

THE TIME MACHINE

april May 18

On the road to Yamba on the Australia Day weekend. Across the river on the ferry and one of two rescued green frogs.



The Official
Magazine of the Gold
Coast MG Car Club

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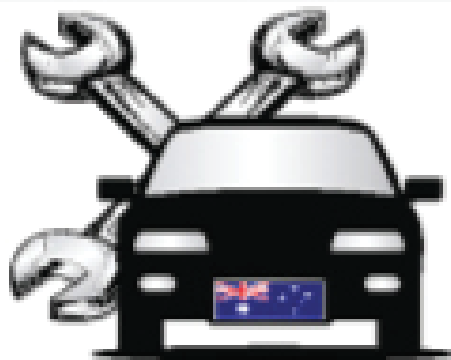


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THE TIME MACHINE

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

Affiliated with the MG Car Club UK



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

presidents report

One sure thing those MG Club Members who own pre 1980's MG's have in common is that we crave mild weather when out in our cars. Unfortunately for us January, February and March decided to either bombard us with some of the hottest of weather or torrential rain we have experienced in years. When it's hot, we're inhaling that oily smell our cars emit into the cabin. When it's wet, that pesky drip finds its way onto our legs. For me oily motor fumes and the mild water leak is the elixir of life for the classic car enthusiast. It's what makes these little cars such fun to drive. It also highlights the fact that driving classic cars always has its challenges. We continually listen for that unwanted squeak, rumble of wheel hubs, rattle of something loose or watch for movement on our temperature gauges. We're more alert to trouble... our sensors attuned to both machine and road. To do that in company of like-minded club friends makes belonging to a car club much more interesting. We swap stories, seek solutions to car problems, chase ideas for improved efficiency and performance. We talk cars, we learn from each other.



With this in mind your committee is instigating a quarterly gathering of interested members and particularly new members, where we meet at the club rooms and talk cars. The purpose of the gathering is to allow members the opportunity to meet and exchange car knowledge plus assist members with finding solutions to any particular problem they may be experiencing. Combined, we have a vast pool of knowledge that we are pleased to be able to share with each other but particularly with new members. How many of us wish we had someone with MG knowledge whom we could have talked to before diving in and making that early costly mistake. I am excited by this initiative and we are most fortunate that our Club Vice President, Steve Begley has agreed to manage this project. We are also fortunate that we have members who are more than willing to help. Keep an eye out for the date of the first gathering.

For the Last Sunday In the Month Run for February our Club Captain John Talbot organised a combined run with the Antique Auto Club and the Gold Coast Automobile Restorers Association. We had a good showing from each club with a wonderful variety of vehicles participating. John planned a great run which included lunch at the Beaudesert RSL. The resulting display of cars parked outside the RSL Club attracted many envious looks from the public. On the 11th of March we joined up with the Sprite Club for a combined run was most enjoyable.

By the time this publication is hitting your mail boxes your team of intrepid MG travellers will have been to the Tasmanian National Meet and safely back home. Liz and I are both excited to be going on this trip as Tasmania is such a wonderful

destination. It's a State we have visited many times but still discover new things to see and explore. To do it with club friends is a bonus. The sheer fact that the MG Club of Tasmania closed registration at 400 entries is testament to the popularity of the event. It makes you wonder what Cecil Kimber would have thought if he had been alive today to see such a large gathering of his creations on the other side of the world. From his brief for the M Type to be lightweight, small and inexpensive he did the motoring world proud when his dream became a reality, living on in all its various forms.

It is with regret that our treasurer Anita Lachowicz has informed the committee that she won't be seeking re-election as Treasurer at the next AGM. As we all know Anita has been our treasurer for the past four years and in that time has made a tremendous contribution to this Club. Her eye for detail and her command of accounting principles has served this Club well. Her mature contribution to debate within the committee has always been welcomed, her humour infectious, her gentleness appreciated. On behalf of the committee I thank Anita for the early notice of her impending departure. Hopefully it will give us time to recruit and train a new Treasurer.

If there is anyone with basic background in bookkeeping, who either knows MYOB accounting systems or is willing to train in MYOB, please contact myself or Marie Conway-Jones for a briefing. The position of Treasurer is an executive position within the Club and it's a requirement of the articles of incorporation. In short this position must be filled for the club to function.

Finally I wish to convey our best wishes to Peter Kerr who has had an extended hospital stay in Melbourne. I understand Peter is recovering well from his ailment and we hope to see him safe and well back in Queensland before too long.

I wish all members a Happy Easter and hope you enjoy the carnival atmosphere I am sure will pervade the city during the Commonwealth Games.

Peter Johnston
President

Peter Kerr is back home now - Editor



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this is engl and!

These are MG3s under their coats of snow.

yamba weekend



Australia Day weekend began at the Plantation Cafe, Tallebudgera at a civilized 9:30am where we fuelled up with caffeine prior to our departure. There was a good show of 13 cars

representing most classes of MG - pre-war MGs, MGBs, MGAs, MGBGTs, and 3 modern air-conditioned ones for which yours truly was very grateful for as the day became steamier throughout inland NSW. We passed through Kyogle, Nimbin and Naughtons Gap before arriving at Casino RSL club. After lunch, there was a short drive to Yamba Motor Inn via the Lawrence ferry where we all managed to board together. Arriving at our accommodation, we had to reset our clocks to Daylight Saving time, so our nana nap was cut short by one whole hour. Then pre-dinner drinks before a minibus drove us to our dinner. We certainly all slept well with full tummies and alcohol.



Casino, where the two frogs were rescued from the door jamb of an SUV



Day 2 arrived bright and early - another perfect day weatherwise and we set off along the roads Murray Arundell put together for the 2017 Pre-War event. The countryside was exquisite with beautiful canopies of trees, the Clarence River beside us and with the top down it was a very special drive. Morning tea at the Grafton Transit centre saw the Anzac biscuits come out and of course, more caffeine. As we left the carpark Dave Godwin's car was struck down with a flat but his trusty sidekicks, brother Neil and John Bromley had the wheel replaced in record time and we arrived all together at the Ulmarra Hotel. This quaint little town is one I could easily live in with an amazing 2nd hand bookshop - think floor to ceiling books with an eccentric bibliophile running it. I found a book from NZ I've been scouting for years. Then after a wonderful lunch it was back through Maclean to our accommodation and a much needed nap. Again our Club Captain, John Talbot excelled in his organisational skills and booked minibuses to the wharf for our evening river cruise.



Waiting for the ferry and on the ferry across the Clarence River

During pre-dinner drinks Dave Godwin thanked John once again for organising this weekend and a golf umbrella was presented to him as a token of our appreciation.

Day 3 arrived with my alarm clock scaring me out of bed at 5am QLD time so I could go to the Yamba

markets and stock up on fruit and vege before our drive home. As we departed, the heavens opened so those of us with the top down got a lovely cooling shower as we farewelled the Burrajalong people of this area. We were graced with an amazing rainbow as we headed towards Lismore on the back roads. One particularly memorable part of the journey was a tiny place called Bagotville

which embraced us with a canopy of trees along a few kilometre stretch. It was impossible to not feel the magic of nature and a feeling of “all’s right with the world”. As we meandered through little country towns like Pearces Creek and Eltham the sky again opened the floodgates. That golf umbrella would have come in very handy now!! Arriving at Clunes Store and cellars for morning tea saw the tops go back up again and we repaired for a much needed coffee and treat. After this point many said goodbye as we had to travel further north up the congested highway whilst the remaining few had a leisurely drive through Federal, Mullumbimby and Tweed Valley way to finish at Murwillumbah Services Club for lunch.



I can honestly say that this first weekend away with the MG club will stay in my mind and my heart for a long time. The friendships we nurtured and the kindness and friendliness of our members is what makes this such a great club. And also our hard-working Committee who organise and prepare these great drives for our enjoyment.



*Sue Craig
MGTF 2004*



the morris garages marque of cars (mg): centenary

For many years across the MG community, 1924 has been taken to be the year when the first MG cars were made and sold. Some have put the case for recognition in later years – 1925/6/7 – and have given reasons for doing so. In the main though, 1924 has been the accepted year and has been the basis of past anniversaries which have been celebrated by both MG clubs, and the various parent manufacturers of MGs.

The 1924 date has been based upon the modified 'Bullnose' Morris Oxford cars of 1924 which have been known as the 14/28s and accepted as the first 'MGs'. It has been known for a long time that a car prior to the 14/28 was commissioned by Cecil Kimber – founder of MG, and from early 1922 manager of the Morris Garage in Queen Street, Oxford. Kimber ordered six Morris Cowley chassis from the Morris works, had some modifications made to these chassis at the Alfred Lane workshop in Oxford, and ordered bodies from Raworth & Co. based in St. Aldates, Oxford. None of these six cars have survived, and nor – until 1998 – had details of the alterations made to these cars.

The MG community tended to be divided on the Raworths between those who felt the 14/28s and the 1924 date was the correct one, and those who believed that the Raworths should receive recognition as the first MGs – in concept, if not realisation. The 14/28 school had the advantage of surviving cars which could be compared to the standard Morris versions and the modifications identified, along with the very different Kimber-inspired bodies. The 14/28 school were reluctant to acknowledge the significance of the Raworths because there was an absence of evidence that they were more than bespoke-bodied Morrises. The 1923 view was not helped by the fact that the Raworths were a commercial failure, unlike the 14/28s.

It has become apparent that this difference over the Raworths vs. the 14/28s can now be resolved due to the considerable efforts of *The Early MG Society* and in particular, researches in the Oxford County and City archives by the late Robin Barraclough and by Phil Jenkins. Of the twenty-one mechanical differences between the standard Morris Oxford chassis and those sold as Morris Garages Sports (14/28), there is general agreement that the significant differences were in the lowering of the rear springs and the alteration of the angle of the steering column by relocating the steering box. In themselves these alterations do not appear very significant, but crucially it meant that the chassis sat lower, and the driver sat lower and further back. This in turn enabled the bodies to be different from anything currently available in the Morris Motors catalogue.

Research in the Oxford City and County archives, especially microfilm copies of newspapers and magazines – finally revealed some of the alterations which had been made to the Raworths prior to their bespoke bodies being manufactured. The crucial changes, which have allowed the 14/28s to be recognised so far as the ‘first’ MGs, were, it has been shown, made also to the Raworths a year earlier. The documentation supporting this had lain in the archives for nearly 75 years. The Raworths were overpriced, lacked sufficient distinction, and were a commercial failure, but they were Cecil Kimber’s first attempt – along with the support of his employer Sir William Morris – to create the first MG.

The current governing Board of the MG Car Club (UK) has made a careful and thorough examination of the evidence, and arrived at the conclusion that the year 1923 can indeed be regarded and celebrated as the founding year of the MG marque. While the available evidence is not absolutely conclusive, the first Raworth MG was most likely registered on 1st June 1923 with the Oxford authority as FC5581. It is also recognised however that 1924 was the year when the first successful MG was manufactured – the 14/28. Without the success of Cecil Kimber’s second attempt at a sports car his employer, William Morris, would not have provided the £16,000 necessary to build the first bespoke MG factory in Oxford (Edmund Road) and ensured the future of the marque. It seems entirely appropriate therefore that the 14/28 and 1924 should also receive celebratory recognition. With these two aims in mind it has been decided that the centenary year should start in June 2023 and last until June 2024. In this way Cecil Kimber’s vision as well as his successful realisation of the MG are both recognised.

Peter Cook

MG Car Club U.K.
Overseas Director
11/12/2017

This summary is a brief overview of a far more detailed paper. Anyone who would like to read the full paper should contact me: – petercookdr@btinternet.com.

chronology.

Below are listed some of the key events in the early evolution of the MG marque.

1922 March Kimber appointed General Manager of The Morris Garages, Oxford.

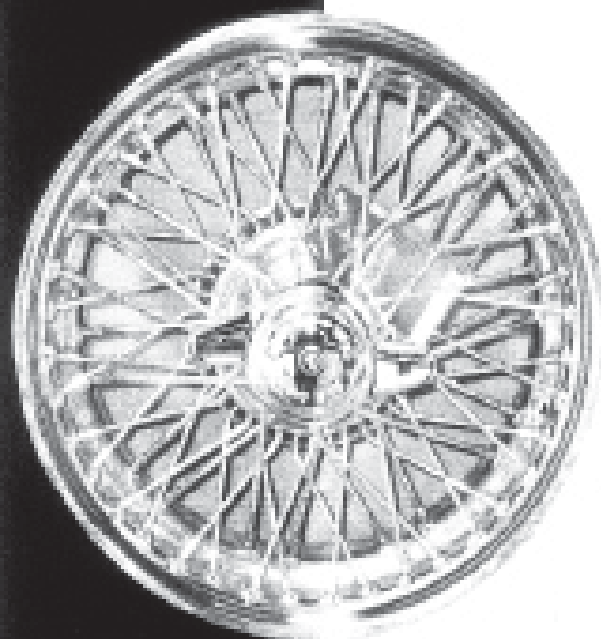
1922 Late Old Mews in Alfred Lane acquired for assembly of Morris Garages Cowley Chummies, and then used for production of MGs 1924-5.

1923 Feb Morris Garages Cowley Chummy produced at Alfred Lane

1923 Easter London – Land’s End trial, CK wins gold medal in Morris Garages Cowley Chummy

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- 1923 March First advertisement with Octagon mark.
- 1923 Mid Six, two seater sporting bodies ordered from Raworth; Cowleys.
- 1924 Easter London – Land's End trial, gold medal in a Raworth Cowley Chummy.
- 1924 May 'MG' trade-marks and patents claimed retrospectively from this date.
- 1924 June London – Edinburgh trial, gold medal in a Bullnose Morris 14/28 Morris Garages Super Sports, reg. MF8068
- 1925 Easter London – Land's End trial gold medal in Kimber special, reg. FC7900
- 1926 Sept Announcement of Flat Rad 14/28 MG
- 1926 Nov. W. Morris wins appeal against the Inland Revenue.
- 1927 May Construction of Edmund Road factory.
- 1927 August 23rd, first batch of chassis collected from Morris Motors for 14/40 production at Edmund Road.
- 1928 March MG Car Co (proprietor Morris Garages Ltd) formed.
- 1928 April MG Octagon registered as trade mark.
- 1930 July MG Car Company Ltd registered.

THE ISIS. December 5th, 1923



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Printed for the University Newspapers Ltd. by THE HOLYWELL PRESS, Ltd., Oxford, and published at 9 Alfred Street, High Street, Oxford. December 5th 1923

This advertisement is from THE ISIS, dated December 5th, 1923

For the present, the early models which might warrant the designation 'MG' are listed below:

Mid 1922 - Mid 1924, Morris Garages Cowley Chummy.

Mid 1923 – Late 1924, Raworth bodied Cowley Chummy.

Mid 1924 – Late 1926, Bullnose Morris 14/28 'MG' (Morris Garages) Super Sports.

Late 1926 – Late 1927, MG Flat Rad 14/28 Super Sports.

Late 1927 – Late 1929, MG14/40 Sports Mk IV.

my mgb 1963 - no 501 - bev robinson. gold coast mg car club.

I first went looking for a MGB with the full intent on restoring it for my pleasure; little did I know the significance of this car when I found this treasure. It all started in 1989. I had found some advertisements for MG's for sale in the Brisbane Courier Mail at the time and saw three MGB's advertised at Sandgate Road Wholesale Cars, Virginia in Brisbane. I took time off work to go up and have a look. To my recollection there were two red and one black, I could not decide so I returned to the Gold Coast and asked a mechanical minded friend who worked for us at the time would he mind helping me. Back up to Brisbane I went and with his help I decided on this little red MGB roadster (sold to me as a 1965 model) looking very tired but looking pretty good for the restoration job that I wanted to do. When I purchased the car it was painted red and the upholstery was a red maroon colour, which I believe looked original.

I drove it home to the Gold Coast. I did not think I would make it, as all I could smell on the way home was petrol fumes. When I arrived at my destination I opened the boot to find it full of fuel, I am so pleased I did not blow up. It would have been an early cremation. I was recommended a person in Currumbin who restored cars and so it all started. Upon talking to this gentleman who owned the family business he suggested I become involved in the restoration and of course I jumped at the chance. I do like to get my hands dirty so it was arranged that I would come in one full day per week or more if possible to start dismantling this sad little car. My teacher would set me the tasks: I learnt how to sandblast, gurney, use a rattler, spray painting the parts and many other devices over the years. Every nut and bolt was taken off and cleaned. The whole car was eventually dismantled to start



from fresh. Sadly after spending 3 years getting my hands dirty and grease in my hair his business closed down and my car was then taken to Classic Trimming and Motor Bodies in Southport to be completed. As this business was a much larger establishment I was unable to help personally with finishing the project, (much to my disappointment). But never mind, the bulk of it was done. It just needed the body painted and the trim to be done as all the mechanical work was completed. Some five years after the restoration project started it was finally finished in 1994.

When the car was being dismantled we noticed that dates on the windscreen wiper motor were stamped 1962. Looking at dates on other parts, some inquiries were made. Mr Brian Darke from Maintaining The Breed at Mudgeeraba (who had been supplying us with bits and pieces for the car) alerted us to the fact that the first car off the production line was stamped No 501 and Chassis No 1737. Yes these were the numbers stamped on my car. The cars were originally shipped out from the UK as a "CKD Complete Knocked Down" form to be assembled here in Australia at Nuffield (Australia) Pty Ltd, factory in Zetland, New South Wales. I do not know any other history of ownership except for the previous owner, as I have now owned this car 29 years. Had I known the historical value of the car at the time of my starting the restoration I would have done things differently. The original colour was Nurburg White with red upholstery. I had it painted BRG with a Tan interior. I must admit it does look good with these colours, but in saying that I would dearly love to restore it the way it should be, because of the history.

Just a little story on the personalised number plates I had applied for MGB 63 but they were taken so I settled for MGB 53. Some two years later the local car yard at Tugun there sat a Harvest Gold Colour MGB 1965 for sale with MGB 63 number plates on it and yes I swapped them for a carton of beer. As I explained to the caryard owner, the plates were not significant as the MG was 1965 model. I was meant to have those plates: this was 5 minutes from my home and they could have been anywhere in Queensland. I also have the number plate MGB 501.

Since the restoration I was reluctant to drive the car, but in 1999 my good friends Brian and Marie Darke were heading off with a small group to Wagga Wagga for the GOF Meeting (Gathering Of the Faithful). They invited me to join them. Since then, I have driven to Adelaide and Shepparton for National Meetings just to name a few. In 2012 a 7000 km journey to Tasmania for our National Meeting taking 23 days. Wow that took some driving, and the car never let me down, always a pleasure to drive.

Over the years the car has won many concours events. Stories written in Magazines, appeared on Brisbane Extra with the topic women and their cars. I have been passionate about MG's all my life. I even got my license in an MGA. In 1962.

You could say I have had a LOVE AFFAIR with MGs.

Cut off date for next magazine 10th May 2018

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

Email the Editor - Carole Cooke
- cazcooke30@gmail.com

Membership: \$70 per year (due June 30)
Joining Fees: \$20 per person

Membership forms available on our website
- www.goldcoastmgcarclub.com.au

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

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

GOLD COAST MG CAR CLUB INC

The Secretary,

P.O. Box 1018, Southport Qld 4215

Membership at March 2018

Active 152 Family 120 Life 7 Honorary 4 **TOTAL 283**

The Life Members of the Gold Coast MG Car Club are -

Murray Arundell, Rob Baylis, Carol Brookman (dec), Bruce Corr, Marie Conway-Jones, Jim Haines, Phil Redding, Jeff Sattler

mid-week twilight run- 14 february

The weather forecasters proclaimed “Heat Wave Conditions” for the whole of the week, and they were not wrong. Temperatures in the mid 30s for our Twilight Run, our first for many years. Because of the excessive heat and at the suggestion of our run organisers the Club Captain sent out a memo suggesting that we use our ‘daily drives’ instead of our ‘open top’ MGs – if that was what we wanted. A number of runners took up that option and a total of 18 cars including 5 MGs met at the Yatala Pie Shop (some to sample their wares) before the usual greetings, joke and announcements, and Jim and Moya Haines then handed out the run sheets and gave us our instructions.



Having negotiated the relatively light traffic on the M1 and Logan Motorway we turned on to the Cunningham Highway then the Boonah-Ipswich Road, and on to a rest stop at the park at Peak Crossing. Here Kay and Laurie Roberts conducted the raffle which was drawn by Vicki Thomas and won by Kola and Allan Ross. Being Valentine’s Day, Kay handed out heart shaped chocolates to those who purchased tickets. A nice touch.



Leaving Peak Crossing, we drove through what must be some of the prettiest country around, along the roads past Harrisville and towards Boonah. Recent rains have transformed the rolling hills in to a lush green countryside which stretched out to the mountains to the west. This was truly MG country driving, and it was somewhat disappointing that we were in our ‘daily drive’ rather than the open top MG.



We then passed Tamborine and both on the approach and departure sides of the settlement there was evidence of the ferocity of the recent afternoon storms. Trees and branches were scattered about everywhere on both sides of the road, some quite large.

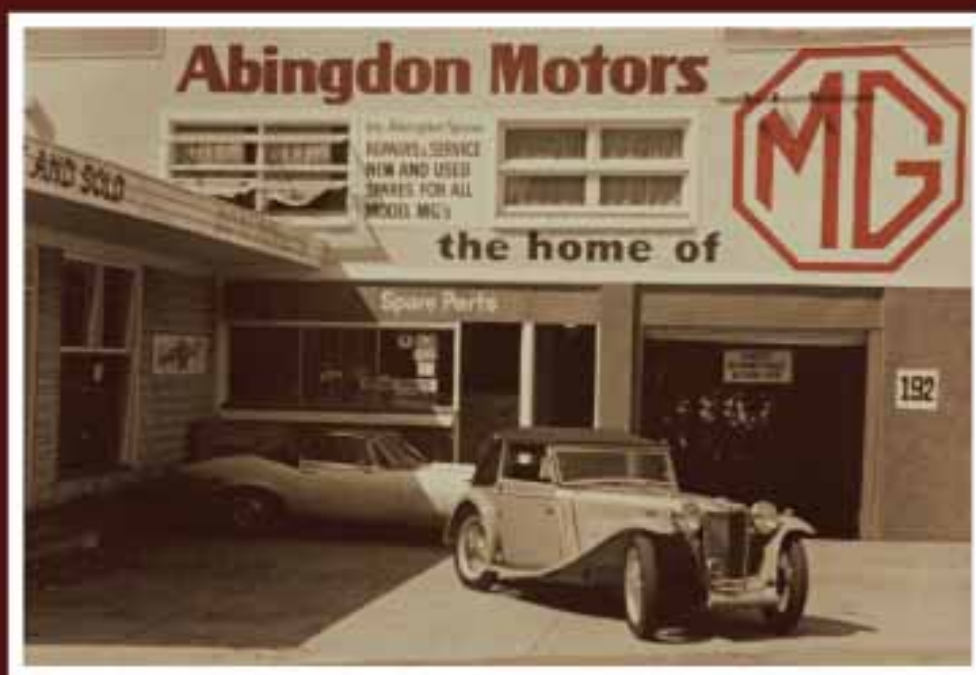




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Turning on to Peachy Road, we proceeded to the Shearers Arms Hotel at Ormeau.

Moya (and probably Jim as well) had done a great job in having our reserved tables set up with bunches of red roses for the ladies, and heart shaped shortbread cookies in individual bags for each of us. A lot of work had gone into this and we must thank them for their efforts. Moya had also organized a "How well do you know your partner" questionnaire with six questions about their wife/partner to be answered by the male, and the wives/partners then marked the papers to see how many answers were correct. Most failed the test miserably, yours truly included.

As usual the meal at the Shearers Arms was delicious, well prepared and well presented and for a reasonable price. All in all and forgetting the extreme heat, this was a most enjoyable run and we thank Jim and Moya for their organizing it.

Jim Lutherborrow



90th anniversary of the mg m type -mg car club of victoria, meeting and concour

Peter Kerr in recent years bought a 1929 M Type. As the 90th Anniversary was approaching he decided to get it finished and on show at the MGCC Victoria Club's concours, after being requested by Robin Page, who wanted as many M's as possible for this special anniversary.

Peter took it to Melbourne from South Australia and Ray Skewes checked over the motor and then it was running. Peter also arranged for a frame and hood to be made, quite a complicated process in the end.

We drove down to Melbourne in time for the MGCCV General Meeting on the 14th February and then the Concours on the 25th February. We went in Peter's MG6 as it is great to have an MG towing an MG! On Monday 12th, over to Ray Skewes to see the M type running. Peter had a small drive in it.

Then things went awry as Peter ended up in hospital for a month. I felt that as we went to Melbourne to show the M type, it was for me to get it finished. First over to Footscray to get the trailer, back to Eltham. Fortunately MG Club members arranged for the M to be towed to the hood maker. Grant then did a good job and in fast time job to finish the hood before concours. MG Club members then loaded the M on to the trailer behind the MG6. Back to Eltham for me, with M in tow. No, I have never towed a car before.



Above - checking out the M type at Ray Skewes Automotive. Yes that is another M type in front.

Right - 90th Anniversary birthday cake was made to present to the members at the General Meeting on the 14th





Then the Sunday of the concours came and fortunately Peter's brother-in-law, John towed the M out to the concours. Peter's sister, Jan and myself cleaned the M as best we could

on the trailer. A great event, 7 M types there with the rest of the PreWar MGs and other MGs. The winning PreWar car was the lovely black and cream TA. Peter's M type was 5th.



The Twin Cam As are also celebrating their 60th Anniversary.

There was also a great car show next to the MG concours with English and European classic and modern cars. John then towed the M to Strathewen to Peter's other sister Ali's place. The MGs are now sitting in their big shed until we can get them home. Peter and I flew home on the 8th March.



Carole Cooke



Above - Peter's M type being judged.



Left -John and Jan (and Missy) ready to tow the M type to Steve and Ali's.

P - Overnight Run to Warwick - April 18 Run to Warwick with optional overnight stay. Organised by Denis Thomas. Because of the Commonwealth Games this run is scheduled one week later than usual. Those not wishing to stay may return when needed.

Start. A later than usual start is arranged to help with any traffic chaos. Meet before 10am at the Logan River lands Parklands, Beenleigh UBD M263 R 12. Here we will have morning tea and leave at 10.30 am.

Lunch. Boonah BYO. Afternoon tea. Queen Mary Falls BYO or purchase at café on site.

ETA Horse and Jockey Hotel Warwick around 4pm.

BYO for a couple of medicinal drinks and plates for a social chat. Undercover seating is provided.

Dinner will be held in the dining room 'buy your own'

Details. Horse and Jockey Hotel Warwick

Costs :\$70.00 per person twin share(bed and breakfast)

\$120.00 Double room {2 persons bed and breakfast}

\$100.00 Double room 1 person {bed and breakfast}

Booking. Book your room by ringing Beck on 07 46610600 and mention you are part of the MG group !!!!! First in best dressed Thursday 19/4/ 18

Breakfast will be providedhot and cold in the hotel.

Around 9am make our way to Museum and restored Historical home. Cost around \$10.00 which will include morning tea (worth every cent} Depart at 10.30 to 11am for Gatton. Select a pub lunch or snack at Gatton top pub meal max cost \$19.90

P - LSIM Run - April 29 TBA

The Great Goodiwindi Train Race - Friday May 4 to Monday May 7 Flyer on pages 24,25. Contact John Talbot.

P - Midweek Run - Wednesday May 9

Meet at Hungry Jacks/Shell Service Station. Exit 79 on M1, from 7.30am for a morning coffee and natter. Then leave at 9am. BYO morning tea and picnic lunch. Organisers are Jim and Liz Lutherborrow and hosts are Jim and Moya Haines. No need for numbers

events

P - LSIM May- TBA

P - Midweek Run - Wednesday June 13

Meet at 7:30am for brekky and a natter at Arthur Earle Park. Leave 9am BYO morning tea and a Tavern lunch Numbers are required by previous Monday to David Willmott on (07) 55932524 or email davi-danthony56@hotmail.com

P - LSIM June - TBA

P - Midweek Run - Wednesday July 11

Meet at Arthur Earle Park at Nerang from 7.30am for coffee and usual briefing. Leave at 9am. BYO morning tea, bought 'light lunch. Day Trippers to contact Jim Lutherborrow. 55641943

**Our Club Captain will confirm all event details
when they come to hand.**

Christmas in July 2018

Yes folks, it's on again in 2018. Our 9th Christmas in July overnight run is on Wednesday the 11th July, 2018 (out on the 12th July)

This year we are off to 'chilly' Tenterfield where 26 rooms have been booked at The Henry Parkes Motel.

The cost for a double/twin room, three course Xmas dinner and cooked breakfast is \$275.00 and single, \$170.00.

To secure a booking please email Jim Lutherborrow at

jameslutherborrow@bigpond.com.

Closer to the date a \$100 per room deposit will be required.

Register now to avoid disappointment.



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

The photos in the magazine have been contributed by Carole Cooke, Peter Kerr, Peter Zabell, Steve Begley, Stuart Duncan, Annika Graz, John Evans and the Internet

The Great Goondiwindi Train Race

*Race the Steam Train to Warwick
in your MG.....*



Woolf Bonato's 1930 Race against Le Train Bleu from Cannes to Calais was a legendary challenge. Already a two time winner at Le Mans, he chose a route far longer than the train and still won by four minutes. He was then fined for unauthorised racing on public roads...!

In 2012 and 2015 a fleet of MGs took up the challenge to race the Southern Downs Steam Railway's finest from Warwick to Goondiwindi with similar success.

Please join us in 2018 when the Pre-War, T & Y-Type MGs lead the younger cars in this 200km challenge

Importantly

Obviously even in the 21st Century racing a train along public roads, because it seems like fun, is not something that the authorities would look on too kindly. As such we're at pains to point out that we'll not be sprinting along the highway trying to outrun the loco. Instead we've set out a route which will intersect with that of the train and our cars will be handicapped to give the train a fighting chance.

Our aim is to provide a great experience for the Classic Car drivers and the train's passengers alike.

Be assured that a fabulous Long Weekend awaits and we very much welcome your participation.



SOUTHERN DOWNS STEAM RAILWAY

In 1995 a group called 'Warwick Enterprises' was formed for the purpose of undertaking the restoration of the Warwick Locomotive Depot with a workforce provided by the Queensland Government through what was then known as 'Training for the Long Term Unemployed' (now called 'Work for the Dole').

During completion of this restoration project, the Warwick Locomotive Depot was renamed the 'Warwick Railway Precinct'.



The long term goal was to turn the area into a static display of railway equipment and memorabilia and restore 5km of railway branch line between Hendon and Allora (30km north of Warwick) to allow for the possibility of running a regular tourist railway on the line.

This mammoth task began in November 1995 by the unemployed people of Warwick and district.

In mid-1996, the group was renamed 'Southern Downs Steam Railway' or 'SDSR'. Warwick Railway Precinct became SDSR's home.

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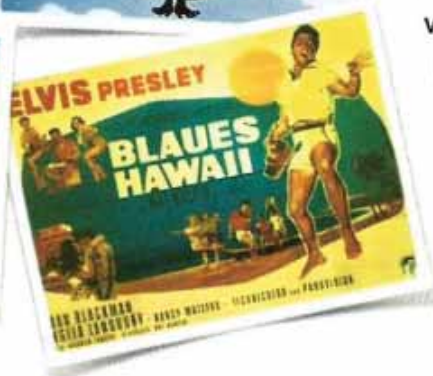
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Like a Week Away

with

Rick & Mary, Agnes & Elvis?



What better time than late August to set off on a journey North via Palmwoods and Rick's Garage to Maryborough. Then breakfast with Mary Poppins before heading to Agnes Waters for a few days before heading to the Paragon Theatre in Childers for date on the canvas chairs with Elvis in Blue Hawaii? We're seven day expedition North

planning a route, once North of Brisbane will be with a difference. Our avoiding the Bruce Highway where possible, using only sealed roads. In other words the roads less traveled. The provisional itinerary is:-

- Wed Aug 29 Gold Coast - Maryborough
- Thu Aug 30 Maryborough - Agnes Waters
- Sun Sep 2 Agnes Water - Bundaberg
- Tue Sep 4 Bundaberg - Gold Coast

Planning is still underway and there is a chance that we'll be meeting with the MGCC Bundaberg Chapter at the Paragon for Blue Hawaii. Spaces will be limited so please register your interest with:-

Cheryl Robinson 0466 627 308 chery.bgt77@gmail.com

New Members

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

Blake Barber - Tamborine Mountain - 79 MGB
Howard and Trish Dewhirst - Burleigh Heads - 69 MGC
John Evans - Uki - 66 MGB

New members and 'old' members, we would love to hear your story of how you come to have an MG.

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Sunday 8th April ~ 7am – 10am



First 50 Coffees are on us!
Open to all cars. JUST DRIVE IN AND PARK.

Venue- Shannons Car Park
305 Montague Rd, West End Qld 4101



SHARE THE PASSION

new member - john evans

Thx for letter re. my membership. Haven't received name badge from engraver yet, though I do have my plastic membership card enclosed with club magazine.

RE. MG ownership, always wanted a 'B' ever since a guy in our village (UK) bought one. The 'B's distinctive exhaust note had me there and then! Returned to UK for 'holiday' (renovate mom's house) and the kitchen supplier was selling a 'B' on behalf of his uncle. I took one look and gave him what he was asking. (Returned to Australia. Left car in garage over there). Two years pass and to cut a long story short, sold UK 'B' and returned to Australia, always looking for replacement.

Finally found one which has been sitting in a shipping container for nigh on 10yrs. But here's the strangest thing, it is exactly the same as the one I owned in UK.....1966 roadster, spoked wheels, B R Green etc. Fate or what?

Anyway, I've set about 'updating' this one as I did to the other one.....2x6v batts to 1x12v, reverse polarity of tacho, (thank you John Twist), fitted electronic fuel pump, generator to alternator, new coil, electronic ignition etc etc. Needs new paintwork.....being in a container for 10yrs hasn't helped.....so that's one job I'm saving up for....lol'

As you may see from the photo, I've treated myself to a garage hoist which has proved invaluable.....I'm too old to be lying on my back under a car with oil dripping on my face...!!!

I have more than a few questions for fellow club members which I hope to meet one day.

Ciao John



PS. My 'B' came with little or no paperwork and 'Norm' from whom I purchased the car wrote the engine number on the back page of the handbook.

However, I've checked myself under the bonnet and the engine number is 10ccDAH 15031. (Slightly different from what he has written) Perhaps he should have gone to Specsavers.....

I mention the engine number because I think I had to send it on my original application to join the club.



our new regalia range

As we have a new logo for our Club, a new range of shirts and T-shirts have been designed. These will be sold at cost to members. We have Anita at right modelling the ladies shirt which is priced at \$45. Below is Peter in a red T-shirt. These T-shirts are also available in navy blue and white. Cost of the T-shirts is \$35. There will be some regalia for display purposes and to check the size you need and these shirts can also be bought on the day,



We also have sew-on logos available for \$10.

At this stage we do not have a Regalia Co-ordinator (would anyone like to take this on?) so Peter and Liz Johnston are temporarily taking on this role. Mobile - 0417 769 680 email: pe.johnston04@gmail.com



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wanted club treasurer

With the pending retirement of Anita our Treasurer at the next AGM the club requires a Club Treasurer. This position is a executive position within the club structure and is mandatory government requirement for a incorporating clubs such as ours.

It would be most helpful If you had a basic understanding of bookkeeping which is assisted by a simple computer program MYOB.

Full training will be provided with plenty of assistance forthcoming if required.

In the first instance contact myself for a background briefing on:
pe.johnston04@gmail.com or phone me on 0417769680.

Peter Johnston
President



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Have you investigated the Club's new website? Same web address <http://www.goldcoastmgcarclub.com.au/> or type our club name into a search engine.

The Website has up to date information on up coming events (for all of 2018), photographs taken at runs and events (under Gallery), the club Constitution and By-Laws, back copies of *The Time Machine* and much more, including a list of all MG models made.

If you change your address, email or bought or sold your MG, you can let the club know by completing the On-line form under 'About GCMGCC > Online Forms' or 'Join the Club'

Stuart Duncan
Web Master

combined run - organised by the sprite club of queensl and - with the mini owners club of queens- l and and mgcc gold coast

Sunday 11th March, the three Clubs all met at Arthur Earle Park for this Run. A good turnout from the three Clubs made an excellent convoy on the roads. We drove on many roads made for these cars, through Beechmont and on to Rosins Lookout. We found room to park all our cars as it wasn't a day for hang gliding there.

There was a bit of rain, but some Sprites never put their hoods up. We went through Mt Tamborine and down to the Bearded Dragon Hotel for lunch.

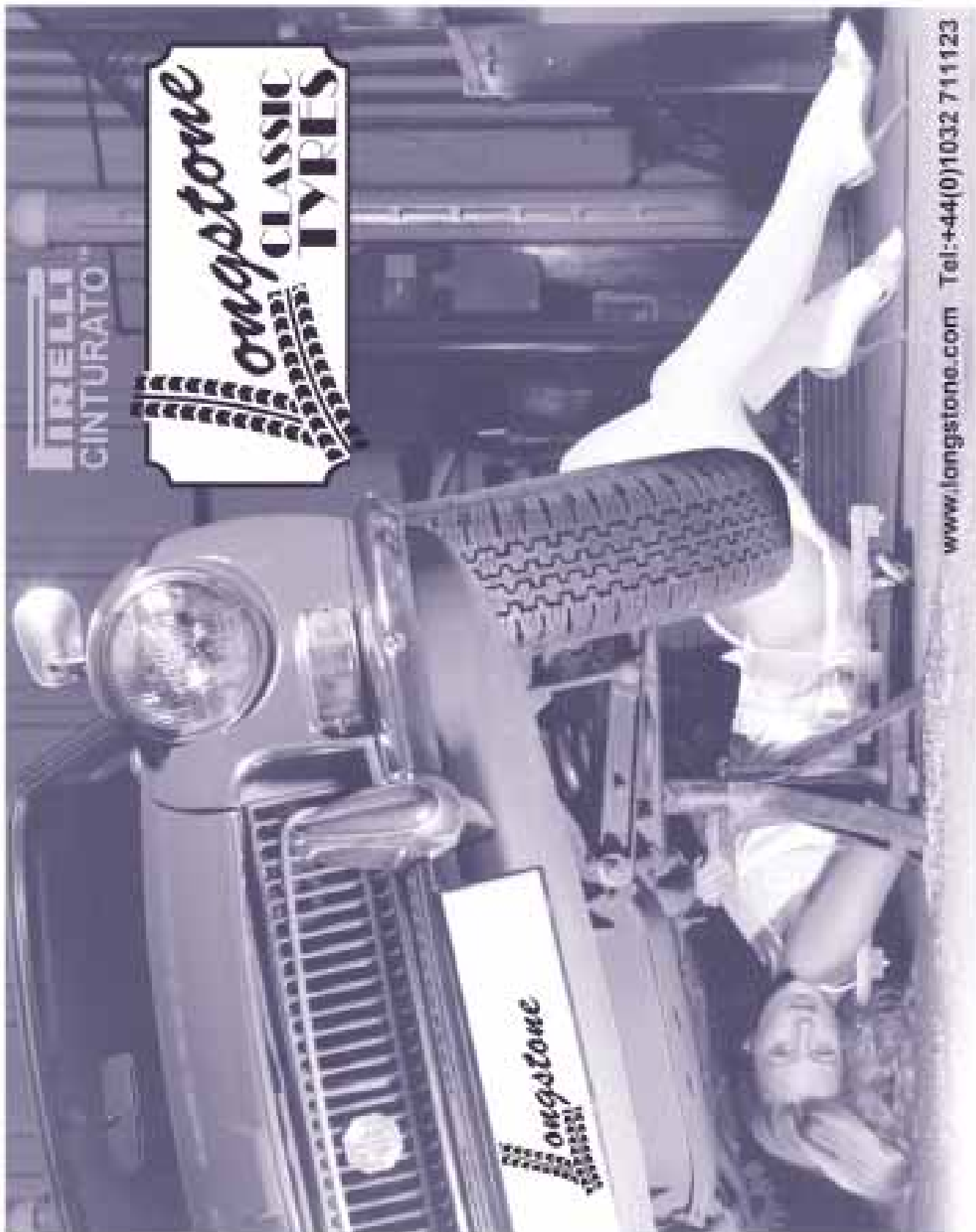
A great day out and thanks to the Sprite Club of Queensland.

Carole Cooke



Meeting at Arthur Earle Park





liz@longstonetyres.co.uk

www.borrani.co.uk

Hudson's Yard, Doncaster Road,
Bawtry, Doncaster, UK, DN10 6NX

Waiting, waiting for the lights to turn for the one way section to Mt, Tamborine



All enjoying lunch at the Bearded Dragon Hotel

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Annika Graz has sent a photo of her and her mother who passed away recently. Her mother came on runs with Annika. You may remember her as a hilarious navigator in the blindfold race. She never had a licence and Annika was the blindfolded driver on the obstacle course.



Annika also sends a photo of her MGA with Dave Godwin's RIP.



As Annika is in Victoria temporarily, she visited Peter Kerr in hospital. It took forever for her to find the hospital from Geelong due to detours and roadworks. Ah that's Melbourne for you, but those works are badly needed..



Here is Petula Clark with her MGA

Am I imagining things - does Annika look like Petula Clark?

1929 mg m type

10 years ago my MG M type moved to live in Strathalbyn South Australia and is registered there. The cost is less than the amount for 3 years and registered as MG 1929. The top of the rear plate has the caption: Safety Fast, which was the first ever use of this MG application.

We took the MG to the National meeting in Adelaide over Easter 2017 and won all the pre-war classes at the meeting.

The MG returned home to Strathalbyn and then across to Ray Skewes who completed all the mechanical works. Charles, the Silver Cloud expert, returned from the UK, and built a hood bow and a lovely pair of side curtain frames to provide water proof covers for the MG. Then Grant did a great job making the hood and side curtains. Lovely workmanship to finish the top of the sports car. The last task is my MGTC co- driver to paint the bonnet and mudguards.

Peter Kerr

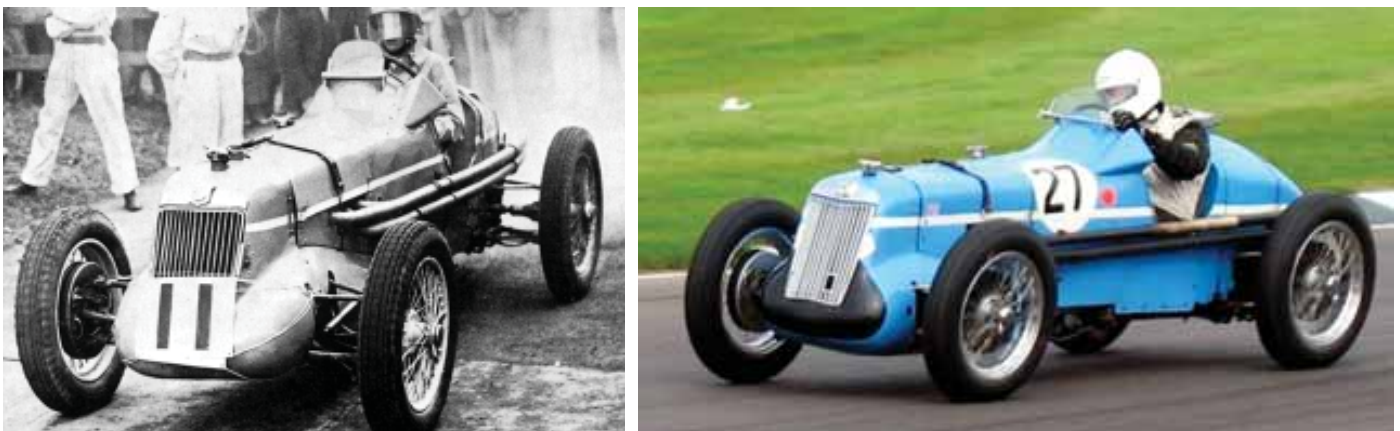


history of mg - part 5 - before the war

Successor to the J4 was the Q-Type, a racing car that fully looked the part. A cover below the radiator hid the Zoller blower, between the front frame members - the source of 28 pounds of boost which forced 150 hp out of a bronze-headed Class H engine.



Charles and his team then set to work on a new single-seater to go around the Q engine. The resulting R-Type had independent suspension all 'round by slim parallel wishbones, which was unique. The R was a revolution of handling but not developed far enough for the twin-cam Austins. It was excellent value and a thousand more than the heavier Q-Type.



From its earliest days MGs have been used in competition and from the early 1930s a series of dedicated racing cars such as the 1931 C-Type, 1933 K3 and 1934 Q-type were made and sold to enthusiasts who received considerable company assistance. The MG business was Morris's personal property until 1 July 1935 when he sold MG to his holding company, Morris Motors Limited.

The appointment of Leonard Lord from Austin gave him the top job at MG and the opinion that MG racing cars would be stopped because he stated MG was only competing with itself. He also closed the racing department completely & future production was with Morris based products.

The first products were 3 MG saloons - the S, V, & W models and also T sports was introduced. The overhead cam 6 cylinder supercharged engines were gone for ever.

SA - The SA, or 2 litre, saloon was launched at the 1935 Motor Show with a pre-production car. The SA arrived in the showrooms in March 1936 and varied from the prototype delayed somewhat. It was offered in three versions, the saloon bodied by Morris Motors, an open tourer bodied by Charlesworth and a Drop Head Coupe bodied by Tickford.



VA - Development started on a smaller, four cylinder variant, which was to become the VA, or 1.5 litre. Announced in 1936, the VA was also offered in the same three body styles as the SA.



WA - The SA chassis was revamped in 1938 to become the WA, probably to battle with similar Jaguar cars. Still a 6-cylinder car, the WA had an even longer bonnet on the same but widened chassis, a bored out 2.6 litre engine, a dry clutch, balanced crankshaft, synchro on 2nd, 3rd and 4th gears and a new instrument panel. Again, the same three body styles were offered although the Charlesworth tourer was discontinued after only 9 were sold.



Leonard Lord was discharged within 12 months but the new era commenced with the T series sports models and these commenced through continually to mid-1955 with the MG TF, ending with the introduction of the MGA.

Peter Kerr



**recently
shown on
top gear**

MG EX 181 and Stirling Moss 1957. Moss takes a drink of water in between record attempts on the Bonneville Salt Flats in Utah (USA).

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Full Page Colour	\$300	Half Page Colour	\$180
Quarter Page	\$100	Business Card	\$60

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I sim sunday february 25

The Gold Coast MG Car Club participated in a combined Run with the Gold Coast Antique Auto Club and the Automobile Restorers Association Gold Coast.



The three Presidents from the three Clubs together.

News for Members - Our Trailer for Club Members to Use

Do you need to transport your car, for repair or to show, maybe retrieve it after a mishap or break down? Well, the great news is the Club has a tandem axle car carrier trailer which can be booked and used for a donation of only \$10 per day to solve your problems.

The Club Car Trailer is now with Ben Darke Ph: 0418753220

Address is: 203 Mudgeeraba Rd. Mudgeeraba.

Free Hire Club Engine Stand and Engine Hoist

We have an engine stand and engine hoist for FREE use to any Club member. It will take the weight of a 6 or 4 cylinder motor and flat packs for easy storage. These are stored at the Clubrooms. **Contact - John Talbot on Mobile - 0421 185419, email - ejohntalbot@hotmail.com**



John Crighton also offers the loan of a load leveller, which makes the task of manoeuvring the engine in and out of the car much simpler, as well as assorted chains, slings etc.. Contact him by email at johnhcrighton@hotmail.com



cams awards

Steve Begley attended the 2017 Queensland CAMS State Motor Sport Awards at Easts Leagues Club on February 9 at Coorparoo, QLD

He was thrilled to accept this on behalf of all Gold Coast MG Car Clubbers... we received a 40 Year Recognition Award at the CAMS Motor-sport Awards.

Classified Section

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

for sale

:1961 MGA Mk 2. An in progress complete nut and bolt restoration to original specifications (from Heritage Certificate). Basically new everything. Powder coated chassis, reconditioned original 1622cc engine, Old English White paint, new grey hood and tonneau, red seats and trim and black Heritage carpet. It has one modern addition, a Ford Sierra 5 speed gearbox conversion. Gauges restored in USA, new W/wheels and tyres etc.etc. Thousands spent to date. Expected completion 3/2018. P.O.A. **Gary Lock 0435 901150**

Rare car. 1963 MGB no. 501 first MGB assembled in Australia. Many Concours trophies. Excellent condition. Drives like new. Two sets of plates MGB 63 and MGB 501. Collectors car. Can only increase in value. I have owned the car for 30 years. 24500 miles on clock. Price **\$30,000.00**

Bev Robinson ph no. 0419734746

I am selling my **MGTF 120 auto**. This MG has a fully rebuilt engine including head gasket (work done by former MG/Rover mechanic) a new radiator, new water pump, new tyres (4 wheel alignment). New alternator and belts, new windscreen wipers. This is a very good car with all the necessary hard work done. (nothing to spend) The asking price is **\$12,750. Or sensible offer**. It is fully registered and is near Alstonville in Northern NSW. Please contact **Lou Hietbrink on 0456 740929**.



::FOR SALE - 4 tyres at \$80.00. They are MGB size. **Ian Cowen 55 757098.**



::FOR SALE - Personalised Slimline Prestige Plates \$1,200 will post. Contact me on pe.johnston04@gmail.com or **0417 769 680**



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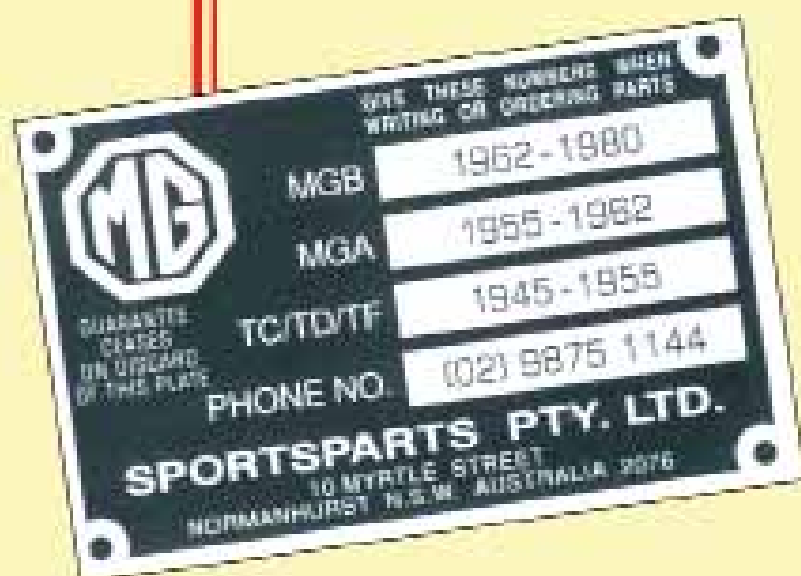


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