. Say no more with that one! Apart from that it was a great start attending National Meetings and from then on we went to them each year.

We did our first Nat meet in 1980. With such a small club it was a great success. We were very lucky with many organizations helping us. Abingdon Motors, South Coast Motors, Barry Nixon Smith. The Pacific Hotel was where all the venues were held. They still had the lovely old shaded beer garden out the back where we had the farewell breakfast. They could not do enough for us. It was very sad to see that Hotel pulled down.



First NatMeet for the Club - Katoomba 1977

Tassie was great which we made a holiday of it. Every time we went away the guitar had to come with us. We all stood on the wharf before we boarded to come home and serenaded Jan & Neil Haase because his TF had a major problem so they had to stay behind and get it repaired.

At that meet Phil Redding bought a fire surround at Stanley and the fire surround was pulled apart and shared out between all of us to take home in the MGs. Surprising what you can fit into and MGB if packed right. Plenty of room for shoes! Colin reckoned whenever we pulled up somewhere and I got out a shoe or two fell out. Was going to set a stall up on the side of the road and sell them. Never got the chance! I just found another hidey hole.

I can also say we had a big plumbers tubing across the front of the MGB that held our fishing rods etc, so rods had to go so we could fill it up with bottles of wine. At Stanley, Colin and I accidentally found a series of old steps that led us to a wine cellar connected to the Stanley Hotel. Word got around at dinner so it was on for young and old. Don't think there were many bottles left by the time we left Stanley. In case you are wondering Colin did go fishing, caught trevally so that was breakfast one morning.

When we left the Nat Meets after the farewell breakfasts we would start to make our way home but would stay off the major highways. We were heading towards Bathurst over the mountain ranges and I was driving and forgot about checking the fuel. Was packing it for we were nearly empty. We came across this little town called Sofala and we limped into there. It was getting late so we decided to see if we could stay. Not much in this town except a Pub, cafe across the road and yes petrol! We got the last room in the pub and they were really good and said to park around the back and he gave us a garage to put the car in.

Next he spotted the guitar; well it was on for young and old. They don't serve meals in the pub so we had to go across to the little old cafe. They had the biggest fireplace you have seen and all the food was cooked on that. The food was just beautiful. When we finished there we went back to the pub and they were waiting for us. Colin had to play the guitar. We had drinks on them all-night. We tried to sneak off a couple of times and finally they let us head to bed. The room was fabulous and so warm as the fireplace backed onto our room. The next morning we headed out with everyone waving us off. Hung over and heading to the next town. We then came into Rylstone, found the oldest bakery and bought a couple of pies. Huge big old fashion ovens they cooked everything in. The pies were so good we turned around and bought another two. We kept going until we headed into Bathurst. That was costly as somehow Colin bought an engine for the Magnette, say no more! But there were some lovely wines there and good wine tastings and food.

Our AGMs were always held at a different venue each year and one in particular was up at the Knoll National Park at Tamborine. It was so cold we had the fires going but we all did manage to have brekky and do the AGM.

The club used to go to Yamba and stayed at a lovely Caravan Park which was owned by Max and Marilyn Mulligan. Was a great spot not far to the surf, etc. One time though it was so wet that I remember the boys picked up Col and Joy Mahoney's tent and carried it up the hill to drier ground while Joy and Col just stood there drinking their scotch watching on. That was the same weekend that Carol supplied me with a pair of MG knickers! We won't say how or why.

We had some lovely runs through the country side along the Lawrence river where we could open the MGs up for those with lead feet and end up at Max & Marilyn's house where we could have lunch and a swim in the pool while the boys spent their time looking over Max's collection of cars. Marilyn had the most fantastic collection of dolls and miniatures you have ever seen so the girls never missed out either.

We also stayed in MacLean and did a river cruise one night. I remember Dan Casey and Colin went fishing across the little wharf but had to give it a miss as for a change, a lady, was about to fall in the river. So they went fishing the next morning instead. Also our country runs out west were never a dull moment and events up as far as Fraser Island. We all ended up over on the island where we had a great lunch supplied. Everyone climbed back into the seats in the back of the large truck that took us onto the Island. I was lucky, had the front seat with the driver. Just luck of the draw I guess.

Well I could keep going with so many other stories that have happened over the years and so many friendships, but time to close the book for now.

Marie



Above - Champagne Breakfast, Cascade Gardens 1977

Below - Return Trip from Katoomba NatMeet 77 - Marie, Rob and Jeff





Charity Run in 1976

*Below - Neil Haase
with his MGA
restoration*



Competition Call 2015

Well the New Year is here and we, those interested in motorsport and using our cars for what they were designed to do, look to the coming year.

While there will be a good selection of events available, the Queensland Supersprint series at Warwick is our lead event . Unfortunately our numbers are depleted this year with only six members entering the series, but with several members coming out to support us and join in the social activities.

During the year there will be Historic Race Meetings, which will include Regularity events, Hillclimbs and Street Sprints. I will try and keep everyone informed of dates as we progress through the year and if you decide to have a go we can advise and help you.

The Come and Try events are a great way for a low key introduction.

Dates for the B Series Sprints:

Round 1 28/29 March

Round 2 30/31 May

Round 3 25/26 July

Round 4 19/20 September

1st February Come & Try Motorkhana day Practice for Nat Meet?

Ian Rogers



Bruce Ibbotson's MGCGT

After digitising over 3,000 35 mm slides I found the only photo I took of my new car as it was on the Wharf on the 5th August 1968.

With the dry charged batteries, and no owners manual, I took the batteries to be filled and checked and this photo was probably taken on the 5th or 6th of August. I drove it away (eventually) on the 6th August to get it weighed then registered as PFT-000. Later named the Pretty Fast Truck.



Coming Events

MIDWEEK RUN - 11th FEBRUARY

Meet at 7.30 am on for brekky and/or a natter at Budd Park, on the river at Murwillumbah opposite the railway station at 8 am for a 9 am (QLD Time) departure. Its a BYO morning tea and lunch. Your host is Graeme Bumford. No numbers are required.

FEBRUARY 15TH SUNDAY RUN

This is the annual combined run with the Gold Coast Antique Auto Club. It is their turn to host the event. Meet at the Clubrooms at **8:30 AM** for a **9:00 AM** Departure. **BYO** Morning Tea **Pub or Club Lunch**. **Numbers needed for the Run by Tuesday 10th February** to John Talbot on 55789972 or letalbot@bigpond.com

MIDWEEK RUN - 11TH MARCH

Meet at 7.30 am on for brekky and/or a natter on the south bank of Currumbin Estuary opposiste Panorama Drive,, Map 71/A6 for 9 am departure.It is a BYO morning tea and lunch. Your hosts are **Peter and Jill East**. **No numbers required. 0434 512 675**

LSIM MARCH - MARCH 28

As John Talbot and other GCMGCC members will be leaving that day to go to the NatMeet being held in Melbourne, would a member like to organise a run for that day please.

NOGGIN & NATTER NIGHT AT THE CLUBROOMS - FRIDAY - MARCH 20TH

Meet at 6:30 for 7pm Start
Admission \$10 BYO Drinks
Chicken, Caesar Salad and Potato Salad Supplied

A request from the Committee that they would like all members that have joined the club in the past 12 months to come along and meet us.

NUMBERS FOR CATERING By Wednesday 18th March
To John Talbot on [07] 55789972
Or email letalbot@bigpond.com

MIDWEEK RUN - 8TH APRIL

Denis Thomas is organising this run. Details to come. **0401 744 667.**

Please
RSV
for a
GCMC
even

CHRISTMAS IN JULY RUN 201

Once again we are heading off to a 'wintery' mountain location (yet to be revealed) for our annual Xmas in July run to be conducted on Wednesday the 8th and Thursday the 9th July, 2015.

Our departure will be from the BP Service Centre on the M1 at Coomera at 8.30am, with morning tea at a cafe and BYO picnic lunch (although lunch can be purchased if desired).

Cost will be \$265 per double, \$270 per twin room and \$186 for single accommodation and that includes a three course Christmas dinner with party hats, streamers and all the trimmings and a full buffet breakfast.

Only 26 rooms are available so reserve yours by email to – jameslutherborrow@bigpond.com – asap.

A deposit of \$100 per booking will be called form in the forthcoming months to secure your reservation

Meet our New Regalia Man

After managing the Regalia sales for the past 4 years, Pam Everitt (with the able assistance of Sam) has passed the baton onto me for the year 2015. A big Thank You to Pam for managing the stock for such a long period. We also say Thank You to Chris Lambert who is a Jeweller and until Christmas when he retired, carried a collection of Regalia at the Palm Beach Jewellery shop. If any members wish to purchase regalia items please do not hesitate to phone me at home and I can arrange to bring items along to the different meetings we have. One item we are looking at adding to our list is a club T shirt and I must thank all members who gave me valuable feedback at Wednesday's Run on the design concept. This will certainly help me get a sample on the way.

Gary Stevens - Ph - 55226736 Email - gsls65@hotmail.

The photos in this magazine have been contributed by Carole Cooke, June Haynes, Peter Kerr, Laurel & Dave Godwin, Dennis and Mae Simpson, Ed Stuttard, Jeff Sattler, Marie Conway-Jones, Jim Lutherborrow, Stuart Duncan

Vale Brian Noble

It is with regret that the President and Committee of the Gold Coast MG Car Club advise the death of Brian Noble, 77 years of age and of Paradise Point, who passed away on the 26th November, 2014, having lost his battle with lung and liver cancer. Brian was the newest member of our Club and buying an MG was put on his Bucket List when he knew his time was limited. After acquiring his 'dream' MG, he came on his first



Midweek Run with the Club in November, but unfortunately the car suffered mechanical problems and he was forced to withdraw before lunch. He died the following week.

May he rest in peace in the knowledge that at least one of the items on his Bucket List had been achieved.

Dear Marie,

Sorry for the delay in responding. Once again we thank you for your kind hospitality, and permitting us to participate the MG NM2014 in Ballina. We do have a lot of sweet memories about the event. As I told you, I hope that you will show up your face in front of our house door one day. We are getting older and time is running out. Hope you are getting on well. I do have contact with Murray and Doug Morrissey.

My pictures can be seen on Facebook - MG90 site. Since I do not have any email ID, it not possible to sent these photos to anyone else.

Thank you,

Mathussudhanan & Sandhya PAROOR

Koenigsteiner Str.154,65812 Bad Soden, Germany

(This email has been edited)



1976 presentation dinner. On left is founding President Roger Thompson and wife Valda.

Below - Funkhana and Motorkhana Talle Valley 1976



1976 Byron Bay weekend away camping.

No motels in those days.



Rod and Di Hiley's NE Magnette



Owen McNeill's J2



Above - Dave Francis' TD



Left - Peter Kerr with his daughter Paula at home after the Springtime Rally

Early Recollections of GCMGCC

I moved from Melbourne in 1971 with our family (including the MGTC), to the Sunshine Coast. I attended meetings at the Queensland MG clubrooms until Rod Hiley later invited me to GCMGCC events, which were also regularly held in Brisbane.

The annual concours, for example, was held at venues such as the Brisbane botanic gardens. Rally visits included the Maritime Museum, Newstead House, and numerous other Brisbane regional areas. The drive to Brisbane was quite enjoyable back at that time.

My contribution was a run to the Sunshine Coast each September. I initiated and organised the annual Springtime Rally to the Sunshine Coast in the 1970s & 80s. Members from the Gold Coast met with Brisbane residents and assembled at the Landsborough museum for a run along the Blackall range to a luncheon destination. A favourite restaurant was at the Kondalilla National Park. Bruce Corr organised the Gold Coast members and Rod Hiley looked after the Brisbane group. I organised the Sunshine Coast destination and the luncheon venue.

I usually led the group up the range and at vantage points along the top, filmed the MGs each year as the participants took in the sights right down the valley and beyond to the Pacific Ocean. On a good day, we reckoned we could see New Zealand from up there. Rod liked the photos to focus on the MGs. I have included the Rod & Di Hiley NE Magnette, Owen McNeill J2, Dave Francis TD, and also Neil Haase who was restoring his MGA coupe.

I was invited to stay at the Haase castle at Carrara during my visits and spoke with Jan at her house on the canal front this week. Jan was pleased to catch up as she currently spends most of her year living in Hawaii.

I developed many firm friendships during those early years with the club. Paul & Jenni Jenson and their 1949 MGTC lived at Aspley in Brisbane. They became editors of Time Machine and drove to all the National meetings towing a trailer with their young children tucked in behind the TC front bench seat.

Eventually, Gold Coast membership grew and some of the events moved south. The concours, for example, was moved to a sports ground equidistant between Brisbane and Southport. Today, GCMGCC has matured, and is a fully fledged club firmly based on the Gold Coast.

Peter Kerr



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Motel League Tables Anyone?

Whilst sorting out some old Road Books from Club trips made over the years, I suddenly found myself thinking of amusing or not so funny events relating to motels at which we had stayed; not the parties, dinners or antics of the group but the accommodation itself.

Towards the end of a day's driving, be it short and leisurely or a longer mad dash, we all look forward to quickly getting comfortably settled before the beers and Chardy (Bev?) are opened. What if, for some reason, that doesn't happen?

Our most bizarre experience was on a return run from a Natmeet a day early, to meet up with visiting friends from overseas. Being Easter with accommodation at a premium we had reserved a motel we had previously used, paid a deposit and had an email to prove it. We duly arrived mid-afternoon to find the place closed. Four other couples had arrived before us and had tried unsuccessfully to contact the management. A walk-about showed that the deserted rooms had not been cleaned after the previous occupants, for how many days we do not know. The whole place was quiet and slightly ominous, and could have been the set for a TV who-dun-it or scene of who knows what. The friendly Tourist office around the corner were as mystified as we were and also unable to find anyone who might know what had happened. We decided to push on to the next town, Tenterfield, as there was still daylight - a bad move! Because of a large wedding there we secured the last remaining room in town at one of the pubs. Clean but very basic as you will know. The wedding had spilled over to the pub as a satellite party was in full noisy, exuberant swing. We went to the Bowls Club for dinner and some anaesthetic, returning to find the pub quiet enough for us to finally drop off.

After some days attempting to contact the motel we finally had our deposit refunded but without any explanation whatsoever.

Then there was the time when the key we were given didn't open the door, they couldn't find one that did so we rattled around in a huge family room much to the envy of the others.

The fancy 5 star place that had nowhere to hang anything, or shelves to put anything.

One motel with a kitchenette, no crockery, none available, a broken kettle and a shrug of indifference.

Or the one with accommodation for four but only equipped for two.

Other experiences have included:

- Curtains that are too small and don't fully close - great for flashers.
- Hanging space but no hangers – pants wearers not welcome.
- Glow worms in jam-jars to save electricity – bring your own torch/bulbs.
- Bedside lamps but the single switch was on the other side of the room – telescopic arms essential.
- A very small room; to make it bigger there was nowhere to put the cases which had to go back in the car after being emptied – or share your bed with an old bag.

Bathrooms frequently seem to be an afterthought as we have encountered:

- No soap – don't forget the deodorant.
- No towel rails or anywhere to hang them to dry – what a drip.
- Nowhere to put even the most basic toiletries – saves toothpaste.

Interestingly, there is no pattern. City places are not necessarily better than those in remote locations. Our better experiences have been in NZ. The best designed and equipped motel we have ever stayed at is in Twizel, a small town at the turn-off for Mount Cook. The town was originally built in 1968 to house workers constructing a hydro project but rather than demolish the place it was expanded and now thrives as a tourist centre.

Changing continents, we once stayed in a half built place in Canada where the plumber had crossed the pipes so that every time we used the toilet we had a hot flush. Bathrooms in the US can be very high tech. On one occasion we had to call reception to find out how the taps worked; a bit awkward when you are naked wanting to shower.

Our experiences have made us wonder if the people who design and equip motels ever travel and use them. A minority are excellent, the majority fine and a few might be condemned by animal welfare organisations as being unfit for their charges. We live in an extra-large country and travellers can be on the road for days. Our lengthy exploration trips have been at least three to four weeks, frequently longer, mostly single night stops but in places of interest perhaps three nights or more where lack of the basics is an unnecessary irritation.

Maybe we should start a rating system.

Oil Leak

To celebrate the 60th Anniversary of the MGA, this year, here is an article that appeared in MGEntusiast.

MGA To Australia - NO Half Measures

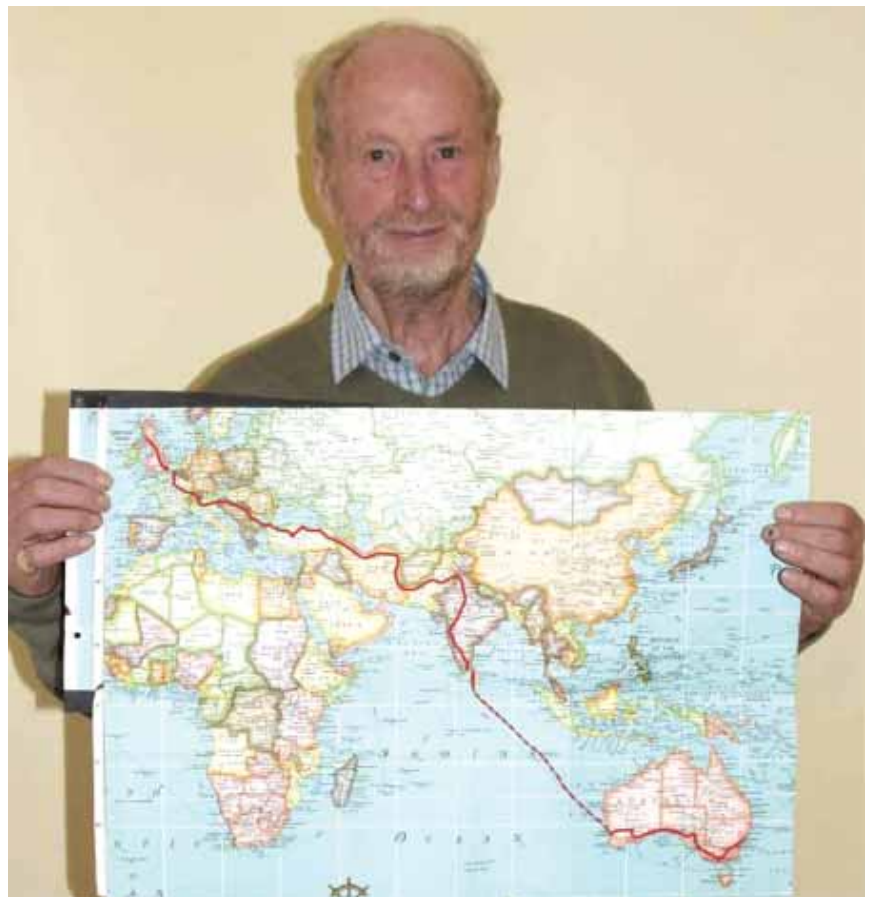
The story of Gillian and Peter Martin's travels to the Middle East with an MG PA in the September issue caught David McMullan's eye because in 1959 he and his friend Norman Tosh drove much the same route in an MGA. Only this pair planned to keep on going, all the way to Australia! Story told by David McMullan to Simon Goldsworthy

In 1958, I was living and working in Northern Ireland when a boyhood friend of mine, Norman Tosh, came over for a visit. At the time I was working in the family's civil engineering firm and Norman was a master mariner, but somehow we got talking about going to Australia. Back then, this was an absolutely booming place where you could have three jobs at the same time without any problem - the Australian attitude was that if you could do something, you got on and did it. It was a place of excitement, we were in our mid- 20s and we were in the mood for an adventure.

What happened then was that one of the shipping companies Norman had been sailing with offered him a free passage as a relief navigating officer, and said that I could have a cabin for a very nominal price. This was a cargo ship of course, not a cruise liner. Then Norman said to me: 'Do you think the MG would make it?' And that's how the adventure really began.

Norman was referring to the MGA that I was running at the time. She was almost new, and was actually the first MGA in

Northern Ireland. I was very lucky to get her because back then, nearly all MGAs were being shipped to the USA and it was very difficult to obtain one in the UK. However, there was a girl in Northern Ireland whose father owned a local garage and she did a bit of rally driving. I can't remember her name, but she must have been pretty good because on the back of this she was able to buy an MGA. The sale was all arranged, but then she changed her mind and cancelled the order.



Somehow or other - and this was over 50 years ago so I can't remember all the details - I was able to step in where she had left off and complete the purchase.

I'd picked the car up from the factory in November 1957. In those days you could do that, and a guy from MG would take it out for a spin to check everything was OK before handing you the keys. I drove back north with the hood down and my flying jacket on and it was lovely. I then flew it over to Northern Ireland on Silver City Airways. The service operated between Castle Kennedy outside Stranraer and Newtownards near Belfast. The plane could only take two cars and nine people. It wasn't a scheduled service; whenever two cars turned up they put you on and off you went.

And now Norman and I decided to take it to Australia. We started planning in October 1958. Amongst the people we got in touch with was a firm called Garrow Fisher Tours of Kingston, who ran a bus service to India at certain times of the year. They advised us that it would be dangerous to leave Ankara before 15 April at the earliest because of heavy snow in the Turkish mountains around Erzerum and that since we planned to set off from the UK in February there was only one possible route that we could take. That narrowed down the route options considerably and would see us travelling through France, Switzerland and Italy across to Yugoslavia and Bulgaria, through Turkey and Iran to Afghanistan and then Pakistan.

With no hope of getting visas (or of finding passable roads) in places such as Vietnam and Burma, we would then head south the length of India and cross to Ceylon, from where we would get a ship to Australia.

Drawing the route on a map was one thing, but then we spent four months writing letters and trooping round embassies trying to get the visas we would need. Few of them were simple.



For example, our route took us through Bulgaria, which was firmly behind the Iron Curtain in those days. They agreed to let us in, we were only allowed 48 hours to get through the country. To make matters worse, we had to specify which 48 hours we would use when applying for a visa - it would be no good turning up late and still expecting to be allowed through. And all the time we were planning for the trip. There were a hundred and one details to arrange, from inoculations to foreign currency. And from buying supplies to preparing the car.

Those preparations to the MGA included -

- Spare wheel moved from the boot to the bonnet.

- Second spare wheel bought and mounted on a roof rack. (The MGA was a Roadster, but I'd had a fibreglass hardtop made by a firm in Holland -Mews in London.)

- Dunlop winter tyres to fit to the spare and rear wheels.

- Snow chains to fit the winter tyres.

- 30 gallon fuel tank fitted into the boot and taking up virtually all of the space. connected to the standard petrol tank. (In many places in the Far East, petrol would be virtually unobtainable, while in places like the Nullabor desert in Australia - you could drive 700 miles without encountering a village, let alone a petrol station.)

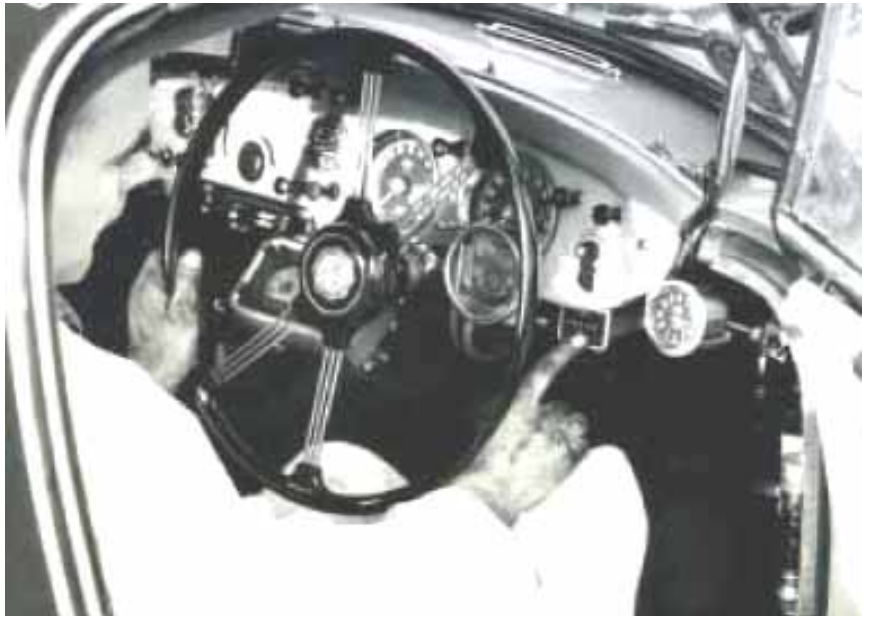
- Extra leaf put into each of the back springs.

- Half inch steel plate under the sump to protect it! Because in many places we'd be bouncing along river beds to cross water as there wouldn't be any bridges.

- In Northern Ireland, I had a competition clutch in the MGA.

That was obviously not going to be suitable for this trip as we planned to tow a trailer, so I had a standard clutch fitted instead and we took the old one as a spare .

- Heavy duty fuel pump.



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-Permanent towing cable attached under the car to the chassis, plus I'd bought a ground anchor and a Tilfor winch. We also bought four sand mats made of canvas with bamboo cross pieces, each the combined length of the car and trailer



and about 18in wide. That way, rather than having to dig the car out if we got stuck, we could just get out the cable and find somewhere to secure the anchor and pull the car out using the winch, bringing the sand mats from the rear to the front of the car to form a continuous surface over soft sand and mud.

-The passenger seat was made with the backrest quickly removable so that it could be made into a bed for one with the addition of a Li-Lo inflatable mattress.

-Full harness seat belts.

-12 volt kettle wired in behind the seats.

In addition to all this, the brakes were to be overhauled at Ferodo because they wanted to fit a little instrument to record our brake applications between the UK and Australia, after which they wanted to measure the brake wear for their own research. We ended up spending about half a day at their factory while they serviced the brakes and fitted a new master cylinder and new shoes etc.

We also had a trailer designed by Eagle Engineering in Warwick. All our personal gear went in the trailer, as well as the bigger spares. For example, we decided to take a complete spare back axle. It was big and heavy, but we thought that if we had a problem with ours, it would be easier to replace the whole axle rather than trying to strip and repair a broken one at the road side. All in all it took an awful lot of planning, but I think we had to put that much thought into it to have had any chance of getting there. So, for example, everything was stored in army style rucksacks, which we labelled. We then drew up a file listing where everything was stowed so if we needed something, we could go straight to it. To all of this we added two five-gallon drums of BP Viscostatic oil cans of gearbox oil, brake fluid - in those days and travelling through the regions we hoped to, you had to be self sufficient. Once we crossed the Bosphorus in Turkey and left Europe, we'd really be on our own with the MG until we got to India.

On Monday 16th February 1959, the planning stopped and the adventure began. We were going to set off from Greenock in Scotland, where Norman's parents and my sister lived.

First we had some publicity photos taken for BP at Mitchell's Garage that went into the Greenock Telegraph. We'd worked hard on the PR and managed to get a lot of exposure, but unfortunately not any money! BMC told us that what we were doing was commonplace, that people were doing it in Morris Minors, on push bikes and on horseback - they didn't think there was any publicity value in it and basically wished us the best of luck!

We were officially sent on our way from the Town Hall by the Provost at 5pm. A Provost in Scotland is the equivalent of a Mayor in England and he gave an official letter saying 'It gives me great pleasure to write this introductory letter for two of my young citizens setting out on an adventurous trip to Australia. These two fine young men come from very respected Greenock families and typify all the sterling qualities of mind and body which has made the Scot respected through the world...'

And if you believe that, you'd believe anything! Sadly, I don't think we ever had the occasion to use it.

The mileometer when we set off read 45,926, and leaving Greenock was our first real run with the car and trailer fully loaded. It sounds as though we were asking the MGA to pull an awful lot of weight, but funnily enough it wasn't all that noticeable on the move, not even later when we got up as high as 8000ft in the mountains where you might have expected the little MG to really struggle for power. We had route guides from the AA on a spool on the dashboard as far as the Bosphorus, but they couldn't do Asia.



Shell had supplied us with a route beyond that, as they had maps from their oil exploration work, but our first stop was in the less exotic surroundings of Chapel-en-le-Frith in Derbyshire for Ferodo to service the brakes and fit their brake application counter.

In fact we took something of a haphazard route towards Dover as we had a number of commitments to stop and meet people who had helped us with our project, to pose for publicity photos with them and to give interviews for press and TV.

With service intervals on cars being so much shorter than they are today, we'd carried out our first roadside service by the time we reached Dover on February 21. On the Sunday we caught the night ferry to Dunkirk.

Our plan was that for the most part we would drive around the clock, taking turns at the wheel or sleeping on an air mattress on the passenger seat. Plus stopping where necessary to brew up tea or make a hot snack using the equipment in the trailer. It worked well, and by 6am on the Tuesday we were in Switzerland.

Here the St Gotthard Pass was blocked by snow, so we had to put the car and trailer on the train to go through the tunnel. By 11.45 that evening we were at Bergamo in Italy, having covered 435 miles in the previous 24 hours, driving for 17 of them and stopping for just 7 hours altogether. When we reached the Yugoslavian border, all of our remaining Italian money and petrol coupons were confiscated. It was a bit disconcerting to see all the armed guards, but they were friendly enough and happy to pose for pictures with the onlookers if we stopped in a town. The roads were mostly in very bad condition and progress could be slow. Once we got about 30 miles past Tragujevac, for example, the surface turned from very poor quality - asphalt with undulations and potholes to continuous gravel, but still with potholes and corrugations - and we had to lower the tyre pressures to cope.

But we made it to the border with Bulgaria, only to discover at the Yugoslav customs that our visas had expired. We had to wait as phone calls were made and for a while it was touch and go whether we would be allowed to leave, but eventually we were waved through.

Our Bulgarian visa stipulated that we had only a specified 48 hours in which to cross the country and we had already been delayed at the border in Yugoslavia, so we entered Bulgaria shortly after midnight on Friday February 27 and didn't hang about. By 5pm that same day we had cleared customs and were in Turkey. After crossing the Bosphorus (a boat trip on those days as there was no bridge) and the real test of man and machine had begun.



Did David and Norman make it to Australia? Find out next TM when David concludes his tale

Lucas 'Prince of Darkness' - Dispelling the Myth.

After a recent Austin Healey Owners Club get together and a Technical Session by fellow member Liam Collins, I felt inspired to write a few words on the subject.

Lucas has been very much mis-dubbed 'The Prince of darkness'. Initially a tag born in the USA in the 1970s mainly in connection with British Leyland cars, this is thought to be due to BL's famous 'cost cutting' at that time... Funny how a small incident can now tarnish the great name a manufacturer once had and still deserves.

Due to its simplicity, Lucas was always a reliable brand, however, like all things, we take that reliability for granted and its presence on our cars is forgotten. That is, until something goes wrong.

Like the mechanical items on your car, the electrical items also need regular servicing. No, not every six months, but a five yearly basis would help keep the gremlins at bay. Remember most of our cars are around 50 years old now, some older (some newer) and can you remember when you last had the starter motor, generator or distributor serviced..? It's recommended that even the bullet connectors are cleaned or replaced on a regular basis too; these are a simple but effective connector but are open to the elements and therefore the damaging properties of the environment. Corrosion, verdigris, moisture, dust and even animal deposits can and will effect reliability of these humble connectors.

Earthing points and connections are by far the most important parts of the car's electrical system. Ensure all these connections are good, clean and tight. Battery to body, body to the engine/gearbox are the main ones, then all electrical items such as lights, wipers, heater motors etc all will have a separate earthing point... Keep them clean and tight for good connectivity.

When servicing any Electrical items (Lucas or otherwise) it's always recommended where possible to use 'Genuine' original parts, this will ensure further longevity and reliability of that particular component. Cheap spurious replacement parts are often (not always) made of very inferior materials using poor (and cheap) manufacturing processes. These parts often resemble the original externally but certainly not internally.

Whilst on this subject and also bearing in mind the age of our vehicles, the wiring harness itself WILL be in a fragile state. I often find evidence of 'keep it going' repairs with wires spliced in or even worse, the use of those horrible little blue (or red) 'Scotchlocks'. Faulty electrical wiring harness are the largest single cause

of car fires and none of us would look forward to our pride and joy burning away whilst we helplessly look on.

So, to reiterate...

Regular servicing of electrical components, clean electrical connections, genuine parts where possible and please take a look at that wiring harness. If in doubt, RENEW it...

Mark T Boldry



MGs from the 1950s (TDs) through to the MGB of the 1980s, used Lucas wiring harnesses where:

- Brown is primary 12 volts, un-switched and unfused.
- White is 12 volts switched and unfused.
- Green is 12 volts switched and fused.
- Purple is fused and un-switched.
- White/black is coil to distributor.



Fuel Quality Concerns in Australia

The recent submissions to the Commonwealth's Motor Vehicle Standards Act review included many points of interest. In Ford Australia's submission (https://www.infrastructure.gov.au/vehicles/mv_standards_act/files/Sub186_FordMotorCompanyAustralia.pdf), they raised fuel quality concerns. Ford asserted that the primary issue preventing full harmonisation with UNECE regulations is the poor quality of Australian petrol compared to global standards. Australian unleaded petrol (ULP) has a lower octane rating of 91 RON compared to the 95 RON of Western Europe, and has extremely high sulphur content at 150 parts per million (ULP) and 50 ppm (premium ULP) compared to the European standard of 10 ppm and the USA range of 15 to 80 ppm (30 ppm average). Poor quality fuel is seen as a major impediment to achieving optimal CO2 and tailpipe emission outcomes.

Ford believes the Federal Government needs to take immediate action to address the long standing issue of Australian fuel standards being significantly deficient compared to other Western markets. It states that unless immediate steps

are taken to address high sulphur levels in petrol, the automotive industry may struggle to achieve the Euro 6 emission standards that are due for introduction from July 2017. Another consequence is that consumers will face an escalation in vehicle operating costs due to potentially compromised fuel efficiency and the need for catalytic converters to be serviced and/or replaced more frequently.

Australia has had a low-sulphur requirement for diesel fuel since 2009, at 10 ppm. For petrol, the Fuel Quality Standards Act of 2000 set a maximum of 150 ppm for regular unleaded in 2005 and 50 ppm for premium unleaded in 2008. In March 2010, the Australian petroleum industry told the Federal Government it did not support proposed changes to the fuel quality standards to make it easier for some vehicle manufacturers to achieve the upcoming Euro 5 and 6 emissions standards. At that time, the FCAI (Federal Chamber of Automotive Industries) reasoned that, because so many cars sold in Australia are imported, steps should be taken to harmonise fuel standards with Europe.

Mercedes-Benz Australia product manager Gordon Jones agreed that regions like Europe are leading the way with reduced vehicle CO2 emissions while the rest of the world undoes some of the good by lagging behind due to factors such as fuel quality and less stringent legislation. Mercedes-Benz are unable to offer the most efficient versions of some four-cylinder and V6 petrol engines in Australia due to the high sulphur content of local fuel. The company has to fit homogenous direct injection (DEH) systems instead of the more efficient stratified direct injection (DES) system to cars destined for high-sulphur markets like Australia. He said that, although fuel economy suffers, power and torque outputs are unaffected by the situation because the company's DES systems switch to DEH mode under greater load or throttle openings.

See <http://www.goauto.com.au/mellor/mellor.nsf/story2/818CE14DE489F17ACA2579F80029C18C> for the full story.

In the end, moves to improve petrol quality by lowering sulphur content will cost refineries and thus cost motorists more at the pump. It may also result in damage to rubber o-rings and gaskets in fuel systems, as found in the experience of low-sulphur diesel. See <http://mbm.net.au/b100/lcd.html>

www.qmsc.org.au

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Some of the photos from the January Midweek Run, more in the next Time Machine with the writeup





January Midweek Run at Sharp Park for morning tea and Advancetown Hotel for lunch



South America with the Godwins

*Dave and Laurel in front of
Volcano Osorno and below
a great view of it.*



On the tarmac and the gravel!



The 8 MGs and adventurers together





Such a tight squeeze to get all 8 MGs on the ferry, this is how Mike and Kay Herlihy had to get out.

Below - It takes about half an hour for all the cars to get fuel. Wouldn't want to be in the line behind them



- **FOR SALE - MGB GT.** Equally at home on club runs, daily drive or in Regularity at the track. Many thousands spent, new motor and mechanical upgrades. This car is a multi championship winning car in Regularity, just hop in and drive. **Price:\$18,000.**
Contact: Bruce Johnston
Phone B/H: 0407 065687
Phone A/H: 02 6645 1663 Email: brucejohnstonmgb@gmail.com



For Sale 1 set of piston +0.40 HC for MGB with pins and rings \$100
1 set JP pistons + 0.60 flat top with pins and rings have had some use \$80
1 set quick release seatbelt mounts for MGA \$45
1 Smith Combined oil pressure / water temp gauge in good order \$100
Ian Rogers 0419344039

:For Sale - Leather tan Italian. Exc. quality. Enough for a small car. \$200 Lyn Talbot. 55789972

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PLEASE INFORM EDITOR OF SUCCESSFUL SALES

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

For Sale

: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**



:MGA BITS FOR SALE

Unless otherwise indicated, all the following are new or reconditioned items. They have become available for sale as a result of largely unnecessary 'improvements' to my 1962 Mark II.

Mild cam (detailed specs available, suit any 3-bearing B Series motor e.g.

MGA, early MGB) \$300

Gearbox, excellent condition \$350

Electronic fuel pump (SU, +ve earth, as new) \$125

Starter motor \$50

Generator \$50

Oil cooler (new) \$50

S/S oil cooler hoses (new) \$100

Headlights (60/50w) (pair) \$30

Voltage Control box \$50

6 blade steel fan \$20

Lucas dist. (side entry) \$75

John Crighton 0418232093

MAGNETTE ZA 1955. Red with red leather interior, Usual woodgrain dash and door features. No rust or dents of any kind. In immaculate condition and always garaged. Another MG project forces sale. **\$15,000. Phone Gary at home 5522 6735**

:MGB 1964. Colour Red. Looks and runs beautifully. Same owner for the past 6 years. Reliable and ready to go. **PH Nick Tyler on 0404 603889. \$15,000**



::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**

:Wanted – a pair of MGB Spring pans and adjoining arms. To enable fitting of MGB Anti Sway bar to TD. **Stuart 0405 402 745**

For sale: 4 x painted wire wheels 14*4.5*60 \$160. At time of removal from my **MGB**, spokes were in tuned condition. Overall in good condition. Contact **Kathy 0411076545** (Bne area)

For Sale MGB chrome Roll Bar complete with fittings. Excellent condition. **\$100.** Phone **Graham on [07]55345941**

MGB Fibreglass 3 windows HARD TOP. Green outside, White inside. As New condition. New Price \$1600. Sell for **\$850.** Phone **Graham on (07) 55345941 OR 0414989991**

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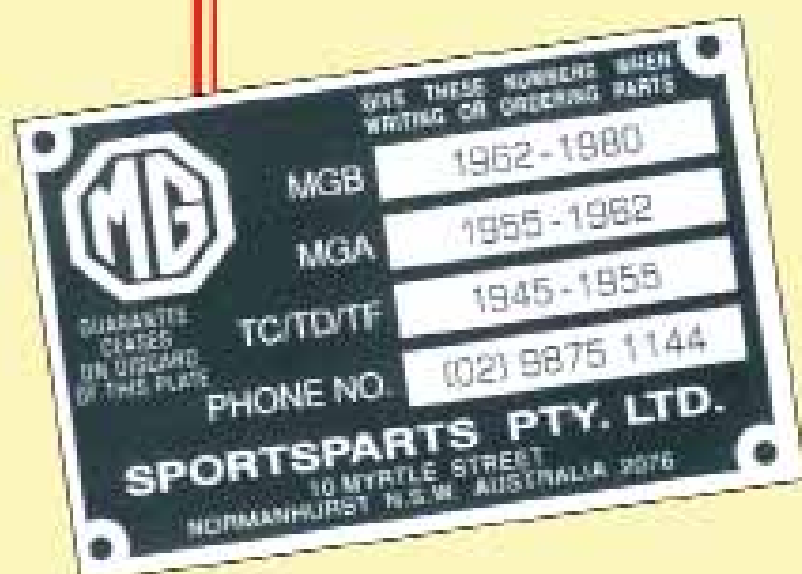
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