

THE TIME MACHINE

AUGUST SEPTEMBER 16

Top - Bushrangers
Run to Tenterfield.
The TD belongs to
Brian and Gillian
Hockey and the
TC belongs to Neil
Weenink.

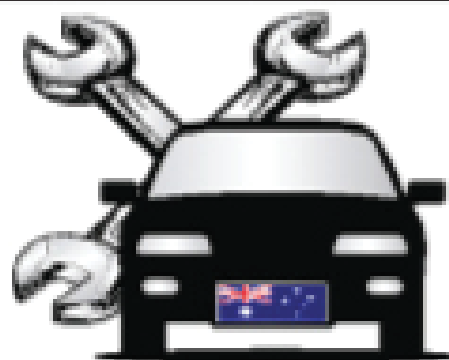
Below - Around the
World in Classic MGs.
These 3 cars including
our President Dave
and Laurel's RIP



The Official
Magazine of the Gold
Coast MG Car Club

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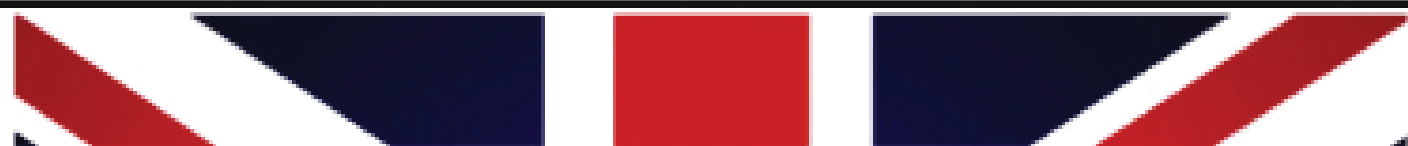


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THE TIME MACHINE

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

President's Report

As I sit down to write this report, Laurel and I are stranded in New York, on our way home from having just completed our "Around the World in Classic MGs" trip across Canada.

In 2010, we left Tianjin, China for Abingdon, UK "Along the Silk Road" and recently, we left Vancouver, British Columbia for St John's, Newfoundland, effectively driving around the world - except for the oceans en route, of course!



The Trans Canada highway is approximately 12000km from coast to coast and we did this in the company of 4 other Aussie Adventurer couples in classic MGs. Along the way, we rendezvous'd with numerous MG Clubs, made many new friends and attended one of the biggest MG events in the USA, ever - at Louisville, Kentucky - where 829 MGs were on display at the final Concours! During the Presentation evening, we received a standing ovation - a very emotional and happy experience for us all! Sharing the experience with us were GCMGCC members Gary & Anita Lock and Gary Stevens & Lindsey Taylor, which swelled the ranks of 'Mad Aussies' to 14!

I would like to thank your able VP, Peter Johnston for guiding the committee in my absence. Many thanks, Peter.

All your committee members are very experienced in their respective roles and I would like to thank them too for the enormous contribution they have made over the past 12 months to ensure that our Club is in good shape, both financially and in respect of numerous and varied events organised for our pleasure. One of the main reasons that MG owners join MG clubs is to meet and fraternise with like-minded people, and to that end, your Club Captain, John Talbot has excelled once again. Many thanks, John, to you and your organisers. Many thanks Marie, for keeping the Club legal and relevant: Many thanks Anita, for keeping the financial accounts so accurately: Many thanks Carole, for producing such an informative magazine: Many thanks Gary Stevens, for encouraging our members to acquire themselves of Club regalia and library books: Many thanks Mike, Robbie, and Gary Lock for swelling our advertising income during the year. You have all contributed hugely to the success of the GCMGCC in 2015/6. Thanks also to Peter Kerr who assists with the magazine and Stuart Duncan for Membership and the Website.

Lastly, it would be remiss of me not to mention the work behind the scenes performed by Madeleine Weenink, John Crighton and Ian Rogers, regarding the Constitution and By Laws. It has been a monumental year for them and we are all indebted to them for providing a legal and operating framework for the Gold Coast MG Car Club going forward.

By the time this report is printed, our AGM will be upon us. I trust that each of you have given serious thought as to whom you would like to guide your Club going forward into 2017, and maybe even have been nominated for a position on the management committee? With new committee members comes different skills and new ideas, which evolves into interesting events and experiences for all our members to enjoy.

The GCMGCC's AGM is an important meeting for us all and I trust that as many members as possible will attend and vote for committee members who you think will fulfil your needs over the next 12 months. It is also a wonderful opportunity to personally thank the outgoing committee members for their unselfish commitment ensuring that our fantastic 'little' MG Club is in good shape.

The Gold Coast MG Car Club sure does punch well above it's fighting weight!

See you at the AGM,

Dave President



p.s. Contact Dave about this badge. \$15 plus postage from Melbourne (MG Car Club Vic).

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Bushrangers Run - May 28, 29, 30

Hi there, full marks for a great weekend run to Tenterfield. Great organization and the most perfect weather. Val and I had a couple of downers when the Healey had no spark and a battery suitable only for the tropical temps of the Gold Coast. Did not want to start in the frosty conditions. A certain member suggested we should raffle the 100/4 but it seemed the \$5 ticket price was too steep?

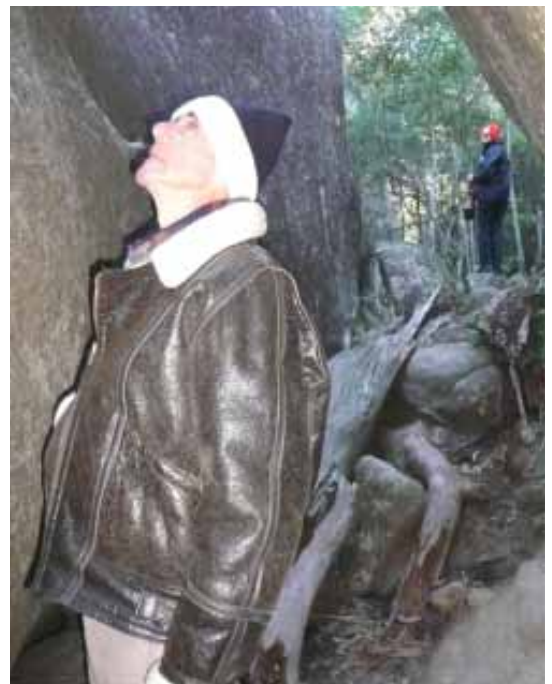
Both day runs were outstanding and the run on Saturday via Boonah and Killarney was spectacular with lots of great roads and scenery. Sunday's run was great also topped off by a good night's meal at the club. Monday morning jumper leads to get me and the Healey into action and off we went on a great run home via Thunderbolts Hideout and then onto the Bramble Patch for a great morning tea. This was capped off with top tucker at the Maryvale Pub.

What a great long weekend. Special thanks to those who rallied around to help out with our starting problems. Isn't the camaraderie of the MG Car Club great. No one had any major dramas and all arrived home safe and sound. By the way, 'hats off' to Neil Weenink who kept the mighty TC well in hand all weekend. Also like Basil Fawlty the Healey got a good thrashing.



Thanks Brian and Gillian, great job!

Cheers Bob and Val Theobald.



Bushrangers Run - Day 1

It was a beautiful morning of temperate weather, and because it has been such a long summer, some of us were unaware of how cold the day was to become.

Meeting at Winders Park Currumbin, we set off toward Beaudesert for morning tea where we were met by the balance of cars19 in all.

Some one did mention it was going to get colder, but it still didn't sink in. As the day progressed the wind came up, and as we proceeded toward Queen Mary Falls the chill factor with the cold wind became



obvious. Some of us began to rug up, but even then we were not prepared for how cold it was to get. The scenery was spectacular though

and the bellbirds welcomed us as we weaved our way through Queen Mary Falls to the Killarney Hotel for lunch. Nice Hotel. We will never tire of that part of the trip... so beautiful. We continued on through Warwick to arrive at the Tenterfield Bowls Club for some of us, and others the Peter Allen Motel, about 4 o'clock. The poor girl on the check-in desk, everyone rushed into the office to thaw out, then off to get under a hot shower.

Dining was optional that night and some of us walked into the wind to go into town to sample the local restaurants. It was an early night for all, the electric blankets turned on.

Day 2

I opened the door and was met by the 'locals'. The birds walked in and out waiting to get fed. It was just a mild frost on the ground, and the sun was slowly warming up everything.



Bob Theobald's Austin Healey spat the dummy and wouldn't start, but thanks to Lou Hietbrink and combined efforts later that afternoon, they were able to get it up and running. Thanks Lou. We did offer to raffle the Healey so Bob could buy a real car, but Bob wasn't keen on that. Good sport Bob. LOL!!! (Lots of laughs).

After lots of natter we all took off toward Deepwater, then on to Emmaville to the Tattersalls Hotel for morning tea. This hotel was truly what you could call historical and maybe even a relic of the past would apply. The owner was from the Gold Coast and still has a house here. Obviously he sees something in Emmaville that we don't - to each to his own. However morning tea was set out beautifully, and after we had devoured the scones, etc, some of us went to the Mining Museum opposite the Hotel... real fossils there. LOL!!! Very interesting.



The Crofters Cottage was our destination for lunch at Glen Innes where the Celtic Standing Stones are adjacent. How unique. This monument commemorates all Celtic people who helped pioneer Australia. The memorial has 24 stones, 3 metres high and is arranged as a calendar, and is based on Ring of Brodgar in the Orkney Islands, Scotland. What a lovely day.

Heading back to Tenterfield in our little groups, Brian and Gillian, with Neil Weenink closely behind nearly had a rendezvous with a Stag - so close. The joke was it started out as a WEE MOOSE and by the next morning it was an elephant. Awaiting web cam identification from Fiona Hietbrink.



Happy hour was 1800 at the Bowls Club restaurant.



We had a lovely meal and more natter and laughs. John Talbot spoke to us to announce that as he wasn't prepared to be President in the future, he felt he should stand aside and let someone else step up. So our new Vice President is now Peter Johnston (wife Liz). Congrats Peter. John did say that he would continue

for the time being as Club Captain. Thank you John. Peter then thanked Brian and Gillian for organising the trip making it the 10th Anniversary. Jean Bailey had organised a gift of a beautiful hand crafted wooden pot-pouri holder



and mentioned that it had also been their wedding anniversary on the 1st of April. Then to top this off Gillian and Brian had organised a cake to celebrate both the anniversary and Carole Cooke's birthday. This as well as a beautiful card signed by us all. The night was enjoyed by all.

Day 3

Awoke to a definite frost on the ground -2 overnight, beautiful.

More natter and laughs we sadly departed Tenterfield to travel home. The 'Thunderbolt Hideout' was our next destination, and to help work off some of that weight put on, we climbed up and around the boulders where 'Captain Thunderbolt' as he was called, had hidden out during his reign as a bushranger.



Morning tea at the Bramble Patch at Glen Alpin is always good.



Lunch was at the Maryvale Hotel and as always we were given excellent service with a smile.

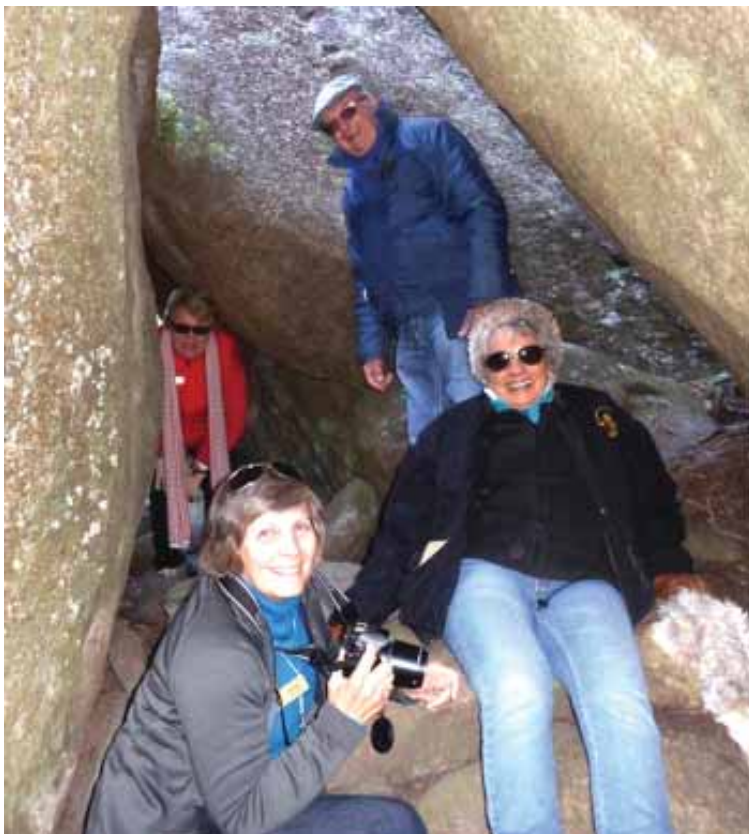
Leaving the hotel we all took our leave in groups on the last leg to home. The weather had warmed up as we came down towards the Coast.

Stuart and Lesley followed Neil Weenink home as he had some issues, which turned out to be the cooling fan bearing. He limped home, so thank you Stuart and Lesley for making sure he got home okay.

It was a most fabulous weekend, casual and very well organised, so I'm sure we speak for everyone who was there... thank you so much Brian and Gillian.

Glad you got back in time to pick up Monty, and may you have many more happily married years.

John and Marilyn Muirhead



Hoist Day at Gary and Lindsey Stevens' Hacienda - May 14



Once again, a great day in lovely weather at The Hoist. It was a Chat Fest too, together with a great morning tea inside the Hacienda.

First time for me to see what it looks like under an MGF!

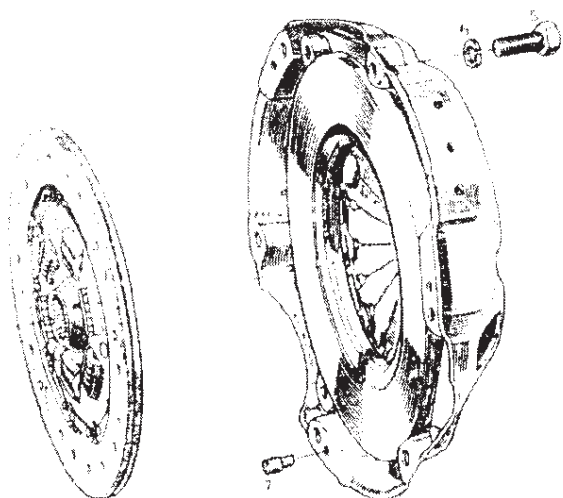
Left is Ian Rogers' Superbee and below it is Jonathan Able's MGF.



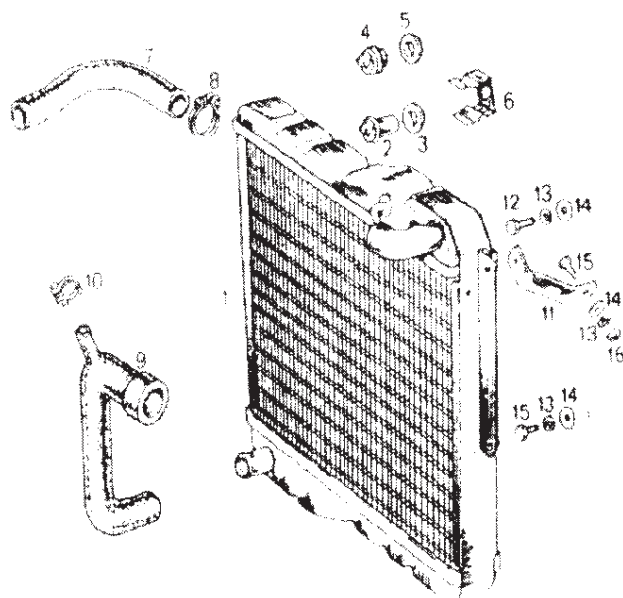
Fun and laughter when Gary organised a 'push' for John Muirhead's Triumph Bonneville.

Carole Cooke





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DELIVERY AUSTRALIA WIDE



Above - all had a 'squiz' under Gary Lock's MG ONDA.

The 'local' joined us at morning tea on the balcony and ate out of Sam's hand a meal especially prepared by Lindsey.



It is a wonderful view from the Stevens place from the balcony, over the Club's trailer and over the parking lot at the back of the garage



Midweek Run - May 11

We met at Hinterland Park for a 'Valley to Valley' Run, organised by John and Marilyn Muirhead. At morning tea, we celebrated John Talbot's birthday with a lovely cake organised by Jean Bailey and Coral Cogzell wrote a poem which we all enjoyed, especially John!. Editor



Midweek Run - June 8

There is nothing like a drive in an MG with the roof down on a perfect Queensland winter's day!! At least that is what those of us with soft tops thought on Bruce Corr's mid-week run on the 8th of June. A total of 33 cars, mainly 'B's with a few 'F/TF's, a lone 'A' and after many months (or was that years) of rebuilding, Bruce Ibbotson's 'C', departed Winders Park at Currumbin in perfect weather.



The run took us firstly through the Currumbin Valley and across to the Tallebudgera Valley to our morning tea destination at Harley Smith Reserve. What a beautiful location.



Following refreshments we retraced our steps for a while before joining that well known (to most Club members) Tomewin Mountain Road to Murwillumbah. A brief drive along the western side of the Tweed river for a change, crossing back to the Tweed Valley Way at Condong and from there it was time to let the MGs loose as we all headed to a wonderful buffet lunch at the Tweed Heads Golf Club.

Cut off date for next magazine 10th September 2016

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

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

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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Account Name Gold Coast MG Car Club Inc

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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 June 2016

Active 162 Family 129 Life 7 Honorary 4 **TOTAL 302**

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

The run was the anniversary of the first GCMGCC run organised by Bruce 22 years ago. Bruce even had the attendance register for the run. Marie Darke, who attended that initial run, presented a bottle of single malt Scotch from today's attendees to Bruce to commemorate the occasion.

Dennis and Mae Simpson



The Pride of Ownership - Display Day - June 19 - Cancelled



I detailed the MGBGT for display day after collecting it from Paradise Point and getting the engine started by pushing it down the street.

Rain. rain, rain, so returned the MG from the Tweed, NSW in the rain up the M1. Dave & Laurel

were in Canada and I wanted a presence for them on our new look display day. Laurel can now display Ruby personally at the Mark 2 event.

Peter and Carole

By-Law No 7

Annual Club Trophies and Awards

The term “MG” in this By-Law means any car produced by the MG Motor Car Co and its successors.

The award of trophies recognises involvement in the Club activities and success in competitive events. The Club presents a number of perpetual trophies and other awards at its annual presentation dinner.

1. Only members of the Gold Coast MG Car Club Inc are eligible to receive Club awards
2. The award of a perpetual trophy to a Club member is accompanied by a small plaque/trophy retained by the member as a permanent memento.
3. At the Committee’s discretion other awards may be made for ‘Exceptional Service’ to members who have contributed to the Club in a manner beyond that which would normally be expected of ordinary members.
4. At the Committee’s discretion other awards may be presented to those participating in events organised by the Club
5. Awards are based on events and activities that are within the Club year July 1 to June 30. However, if an event is scheduled to start prior to June 30 and is postponed, or not completed eg a Display Day, a weekend run, or a series of competitive sprints, points scored for these events may be allocated to the year that the event starts. The annual presentation dinner will then be delayed until all such events are complete.

(Updated - July 2016)

By-Law No 8

Points Score Schedule

1. All events that have points allocated will be marked with a P in the Club’s Calendar.
2. Points are awarded and recorded by the Vice President or Club Captain to members competing for the various annual awards on the following basis:

Sunday & Wednesday Runs

1 point	Attendance in a car other than an MG
3 points	Attendance in an MG
5 points	Attending and writing up for TTM
8 points	Organizing the run and attending
10 points	Organizing, attending and writing up

Other Runs

2 points	Leading a run to a pre-organised event
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Week End & overnight runs

10 points	Organising a week end or overnight run. (Attendees are given points as above)
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Competitive (those events that require level 2 and above CAMS licence)

3 points	entering a competitive event in an MG
4 points	3rd fastest in a competitive event in an MG
6 points	2nd fastest in a competitive event in an MG
8 points	Fastest in a competitive event in an MG

National Meeting

5 points	Attendance at a National Meeting in an MG. (All attendees receive equal points – those who gain a position in their class are rewarded via the Nat Meet trophies)
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Natter Nights, General Meetings 0 points

**The Pride of Ownership Concours Day on June 19 was cancelled
due to rain.**

The rescheduled day is now August 28.

Same time, same place, same cost!

Here's some details from the By-Laws for this special day of the year.

Attachment H: (from the By-Laws)

Concours d'Elegance Classes

The suggested classes can be merged or split, depending on the number of cars presented for judging. Each class needs to contain at least 3 entrants for judging to occur. The following are suggested:

Class A	MGs built from inception up to, and including, MG TF (1955).
Class B	MGA (all models), Mk1 MGB and MGBGT, Mk1&2 Midget and Z series Magnettes and MK 111 and MK 1V Magnettes.
Class C	MK2 and later MGB and MGBGT's, MGBGTV8, MGC, Mk3 Midgets, MG1100, and MG1300.
Class D	MGs built after 1980, including Metro, Montego, and Maestro (all variants), RV8, F, TF, ZR, ZS and ZT and any subsequent MG model.
Class E	Specials and Variants.

Guidelines for the presentation of the cars.

1. For roadsters, hoods are to be erected, passengers side screen to be fitted, drivers side screen to be stowed in correct compartment.
2. Boot and bonnet are to be raised on all vehicles.
3. Series specific tools are to be in their special locations in the vehicle and/or laid out in front of the vehicle.
4. Vehicles are to be unlocked with keys left in the ignition.

A suggested breakdown of points.:

- a. Exterior 100
- b. Engine bay 100
- c. Interior 100
- d. Underside 100
- e. Mechanical condition 50
- f. Originality 50

Originality is not a factor in any judging area other than that for that of originality.

Display Day - August 28

A great day for you and your MG.

Salk Oval - Palm Beach \$5 per MG - Bring all your MGs!

The photos in the magazine have been contributed by Carole Cooke, Peter Kerr, Dave and Laurel Godwin, Marilyn Muirhead, Lesley Duncan, Barry Beaman, Trevor Jones

MGA Weekend to Nth Stradbroke

Friday 18th November 2016 to Sunday 20th November 2016

Although this is an MGA run, all MG and other British cars are invited.

This is not a long run. rather something with a difference, with lunch at a well known fish and chip restaurant on the “mainland”, a ferry crossing and a two night stay in a resort, Whale Watch resort on Nth.Stradbroke.

No hour after hour of driving, just using your legs on beautiful walks and beaches, and spotting the odd whale or two. Maybe even bring your fishing rod?



The Resort has a large range of accommation, with self catering facilities etc. Prices are reasonable, and the Resort is giving the Gold Coast MG Car Club 10% discount off their published “low season” rates. www.whalewatchresort.com.au

There are convenience shops, cafes and restaurants handy. Meals will be up to the individuals, and there are some very nice restaurants close by... Fishes at the Point, Look Beach Bar Cafe, and Whales Way Restaurant etc.

As at the end of June 2016, we have 22 cars joining us, but I understand that there is some Resort rooms still available.

If you are interested in joining this large group, bookings are to be made direct with the Resort, and ferry bookings direct with Stradbroke Ferries. www.stradbrokeferries.com.au. If booking the ferry, the majority of us are travelling on the 2.00pm ferry from Cleveland. We have a discount arrangement for the GCMGCC that I can give to interested participants.



If anyone is interested, please contact me
on 0435 901150,
or email... lock@winshop.com.au

Coming Events

P MIDWEEK RUN - August 10.

[Brisbane Show Public Holiday.]

From 7.30 Brekky and/or natter at **Jacobs Well**. BYO Everything including CHAIRS. No need for numbers. Your host is Bruce Ibbotson

P ANNUAL GENERAL MEETING - August 14

To be held at the Club rooms. 10:30 am for a 11:00am start Lunch supplied and BYO Drinks

DISPLAY DAY - August 28

By bringing your MG to the Display Day, you will be contributing to our Club's efforts to "Maintaining the MG breed"

Salk Oval, Palm Beach. \$5 per MG. Gates open at 8.30 am.

Bring all your MGs!

Club Perpetual Trophies* *Peoples Choice Awards

Prizes for most appropriate fashion for your car

Raffle prizes, door prizes

Early bird entrant information prize draw

Sausage Sizzle or Lunch at the adjacent Palm Beach Currumbin

Sports Club or BYO

NOG 'N NATTER - September 2

At the Club rooms. Details to be advised.

P MIDWEEK RUN - September 14

From 7.30 Brekky and/or natter. Sign on at 8.30 am for 9 am start at Schusters Park, Tallebudgera located at the end of Heather Street which is off Tallebudgera Creek Road. Lunch will be at a venue to be announced. BYO morning tea. Your hosts are **John & Kate Careless**
0413250005 rjcareless@gmail.com

P LSIM GT NORTHERN NSW run September 25.

Arrive from 8.00am, Martin Sheils Park, West Burleigh Road, West Burleigh. UBD 60 B17. There is a new cafe just before the park called Palour Cafe, which is opened on Sunday, with great coffee and food. Depart at 9.00am. BYO morning tea, lunch BYO or at the Three Ducks Cafe. Muffins, coffee and ice creams to takeaway are available at the lunch venue. Numbers for the cafe by September 9. Any enquiries
Cheryl Robinson, 56798036 or email cheryl.bgt77@gmail.com.

P QUEENS BIRTHDAY LONG WEEKEND AWAY - October 1 - 3

This run is to Bribie Island The run there will NOT be on the M1 or the Gateway Accommodation details later

P MIDWEEK RUN - October 12

From 7.30 Brekky and/or natter at Coomera Community centre Upper Coomera on Abraham Road. BYO morning tea. Fish and Chip lunch at Tweed Heads Your host is **Denis Thomas 0401744667**

DISPLAY DAY PRESENTATION LUNCHEON AND 40TH ANNIVERSARY OF THE GCMGCC CELEBRATION -16th October

Details will be advised later

P LSIM RUN - October 30

P MIDWEEK RUN - November 9

“ Maintaining The Breed Showcase Run.”

8.30am for a 9am start: Meet at the Lions Club Jabiru Island Park Oxley Drive Paradise Point. Bring morning tea & lunch. This run is so different and guaranteed fun. We will showcase and promote our cars and club with a run travelling down the coast through all major centres. As a club bonus television nine and seven will be invited to record our cars making their way through Surfers Paradise. Lunch will be at one of the Gold Coasts most beautiful parks. We need as many MG car as we can muster for a great showing. For additional info: **Peter Johnston 0417769680**

P LSIM RUN - November 27 TBA

P CHRISTMAS MIDWEEK RUN - December 14

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

New Members

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

Jan and Tom Garrett - Currumbin Waters - 1970 MGB
Peter and Heather Coleman - Coolangatta - 1967 MGBGT
Ian Cowper - Tweed Heads - 2003 MGTF

2017 MG National Meeting

South Australia - Easter Weekend

14th - 18th April 2017

Bulletin #1

A warm and friendly welcome awaits participants in the 2017 MG National Meeting to be held in Adelaide. South Australia members are working very hard to finalise the plans for the event with a variety of events and activities to suit everyone. If you have visited Adelaide in the past, you will find that some changes have been made to the skyline – the new Adelaide Oval Stadium for one, which is worth a tour if you have time. Our famous wineries, north, south, and east of the City have much to offer, with many new and boutique wineries to choose from – most within an hour's drive.

We are planning to center our activities around the Glenelg area, and the beaches from Brighton to Henley Beach are great for a swim, a jog, a stroll or just chilling out with a coffee and enjoying the serenity. The following is the proposed program for the weekend.

Fri April 14 Registration & Scrutineering The Glenelg Club Noggin n' Natter and The Glenelg Club Rocker Cover Racing The Glenelg Club

Sat April 15 Concours Wigley Reserve, Glenelg Social Event – themed night Festival Function Centre, Findon

Sun April 16 Motorkhana Venue to be advised Kimber Run (social participants) Evening Free time

Mon April 17 Super Sprint Mallala Motorsport Park Observation Run (competition) Social Touring run Presentation Dinner Donato Reception Centre, Kilkenny

Tues April 18 Farewell Breakfast The Glenelg Club Delegates Meeting The Glenelg Club

On Good Friday, our registration, scrutineering and social activities will be held at The Glenelg Club. The Bistro will be open during the day for light lunches, coffee and refreshments. The Noggin 'n 'Natter in the evening will give the opportunity to meet up with other registrants, and of course the night will feature the Rocker Cover Racing event.

The Concours will be held on Saturday at Wigley Reserve, Glenelg, and all participants are invited to enter as part of their registration. The venue is in close proximity to many eateries and the local tourist and shopping precinct of Jetty Road, Glenelg. This will be followed in the evening by a Saturday night social function, and a chance for everyone to relax and 'let your hair down'.

Sunday will be the Motorkhana competition event, while social entrants may participate in a Kimber run taking in some of the local scenery. Events will continue on Monday for the competitors with the Super Sprint at Mallala or an alternative competition Observation Run Event. Previous attendees at National Meetings in Adelaide will be familiar with the Mallala Racing Circuit north of Adelaide. This is a good track and offers some special challenges – ‘turn one’, the ‘hairpin’, and the ‘esses’ before the finish line to name a few.

The alternative competition event is an Observation Run, which will finish at a venue for lunch. Social entrants may choose to participate in a tourist run on the day, and will be given a route map to finish at the same venue as the Observation Run.

Monday evening will of course feature the Presentation Dinner at the Donato Function Centre where trophies and awards will be presented. We hope all entrants will enjoy dinner, dancing and an opportunity to chat about the weekend.

On Tuesday will see us return to The Glenelg Club for a buffet breakfast and reminiscing, before we farewell our Interstate and overseas guests. There is a wide variety of accommodation in the Glenelg area which has been checked out for suitability, and a list is attached.

A more extensive list is on our event website For up to date information about the event, visit the 2017 MG National Meeting website: natmeet2017.mgcsa.org.au

We look forward to your visit to Adelaide for the 2017 MG National Meeting. MG
CAR CLUB OF SOUTH AUSTRALIA

Expression of interest and enquiries:

**Event Director
Tim Edmonds**

Mob: 0419 804 645

natmeetchairman@adam.com.au



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Contact John Talbot if you would like to drive to the NatMeet

First Report from Dave Godwin, Leader of the Aussie Adventurers RIP crosses the Canadian Rockies with Aussie Adventurers.

The Aussie Adventurers are off again - this time across Canada from Vancouver, BC to St John's, NL over 2 months in their classic MGs. Dave & Laurel in their well-travelled MGA and the other Adventurers in their MGBs. All MGs have been serviced in preparation of this 'relatively short and easy' trip, but the rigours of the 34000km driven along the Pan America Highway last year will undoubtedly take its toll - and it has!

Reliable Red Car has suffered a disintegrated clutch throw-out bearing, a burnt exhaust valve and a failing overdrive mechanism - and we are barely half way! Green Car's alternator has failed... Navy Car's 'new' starter has burnt out.

On the positive side, MG Clubs along the route have come out in their droves to meet us and to make us feel welcome! The Vancouver MG Club asked us to do a presentation for their members on our Cape to Cairo & Beyond Trip, the Kamloops Classic Car Club had us around for a BBQ, as did the Calgary MG Club. Our next commitment is presenting at MG2016, where in excess of 700 MGs will descend on Louisville, Kentucky to talk, eat and sleep MGs! Can't wait!



*Above at Butchart Gardens,
Right - Display in Vancouver
and RIP at Mile 0 in
Vancouver*

2nd Report

The big MG event in Louisville, Kentucky has come to an end. Just shy of 800 MGs, including X186, attended! Over 100MGA's! Over 250 MGB's! Over 30 Magnettes! 27 Pre War cars! Unbelievable! Perfect weather - if not a bit warm. 98F and very humid. Many other social activities...

A great 4 days with GCMGCC members Gary and Anita, Gary and Lindsey, Ross and Shez and, of course, yours truly and Laurel!

We are now heading for Watkins Glen (to do a few laps of the F1 track on Saturday) and then back into Canada en route to Newfoundland!
Will be home before we know it!

RIP in the rain at road-works - out came the umbrellas

Below - MG Event in Louisville, Kentucky





Left - RIP at Indianapolis Race-course

Below - Montreal F1 racetrack



At the end of the Pan America Highway trip at St. John's Newfoundland

Below right - Mile 0 in Newfoundland at the other end of Canada

Below - Laurel loved the snow



3rd Report

1 June 2016, after leaving Tianjin, China in May 2010, RIP, Red Car and Navy Car have done it! They have successfully circumnavigated the globe...

What a wonderful, and sometimes exhausting, time the occupants have had too! From China to the 'Stan's and Iran and Turkey; also South, central and North Africa; and, last year, South, Central and North America and now Canada, our trusty Classic MGs have carried us, our luggage, our tools and spare parts over every road-condition possible, with relatively few major breakdowns or incidents! Who says Classic MGs aren't reliable? As a group? We have proved it! These 3 MGs have travelled a total of approximately 210,000km in the past 5 years. Add to that the distances the other MG Adventurers have clocked up and it approximates around 550,000km. Very impressive, in my book!

I would like to thank my long-suffering wife, Laurel, for sitting beside me through rain, hail, snow and heat and allowing me to enjoy the elements without a hood!

I would also like to thank the Aussie Adventurers (also the UK and South African Adventurers) for the help they have offered and for the good times had in all sorts of circumstances. I would also like to thank Mark at Classic Car Clinic for helping prepare RIP for her adventures. Lastly, I would like to thank the many, many people we have met along the way who have welcomed us, assisted us and laughed with us.

It has truly been a wonderful 12 years since acquiring RIP! Long may the MG Marque bring happiness to the masses around the world!



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Dominic Crawley from the Calgary MG Car Club and Canadian Correspondent and Representative for the Australian T-Series Association Meets with the Australian Adventurers.

From late in 2015 I had been tracking the progress of Dave and Laurel Godwin and their friends northward through South and Central America as well as the US to the end point and winter hiatus for the cars in Vancouver, British Columbia. Their plan was to return to Canada in May of 2016 and drive east across North America to a final destination in St. John's, Newfoundland. I knew I wanted to meet them and hear their stories and I felt confident that the Calgary MG Car Club and its members would also.

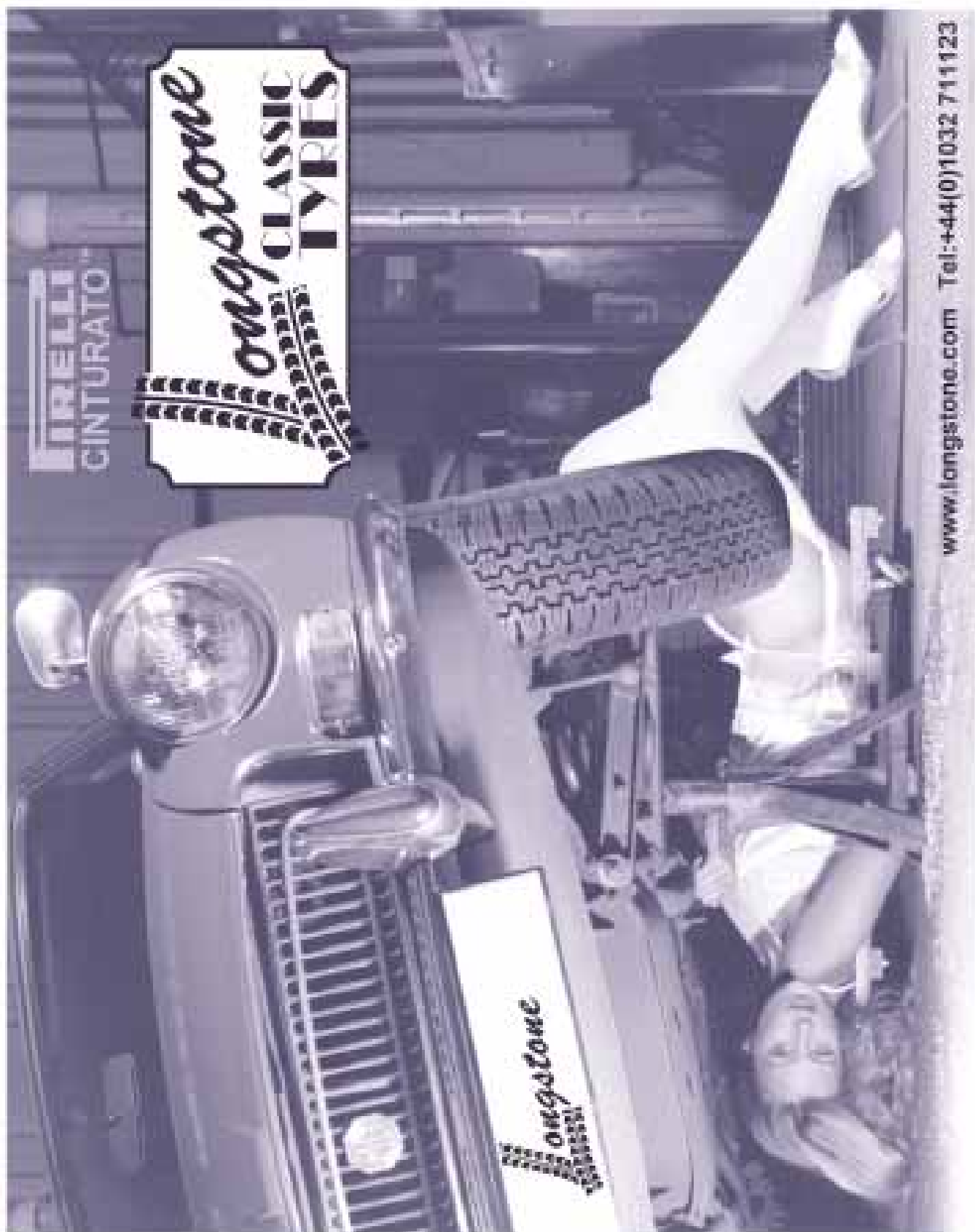


Our first contact was planned for May 25 at a spectacular site, Peyto Lake. At the 45 minute mark the first car, Dave's RIP leading the other 4, was sighted coming

into the car park accompanied by some Canadian MGs from Vancouver. The delay was caused when the group stopped for a photo op and one of the Vancouver MGAs wouldn't restart due to a jammed starter, a problem which was cured on the spot after a lot of effort. Snow still rimmed the car park and covered the half kilometre trail to the lookout above the lake, but off we all set.



We had booked lunch at Deer Lodge and all arrived safe but not quite sound as gremlins struck Red Car as Ken and Susie Slater were turning into the car park. Club member, Jim Herbert, drove his own MGB the 2 hour drive back to Calgary, picked up his truck and enclosed trailer, returned to Lake Louise and trailered Red Car to a town near Calgary, where Jim, Dwayne and Australian, Peter Carthy, went to work pulling out the engine and fitting a new clutch pressure plate, disc and throw out bearing with parts donated by Jim and local Calgary British car shop,



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Sports Car Parts. The job was completed by 6 pm the following day. The name, "Red Car" is very typical of Australian names. On a 2005 visit to Australia my wife and I noted the straightforward way Australians approach life including naming things, for example, Blue Mountains,

Brown Snake, Black Hill, Red Car. Not given to verbal excess, the Aussies.



On Thursday, May 26, George Raham in his TD and I in my TC drove to Banff and met the Australians at their hotel and led them on a few local drives. From there we drove to Canmore for lunch at the Canmore Golf and Country Club.

That evening was the highlight of the visit, at least for many of our club members, with the barbecue in Calgary's Bowness Park. Some 85 people were in attendance from 3 different car clubs. . Perhaps the meaning of the initials MG can be expanded to include "Meet Globally" or "Many Goodtimes" or any number of other similar sentiments. . Each of the crews of the Australian MGs spoke, recounting humorous tales of their adventures and at the end of the evening were presented with a variety of badges and pins to commemorate their visit to Calgary and the Bow Valley.



From here they are off to an all register MG meet in Louisville, Kentucky followed by a return to Canada ending in St. John's, Newfoundland. Once there, 3 of the 5 MGs will have driven around the world, good going for 50 and 60 year old cars.

Cheers Dom

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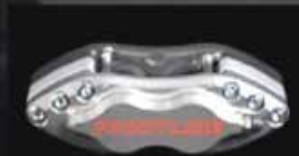
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FRONTLINE

Developments

MG Nationals in Perth 2016 - Peter Kerr

I flew from Brisbane to Perth on a Virgin Airbus flight well before the Easter rush. As a confirmed family man, my first call was to cousin John and his wife and family. On arrival at the new Virgin terminal, on schedule, I phoned John and redirected him to Terminal 1. I waited at bay E so his twin turbo diesel Range Rover could drive straight in and park. I had a relaxing flight as the crew knew my daughter Kylie well, and offered an upgrade. Cabin supervisor Lee remarked that my smile was Kylie all over. I did point out that I had that smile first! John & I headed straight to the farm at Gidgegannup in O'Brien Road which was part of the Targa WA circuit. We stopped at the Peter Brock memorial, and had a tipple in his memory. To inspect the farm, I suggested we use Margs' XF Jaguar, but the RR had better clearance for the creek crossings. Austin, the 18 yo grandson, races his Formula Vee and Ford open wheelers at Barbagallo, so we inspected the race cars in the workshop. Austin ran the Vee in the 2015 Championships at Symmons Plains in Tasmania. I will be in Launceston in 2018 for the MG Nationals down there as my other cousin David has his home overlooking the concours site. He has his 1933 Riley Imp at the National Automobile Museum of Tasmania and I have my 1929 Excelsior racing motorbike on display in the museum. I am looking forward to riding the bike on the local roads in 2 years time.

John and I called at his home in Mindarie on a canal which includes 2 boat pens. We did not have time for fishing, so lunched at Joe's Fish Shack overlooking the fishing boat harbour in Fremantle. We also did the circuit including the York Motor Museum and other tourist spots.

The arrival of Carole at the airport put me on notice that I was in Perth for the MG Nationals. The concourse was a real treat at Ascot racecourse. We were riding above our weight at this venue. I recall the catering problems at the previous MG Nationals in WA in 1995, and suggested a financially stable RSL or similar as a base. Ascot was superb, and even the farewell breakfast offered white linen tablecloths with table service, overlooking the green horse racing track. Perfect and we had it all to ourselves.

My focus is meeting the mates I often only see at the MG Nationals. I spent the day with our WA ATA representative, Mike Sherrell, and his associate Ian Mawson, who shared his TCs between them. The Mike & Maws show was a lot of fun. There were too many other catch ups to list them all here. Another highlight was dinner with 20 MG owners from South Africa, together with numerous overseas visitors at Margarets Beach resort courtesy of Dave Godwin. We exchanged contacts and email addresses. As John Thornley told me many years ago: "Those 2 letters, M & G, are a worldwide network, enjoy it." I also had a long catch up with Peter and Robyn Briggs in a booth over morning tea. Richard & Ian Prior were at breakfast at the cafe on Margarets Beach ocean front and we met up again at Mammoth Cave later that day. We recalled the early days with Ian & Pam

when he had the Sebring MGA coupe stored at their home. I filmed Ian pointing out all the unique bits on that MGA. We travelled round Tassie in the post Nat meet tour organised by Doug Hastie in later years. I was in my RF supercharged TC and followed the MGA coupe, not quite comprehending it was restored from the \$500 purchase from Florida all those years ago.

The wind down tour this year was the Margaret River wine region. The first winery we visited provided samples from their extensive range even though I explained we could not take a lot of wine on our Virgin flight. I am still enjoying Verse 1 Semillon Sauvignon Blanc and can't wait for Verse 2! Our final night accommodation was in Bunbury so that we could drive to the airport with ease next day. The Mercure Sanctuary Golf Resort contained our upstairs king sized bedroom with full ensuite including spa, overlooked the swimming pools and golf course. Carole waited up for Dave and Laurel Godwin to arrive as they did not have an entry key. They also had an upstairs king size bedroom with full size bathroom. Life can be tough.

Rod Hiley taught me long ago to focus on the MGs, not the people. I will provide a summary of some Triple-M MGs we do not see over on the east coast very often. In the event that these pre war MGs are new to members, I should say that Triple-M is MMM (which is Midget, Magna, & Magnette). John Thornley explained to me many years ago these 3 names were chosen because they have the letters M & G in the right order! I have a 1929 M type MidGet and a 1934 MaGnette. Pre-war Triple-M cars are usually identified by their chassis number. Di Hiley shortened them so K3002 was number 2 and so on.



Left - My 1929 M-Type MidGet and right 1934 NA MaGnette

K3003 is a Magnette which is referred to as 'K33' by Mike Hawke in his K3 Dossier, and was offered for sale in 1951 with the chassis stamped as TM1. Old racing cars were unloved and the chassis was found, bodyless, in a UK scrapyard by Tim Davis. The bits were sold on until Phil Bayne-Powell built it up to original 2-seat form with registration JB 1475 in 1975. I discussed it with Mike Hawke when he was writing his K3 Dossier and the chassis number located was Kay Three something some-



thing Three. Peter Briggs looked very carefully at the chassis id and bought it in 1986. John Hunting did the restoration in WA, as it looks today, and it is a credit to all concerned. John spoke to me over the time, and he has done a magnificent job with all the restorations.



NA 0520 is one of 7 NE Magnettes built by the factory for the 1934 RAC Ulster TT. Road racing was banned in Eng-

land, so the RAC transferred road racing to Ireland. In 1933, Tazio Nuvolari won the RAC Ulster TT in K3003. However, the RAC banned superchargers for 1934 as the betting odds made MG look like Makybe Diva in the Melbourne Cup – unbackable. MG concluded the K3 was too heavy with carburettors, so took 7 NA chassis from the production line and yes, you guessed it, Charles Dodson won in a carby fuel fed NE on the Ards Circuit, County Down on September 3 1934, holding at bay on handicap Eddie Hall's Bentley. The supercharger ban was promptly revoked by RAC, and both Australian NEs raced with blowers, as did many other NAs out here.

I became involved with NA 0520 in the early 1970s. I lived in Eltham Victoria and met up with Lance Dixon as he had an acre of pre war cars in his shed. I worked on several cars, returning them to original. The NE was my favourite. It had a fully blue printed Holden engine mated to a TC gearbox. Lance sold off the Holden engine and gave me the TC gearbox. I cut off the hand controls on the extension, and fitted it to my TC. The



Top is 1933 MaGnette - K3003 and above is NE MaGnette - NA 0520 and top right next page. Also a supercharged J2 MidGet- left next page

gearbox is still doing fine service in TC9525 today. Lance was more interested in his Alfas and Bugatti, and his wife Yvonne drove the NE Magnette. Over that time Lance agreed he would sell the MG to me if he disposed of his collection. I had moved to Queensland but came to Melbourne for a major event sponsored by Lance. This



was the 50th Anniversary of the AGP held at Phillip Island during March 1978. I had given him my Queensland phone details and, true to his word, he phoned me and said I should fly down and drive the NE back to Queensland. He had paid \$4 000 for the MG, so the price was within my budget. I had to lodge the funds with his bank but things moved quickly. Peter Briggs from WA was setting up his car museum and he stated he wanted the cars including the NE. NA0520 is still with Peter today and John Hunting rebuilt it, plus several replica bodies which appear in displays. Allan

Herring had one of these at Ascot. Other Triple-M MGs on show were the J2s of Allan Davenport and Ed Farrar (J2 3295) and Ken Stewart-Richardson Cresta style NB (NA 0928) and a P type. A lone SA in class 1 was the only non MMM.

We will be attending the 2017 MG Nationals in Adelaide and have booked our accommodation at Glenelg within walking distance of the venues. We have adjoining units with our ATA SA reps and Mike has loaned me his red MGC roadster which I sold to him from Queensland. I am the only approved driver other than himself and we are looking forward to catching up. I stayed with Mike & Jan in 2010 during the previous National meeting down there. The clubrooms were used for functions and we enjoyed it all very much. I always visit Bethany winery in the Barossa and Mike always drives past watching my reaction in the rear view mirror. I always devote at least ½ a day visiting Bethany, with Geoff and Rob Schrapel in the family vineyards. The old vine Grenache is still grown in their vineyard. The Schrapel family have been tilling the soil there for 150 years and the Old Vine Grenache is always in my wine rack. I also call at Chateau Yaldara to remember my Dad and his mate Hermann Thumm. I still have a few bottles but the lovely winery was sold after Hermann passed away. Hermann established Chateau Yaldara in 1947 and it was sold to McGuigan Wines by the estate and has just been on sold to a Chinese company. His daughter has a winery in Hermann Thumm Drive in Lyndoch. She sold me some Yaldara Port in 2010 and has Chateau Barossa wines where all the antique furniture from the Chateau Yaldara ballroom is displayed. Roll on 2017.

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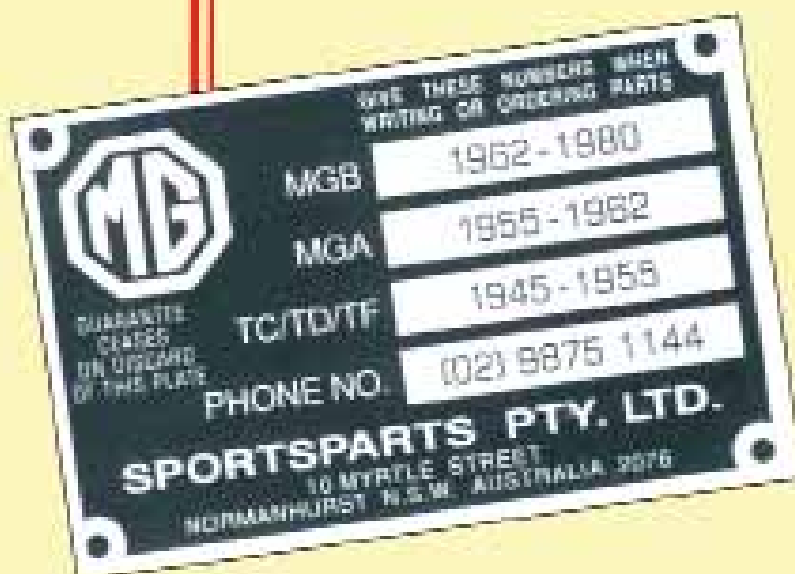
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