

THE TIME machine

This special edition of the Time Machine will cover the MG NatMeet 14 at Ballina. Do you recognise our members at the Theme Night?



The Official magazine of the Gold Coast MG Car Club

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President's Report

Well, NM14 has come and gone and our little MG Club – the Gold Coast MG Car Club – sure put on a fantastic event in Ballina, Northern NSW, over the Easter Weekend! That isn't only the proud President's view, but also the view of virtually every one of the 154 Entrants! The weather was kind to us; the atmosphere was casual, the Ballina RSL excelled and the accolades continue to flow through the respective MG club magazines from around Australia.

Congratulations must go to the organisers of the different disciplines and to those members who answered the call and arrived in their masses – 50% of our active membership was present – and came forward during the weekend and generously offered their assistance.

Long may the Social Nat Meet format live...

NM15 will take place during the Easter Weekend in the beautiful Yarra Valley, Victoria, so please contact John Talbot, if you haven't already done so, to register your entry, as the motels are filling fast. Bulletin 1 – details are on the MGCC web site – is out already and Robin Page sure does know how to excite the Australian MG Family...

While I am on the Nat Meet trail, NM16 will take place in Perth so start making your plans now. It may seem a long way off, but the possibility of train'ing it over and driving back or visa versa is an investment in time and money that most of us cannot take lightly, so start planning now – that Nat Meet will also be one NOT TO MISS!

In the centre of this magazine, you will find a Nomination Form – yes, it is that time of year again! Please give serious consideration to nominating for the different positions available so that we, as an enthusiastic MG Club, continue to have new blood – and ideas – from the top down. Over the next month or so, we will be in a better position to know the intentions of your committee members to stand for re-election or to stand down, at which point we will know what our committee requirements will be.

There was a large turnout at Rod Hiley's memorial service at Cleveland and, by all accounts, was a sad affair. However, Rod will be fondly remembered by many as being actively involved in the early years of our special club, for being an MG larrikin and for being so generous. There is more on this memorial service on page 19

The short version of this particular story goes like this! One of our members asked if I knew of anyone who would like an MGB race car that has a blown motor. Yes – me! When I arrived back at work with the said MGB on the trailer, my BP Workshop staff (Shopping Cars) asked if I would allow them to return it back to the condition it deserves – in their own time. Sure – was the answer, but you must use my second-

hand V8 motor and second-hand parts... Thanks to Murray Arundell's generosity, my second-hand parts and the enthusiasm of my staff, we will soon have an MGB V8 race car that the Gold Coast MG Club members will have access to for TTT Days, Sprints and Hill-climbs. So – no more excuses, you budding Teenage Racers – you will soon have access to someone else's MG to "give it a try!" Conditions apply, obviously! More details will be given to interested parties!

As I mentioned in my last report, 2014 is to be my racing year, and Laurel, I and Birdcage will be leaving for Historic Winton, near Albury late May – will then drive to Adelaide for the MG Challenge at Mallala and Collingrove Hill Climb, before "racing" home to enter the next round of the Super Sprints series at Morgan Park and then collapse on a jet plane for the UK (Isle of Man TT), France (Classic Le Mans) and Italy (Amalfi Coast). Life sure isn't boring in the Godwin household!

Until next time, I hope you enjoy the MG runs and events that your Committee has organised for you.

President Dave



Rocker Cover Race Competition at the Noggin' n' Natter evening

All registered attendees are invited to enter the Rocker Cover Racing Competition. This is intended to be a fun social event aimed at displaying engineering aptitude. In past years this event has become a highlight of the evening's entertainment with up to 30 competitors entering their pride and joys for the competition with some very innovative designs entered to gain more speed and accuracy of line and trajectory.



This year at close of registration we had only received 12 official entries via our questionnaire, so things were looking a bit light on in terms of duration of the competition.

In past years no time has been allowed to try the racers on the ramp prior to the competition. This has meant that you go in cold and if your racer spears off the track, then you are out of the competition so many entrants go home disappointed.

Due to the lack of competitors a suggestion was made to the committee to include a practice time slot in the programme prior to the competition for individuals to test & tune their rockers on the ramp. I believe this innovation was a success as all competitors willingly tried the track prior to the event.





Prior to the event, 6 additional competitors who had not previously registered arrived with their creations hopeful that they would be allowed to compete. With these extra members swelling our numbers, the competition began.

Jim McKenzie (Vic) took first place, narrowly beating Gerry Cronin (GC, first timer), with Roger Paltridge (GC) Third.

A huge thankyou must go to my set-out team Sam and Pam Everitt, Julian Beville-Anderson, Barry Beaman and starter Roger Paltridge and my judges John McNamara and John Talbot.

**RCRC coordinator
Jim Haines**



Behind The Scenes.

It's Friday morning and it started off really great. Really excited, all packed ready waiting for Laurel to pick me in the black number! (MG ZT 260)

My phone had been going non stop for most of the time for the registrations, enquiries etc. I had just locked my house up and yep, phone goes again. This time from one of our members asking whether I had received his registration. Okay saying no but making sure had to unlock my house and go check all the mail that I had collected the night before, just in case it had got caught up amongst other mail. But no, so don't worry we will deal with it when I get down there. So another phone call to Madeleine telling her we need to add another to the list...

Our trip down was great. David towing the trailer had left before Laurel and I, a phone call comes through saying he was stuck in the traffic Mudgeeraba way. We are not, turns out we are in front of him as we took another route to get onto the M1.... The traffic was moving pretty good and in no time we were at Elanora so David said he would turn off and meet us at Mullumbimby. We had no traffic hold ups apart from Mrs Speedy. We missed the turn off and had to do a detour so what do we do find a gap (where the Police Patrol Cars sit) and do a turn there. We looked like a cop car so you should have seen most of the cars slowing down! We eventually got to Mullumbimby, with David not too far behind.

While we were waiting for David, I turn around and here is Laurel taking photos of marijuana and smelling it, in the main Street. We found a Hotel open for lunch, strange that! After having a lovely lunch we headed off to Ballina but through the lovely country roads with no traffic. Then finally got to the Heritage Ballina Motel.

Room sorted, Laurel, says, look Marie you have a two way bathroom, just need to unlock the door. I look at her and think, must have missed that one, so back in my bedroom I go. I asked for a chainsaw so I could cut a hole in the wall to make a two way bathroom. Laurel then came in to see what I was going on about.

Next came the delivery of the brochures to most of the Motels with Laurel and Anita Lock. I had a list of where most people were staying. Only met one scary man asking if I could give them to the members that were staying there. But no, left them with him and ran out of there!

Then it was time for the Noggin and Natter which seem to go down very well with most members. There were a few that had left their name tags, etc at home, so Madeleine was busy running those off and doing a few changes.

Saturday Concours, all went well, was a glorious day and caught up with some very old members of the club, Julie Pratten, Max & Marilyn Mulligan from Maclean,

that had come to see the cars etc. Laurel and I had to do some shopping for David - wigs for the Theme Night. There was a lot of laughter in the shop and we also ended buying a bright purple wig for Laurel and yes for me, bright Orange.

Our unit became the office later in the afternoon with Madeleine, myself and Laurel entering all the results. Surprisingly it did not take very long to do.

Free night Saturday night so most people found a venue to eat out and catch up with old friends etc.

Sunday the navigation run was on and I was teamed with George, a Sydney member, to navigate. I had lived down in the area so gave him a rundown of the local history, which also helped to navigate our way around.

The Theme night was great, a credit to everyone who dressed up. Laurel and I had fun; we ran out of ticket books and were given another lot but they were the same coloured raffle book. Don't you just hate that! All worked out okay in the end and it was lovely to see Madur from Germany, win the cake but then donate it back for another redraw.

Presentation night, oh my god, (that was not the words I really used), when I was unpacking the trophies they had all come unstuck from their stands! We had left them in David's van for safekeeping and the sun must have got to them. Big panic between Murray and David. We sent Murray to buy some glue - with a dash of speed. He was lucky the cops did not book him as Laurel said when she went down to collect the glue from him. So what did Murray and David both do – left it to us girls, Marie, Laurel, & Cheryl to fix them all. They were nowhere to be found, nice one guys...

Eric & George, who bought the MG 6's from Sydney had a great time and even gave anyone a drive in the MGs. They circulated themselves with as many members as they could and did a great job in supporting the MG Cars.

One last job – to take the minutes at the Delegates and then that was it for me. A well-earned coffee after the meeting and a leisurely drive home.

All and everyone I spoke to enjoyed NatMeet 14.

Marie

Marie with Murray





GCMGCC Trophy Winners -

*clockwise-
Bev Robinson
with Cheryl
and Marie,
John
McNamara,
Rob and
Julie Gibb,
Les Clarke,
Madeleine
Weenink,
Gary Lock,
Phil Sherrif*





The MG Car Club of QLD won the inaugural Spirit of Abingdon Trophy for best Club, just beating the Gold Coast MG Car Club

Overall Winners of the Observation Runs

71	1968 MGB GT	34098H	Michael & Kay Herlihy	MGCCV
37	2002 MGTF120	TFO 120	Robert & Julie Gibb	GCMGCC
5	1972 MGB	MGB728	John & Marian Crighton	GCMGCC

Concours Winners

C 17	1955 TF	975	Jason Edwards	MGCCSA
C 18	1952 TD	662	Jason Edwards	MGCCSA
D 77	1958 Magnette ZB		Rod & Nicky Smith	MGCCV
D 69	1300		Ken & Barbara Wasley	MGCCQ
D 60	1963 Magnette		Albert & Diane Budworth	GCMGCC
E 20	1956 MGA		Rob Wilson & Jim McKenzie	MGCCV
E 38	1960 MGA		Robert & Julie Gibb	GCMGCC
E 84	1962 MGA		Ken & Ellen Wilson	MGCCQ
F 51	1967 MGB		Les & Jacob Clarke	GCMGCC
F30	1963 MGB MkI		Colin West & Julie Sauer	MGCCQ
F63	1967 MGB		George Pethard	MGCCQ
G 12	1975 MGB GT		Col & Cathie Cleaver	MGCCWA
G 43	1971 MGB BL		Gary & Julie Kunst	MGCCQ
G 65	1972 MGB GT		Beverley Robinson & Gail Keegan	GCMGCC
H 85	1994 RV8		David Farrar	MGCCQ
H 34	1973 MGB GT V8		Graham & Beverley Hoyle	MGCCQ
H 50	1973 MGB GT V8		John & Beverley McNamara	GCMGCC
K 37	2002 MGTF 120		Robert & Julie Gibb	GCMGCC
K 36	2002 MGTF 160		Madeleine & Neil Weenink	GCMGCC
K 47	2004 MG TF 160		Phil & Shari Sherriif	GCMGCC

Concours Winners continued

L 68	2005 MG ZT 260	Ken & Barbara Wasley	MGCCQ
L 61	2004 MG ZT 260	Stuart & Sally Ratcliff	MGCCNSW
L 48	2002 MGZT	Marie & Ben Darke	GCMGCC
M 49	1964 MGB	Matt Johnson	MGCCQ
M 59	1954 TF	Wayne Kirwan & Megan Perrett	MGCCQ
M 4	1958 MGA	Gary & Anita Lock	GCMGCC



Vice President's Report

Even though I have been a member of the GCMGCC on and off since 1981, this is the first National Meeting I have personally been involved with, being interstate and overseas when we organised the previous two National Meetings. Organising the Concours was a challenge, but having done the two previous Club displays, I had some experience. We judged the cars differently to the previous National Meetings, using peer judging, where the members judged the cars in their own class, but not their own car. We had used this form of judging in our last Display Day and found it very successful. It worked well without too many complaints. At the Concours I met a lovely couple from the Victorian Club, Wal and Anna Robinson, who had a BGT the same as mine. I am looking forward to catching up with them next year. The weather was beautiful, not only for the Display Day, but for the whole Easter weekend.

After the Concours I decided to enjoy the next two days, Not having a navigator, I decided to follow Murray and Lee-Anne. Unfortunately, we only got about a kilometre down the road and Murray's TC stopped dead. Dan and Jill Casey came along and after a while Dan got it going but Murray decided to take the TC back to the Motel and drive his Mercedes instead. Dan and Jill went with them and I decided to follow them. I enjoyed keeping up with the Mercedes.

The next Day Marie Darke joined me as navigator. We were following Bev and Gayle and got lost. We ended up in Eltham, at the Eltham Village Gallery, which had interesting arts and crafts and I bought a business card holder, shaped as a dog! After that we ended up at Clunes and found a great cafe and joined others for coffee there. On the way back to Ballina, Marie and I met with the Beville-Andersons and stopped at Lennox Head. A very enjoyable day.

The Noggin and Natter, Theme Night, and Presentation Dinner went well at the RSL; the food was very good. Apart from a few hiccups with the trophies when Laurel, Marie and I had to glue them together again before the dinner, it all went well.

View from a Wheelchair, Ho!

Bad enough to be banned from any MG, but to be banned from my TC is drastic. Says much for my Doctor who runs a zappy Porsche. Reckons it was the Ballina blaze on my shirt that did it. Touchy chappie; maybe letting the tyre down didn't help...

Ballina was a great show and all who contributed should be applauded. From my perspective, a whole new experience due the use of both a human-powered wheelie, and wretched crutches. Thank you all for pushing, shoving and hauling. That central Concours bowl was a challenge!

But what a grand display it gave - given that those cars first in were no doubt last out! And who could possibly fault the weather? Did you ever see such blue skies, with just a whisper of air movement, the song of birds: how Tennyson would have loved it!

I must admit to a sadness that only one car, a 1934 MG NA represented the oldies, the delightful 1936 TA Airline being in another class. Others, of which our collective Clubs have a significant number, were perhaps dreaming of their glory days when just a mite younger?

And what a huge step, with the MG 6 on display. Being derived from the Roewe 550, hence being distantly related to the Rover 75, this is one of a new generation of MGs.

The Rocker Cover event is surely a 'must see', even if the 'must enter' is beyond imagination. As fellows like me, up close and really with it, can inform the uninitiated - some of those machines were very very smart indeed. One only had to look at the owner/operators face to see this. Absolute dedication, not to mention a certain lust to remove the opposition, come hell or high water!

I enjoyed it all. The Natter shenanigans [and in a wheel chair you never want for food] the enthusiasm of the Victorian Club with a foot in the doorstep for next year. Peer judging perambulation was a joy for photographers and the public alike. Word is that there were very few glitches, and generally the Meet was well received.

Which is a fitting end to this viewpoint from me, but I can say this - the next Natmeet will be seen from the cockpit of my MG.

Wheel chairs are fine, but a TC is better!

Fraternally,

Neil

Maisie Shares a MaGnificent Event

I am not well known to some members, so here is a short introduction. I am a 1934 NA MG Magnette with an Australian body. The Abingdon MG factory built me as a rolling chassis on wheels with engine and dash for export. This enabled me to be imported duty free as the Australian government was keen to develop the local motor industry, and the first step was car body building. I was rebuilt for the son of Les Jennings, who raced the first MG ever in an AGP in 1933.

To celebrate my 80th year, I made my first ever visit to Ballina and was quite impressed. The lovely location on the river is a commercial and recreation hub. The town is well laid out with a wide variety of shops which are not seen in the gaggle of shopping centres on the Gold Coast. I enjoyed being able to



park right in front of each of the shops we visited. The Heritage motel provided deep undercover parking so I got a great sleep away from our partying owners who never seemed to stop refuelling. The RSL opposite our motel was the centre for all major events including the seemingly endless functions and dinners. The bonus was I did not have to venture out in the dark to deliver my custodian to these activities. I was flattered with the interest and adulation by the locals, who took countless photos of me in the sunshine and blue skies, and I was left in peace at night.

The show and shine MG display was just a couple of blocks away in Missingham Park on the riverfront. I am very disappointed that Pete got so carried away cleaning and polishing me. The other 2 entrants in the Pre War class were scared off, and became 'no-shows' and I had no-one to talk to. I could have trundled over to the post war T type displays, but preferred to stay on the hillock beside the Pre war display sign, and perved down at the modern MGs below me. They had their bonnets and boots wide open, but I still got plenty of attention. Pete disappeared under the club shade awning near the coffee vendor. What a wimp having to get a fix with caffeine. I had to answer many questions about all the technical bits such as my overhead cam cross flow 6 cylinder motor and its supercharger sitting out front between my dumb irons. I could only use my horn to communicate and tooted once for a no, and did 2 toots for yes. A leggy blonde wanted to see under my supercharger cowl to understand the blower and see it all firsthand. I did not bring my Steven Hawking voice synthesizer as Pete had so much stuff in the boot



He even packed his 1960s bell bottom suit complete with high heeled two-tone rounded front shoes. I heard he overbalanced on the dance floor on Sunday night at the RSL. Ha ha, he had not worn them for 20 years and needed some stability practice before tripping the 60s scene in those stilted antiques.



The enquiring blonde kept hanging around and wanted more. Frustrated with my limited responses, she went to the PA centre and asked for the green Magnette owner to return to his MG. Pete came over after quaffing another latte, and opened me up to show all my inner workings.

This created a precedent for others to follow, and even the Northern Star newspaper journalist and cameraman wanted photos and a story. They did run the story and photo which Pete wormed into beside me, and we were the only non Byron Blues festival picture in the Monday edition. I found it flattering that Pete said I was a 'rare car and a survivor'. In reality, I am in better shape than my custodian!

The observation runs all started across the road in the RSL carpark, but I could not find a hill climb or racetrack, so went back to the motel for a rest.

CAR SHOW: Magnette attracts plenty of attention at Ballina meeting for sports car enthusiasts

Rare MG a magnet at Ballina car show

LUKE MORTIMER

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TAKING pride of place at the MG National Meeting at Ballina, the 80-year-old Magnette was older than the vast majority of its admirers.

It is certainly older than proud owner Peter Kerr who believes the car is a bona fide work of art.

"Well, it's in better shape than I am," the 64-year-old said.

Hundreds of people attended the car show at Mussingham Park on Saturday with

It's a rare car and I guess, from that point of view, it's a survivor.

- Peter Kerr

visitors arriving from around the nation to catch a glimpse of some of the popular cars.

Gold Coast MG Car Club hosted the event that featured about 85 MG models from across Australia, in-



PERFECT REV: Peter Kerr of the Sunshine Coast shows off his 1934 MG Magnette, at the MG Rally at Mussingham park in Ballina on Saturday. **PHOTOS:** DOUG EATON

cluding Mr Kerr's rare N-Type Magnette, believed to be the oldest car on display at the meeting.

Only 745 of the MG N-Type Magnettes were built and Mr Kerr, from the Sunshine Coast, said they don't make cars like his aluminium, so-

percharged racer anymore. "Lance Motors imported

these as a rolling chassis with engine, dash and radiator and paid no duty because the Australian government was trying to develop the motor industry and the first step was (car) body building," Mr Kerr said.

"They sent them to body builder Charlie Arsignall of Armidale and he built these

door-less, racing bodies, which were excellent because race tracks like Philip Island and Bathurst were dirt in those days.

"It's a rare car and I guess, from that point of view, it's a survivor."

Mr Kerr said his first car, acquired when he was a "per-

fect 10" that he "fixed up". That vehicle sparked his affection for the simple machines of older MGs.

After showing their cars on Saturday, Gold Coast MG Car Club members toured the country roads between Ballina, Kiharu, Goomaberry and Bungalow yesterday and will continue today.

The NatMeet was all over too soon, but the Rod Hiley memorial was at the Courthouse restaurant, so Pete called in on the way home and shared in the farewell gathering in Cleveland. Several pre war MGs attended, and Rod was given a fitting farewell with an orchestra of overhead cam engines roaring their hearts out. Bruce Croft came home to check K3 004 was still in good shape, and not going anywhere soon. Rod had restored the MG over a 10 year period, using K3 016 as his master for the necessary originality references.



The 2015 MG Nationals will be in the Yarra Valley outside Melbourne and Rob Roy hill climb should be fun to visit again. Pete caught up with his mates including Doug Morrissey, Wal & Anna Robinson, Robin & Jenny Page, and the other Victorian club members who came to Ballina to promote the 2015 Natmeet.

Safety Fast, Maisie the Magnette

Rod Hiley Memorial

The Memorial went well. It was of course bloody sad as Rod left us way too soon. I'd known him for 30+ years and Robbie goes back even further. It was a nice service and a fitting tribute. Outside the venue there was a lovely line up of cars Rod owned or had been instrumental in building. Mine included.... The line up was topped by the magnificent K3 belonging to Rod's good friend Bruce Croft who'd come out from Malta for the service. At the conclusion of the official part of the service a signal was given and the OHC MGs were fired up and the marvellous staccato roar of the PreWar Supercharged Six signalled a fitting send off for a man who was for so many, me included, a mentor for their shared passion of MG driving and ownership.

A sad day of reflection and memories for many of us who've lived and breathed these wonderful cars all our lives. We were fortunate to have been swept up by Rod's passion and enthusiasm and privileged to have ridden with Rod for even a small part of his journey

M.A.





Peter in his 50 year old suit - still fits too.



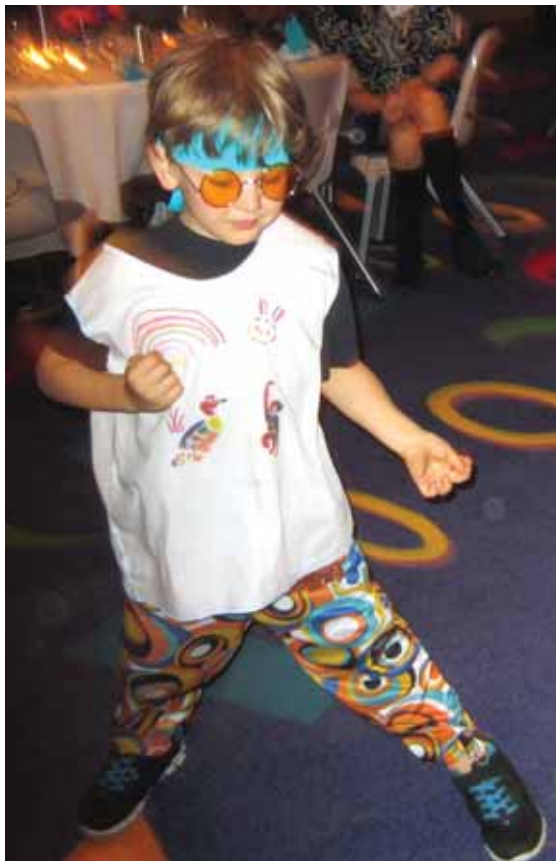


Some photos from the Theme Night, including the winners, left.





John Crighton, MC



**Marie Darke's grandson, James,
enjoyed the Theme Night**





***Members
cars at the
Nationals
Concours***





**Members
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