

# THE TIME MACHINE

## december 17 january 18

Top - Combined Horse & Carriage Day & GCMGCC  
Middle - The Gaol Break  
Run at South West  
Rocks

Lower - Ladies Day Part  
2 at the Clubrooms

Bottom - MG Pre War  
Rally at Yamba hosted  
by GCMGCC



The Official  
Magazine of the Gold  
Coast MG Car Club

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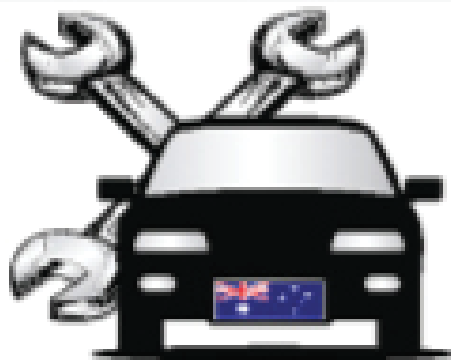


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# THE TIME MACHINE

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

Affiliated with the MG Car Club UK



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Other MGs - TBA

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

# president's report

## december/ january



Having just spent an extended period of reflection I have come to the conclusion that one of the great strengths of our Club is the diversity of our Club activities. Yes we have our well attended monthly runs and yes we have our social nights but we do have so much more to offer. I say this with confidence as having just participated in the Gaol Break Run to South West Rocks Liz and I had the most wonderful time with our Club friends. The camaraderie of the group was what makes these trips so worthwhile. On our return to the Gold Coast we quickly returned to Yamba for the MG Pre-War Australian Register biannual national meet. Two completely different experiences, both hosted by this Club. As both of these events offered very different experiences, I can assure members there was still a most common thread weaving between them. Both events brought like minded people together to enjoy and share their love of that funny little car called a M.G. Much will be written about these two events in this addition of TTM so enjoy your read and hopefully you will get an insight in what really separates this Club from other car clubs. I also convey my appreciation to those members who participated in the successful organisation of these most enjoyable events.

Because we have so many yearly activities, planning is well underway for events to take place in 2018. When doing this planning we try to avoid our event dates clashing with other major car events being conducted in South East Qld. As an example planning is well underway for a three night away trip fossicking for sapphires at Inverell. This trip is planned for mid May. If members wish to present a plan or idea for a Club event now is the time to submit it. Contact Club Captain John Talbot with your plans as he is the person tasked with coordinating the 2018 Club year plus John is also responsible for relaying that information to Club Members. John has to be congratulated for his tireless work in keeping our Membership up to date with Club activities.

Another area of operations that requires attention is a Club Policy on Privacy which leads into a required Social Media Policy. As we're part of the electronic age we have a legal responsibility to inform members of what this policy entails. We hope to have this policy and appropriate by-laws ready for your perusal in the next publication of The Time Machine. Vice President Steve Begley has spent much time in formulating and refining this important paper. His work in this area has highlighted the need for this Policy. Thanks also goes to John Crighton who is working his magic in interpreting this policy into a condensed by-law. Again no easy task.

I am also happy to inform everyone that work has commenced on the introduction of new apparel with the new Club Logo attached. This has been a while in the making as we still haven't been able to entice anybody to manage our regalia portfolio. If anybody would like to assist in this fun task we are prepared to job share it so we can cover as many events as possible.

Finally it's time to have some Christmas fun. So on behalf of Liz, I and all the Committee team we wish you one and all a very Safe and Merry Christmas and a Happy Prosperous New Year.

Merry Christmas

*Peter Johnston, President*



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## mid-week run- 13 september

A total of 18 cars met at the Three Figs Café at Currumbin to be greeted by the owner/proprietor Mirella, and treated to a pre-run morning coffee. After the usual preliminaries when President Peter Johnston and Club Captain John Talbot made their various announcements regarding club activities, yours truly told the obligatory joke whilst Liz passed around the run sheets that had been prepared by John and Kate Careless who are currently holidaying in Iceland. I hosted the run on their behalf. It was also nice to see Susan Kelman after her break away from mid-week runs (she told us she had been having car troubles). Apologies were also received from Neil and Madeleine Weenink, Andrew Allen and Kay and Laurie Roberts.

After leaving the café we travelled over Tomewin Mountain and down towards Murwillumbah. Here we drove through a myriad of sugar cane fields which extended on both sides of the various roads in every direction. It is not until you do a run in this area that the extent of sugar cane production in this region is appreciated.

After driving along the ridge past Tropical Fruit World on Duranbah Road we dropped down off the escarpment and headed towards the coast. At Cabarita we drove through the village and turned in to the park at Norries Head for our morning tea stop. In the absence of Kay and Laurie Roberts, Liz conducted the raffle which was won by John Muirhead.

Continuing on we turned south and again travelled along the country lanes best suited to MG driving with lots of twists and turns to travel through Tumbulgum and Murwillumbah before heading for Kingscliff and Jack Bayliss Park for a picnic lunch. All in all a most enjoyable run and we must thank John and Kate for their organization of the run and easy to follow run sheet.

*Jim Lutherborrow*





# Ladies day - part 2

The second part of Ladies Day was held at the Clubrooms and consisted of drive around to a set time and then a gymkhana. This was organised by Marie Conway-Jones and we thank her for organising both parts. The winner will receive the Marie Conway-Jones Perpetual Trophy at the Presentation-Christmas Lunch. On the day, the winners were Laurel Godwin, Liz Johnston and Madeleine Weenink. Well Done

*Carole Cooke*



# all british day 2017

The 19th September, 2017 was a great day for car enthusiasts. It was the All British Concours Day, held annually, this years event was at St Josephs College Sports Ground, Vivien Street, Tennyson, Brisbane. It was an excellent representation of more than 300 hundred British Motor Vehicles, cars, bikes, commercial vehicles and military vehicles, very old and new. (view on line, [www.allbritishdaybrisbane.org.au](http://www.allbritishdaybrisbane.org.au)).

I took the trip to Brisbane and was given a spot to show my MG together with about 40 cars in the MG line up. May I suggest the Club could organise our Club to travel up to Brisbane and revisit the event next year, there was some interesting British Car enthusiasts to chat with, many business people were setup to show their wares and quality food and drinks were available at reasonable prices at the event.

We arrived at St Josephs College Sports Ground after 8 am and the event wound up around 2pm. The location was excellent for the event. Most competitors commented on the lovely flat accessible grassed area free of dust and dirt for a more comfortable day.

The event was sponsored by Shannons, participating vehicle entry was \$20 per vehicle and \$5 for spectator parking, all proceeds from the event raised funds this year in support of the Berghofer Medical Research Institute.

*Bob Roberts*



## rip is home!

She has been away for 3 long years and carried Laurel and I through South, Central and North America, Canada, the UK and Europe... She started first flick on my little jump pack and felt as firm on the highway, home, as she did in 2015 on the way to Melbourne to be shipped out!

Who says classic MGs aren't reliable and that there isn't enough room for a wife's luggage?? Now she (RIP) needs a good clean and service!

*Dave Godwin*

*RIP on arriving on the Gold Coast*





# horse and carriage day - 24 september

Once a year the GCMGCC joins with the Horse and Carriage Club at Schuster Park, for company, food, fun and games. This year was no exception. First of all the wonderful horses with carriages paraded around the grounds and received their awards. We were asked to come and meet the horses and drivers.



Our MGs were driven on to the park and the Horse and Carriage Club judged our MGs. 2nd, 3rd and 4th ribbons were given out and all the MGs received a ribbon for participating.



Lunch was served and enjoyed, thank you. Some talks given and a wonderful poem given about cockroaches, by a 'cockroach' made us all laugh. Then our Vice President handed a cheque for \$250 to the Horse and Carriage Club to help them recover from recent flood damage.







After that the MGs did a drive through witches hats!

On the fence to the park, the GC-MGCC displayed our new Club banner, made possible by help from Classic Car Clinic.

An excellent day for all.

*Carole Cooke*





# the adventures of the gaol break run.

Tuesday morning the 3rd of October arrived. The day was overcast with a slight drizzle which ensured the cars wipers dragged in protest over the windscreen as we headed to our assembly point at Arthur Earle Park. Lady Luck was on our side as the shower passed to the west, our spirits were lifted with the hope of fine weather. The first part of the run was to Beaudesert which we enjoyed without incident except our computer direction was trying to send us right instead of left but fortunately our intrepid members saw through this glitch and remained on course for Dutton Park south of Beaudesert. This park was nestled beside the beginning of the Albert River. The stream was running strong after the recent rains. Free campers and the local bird population had their tranquility disturbed by our arrival but a

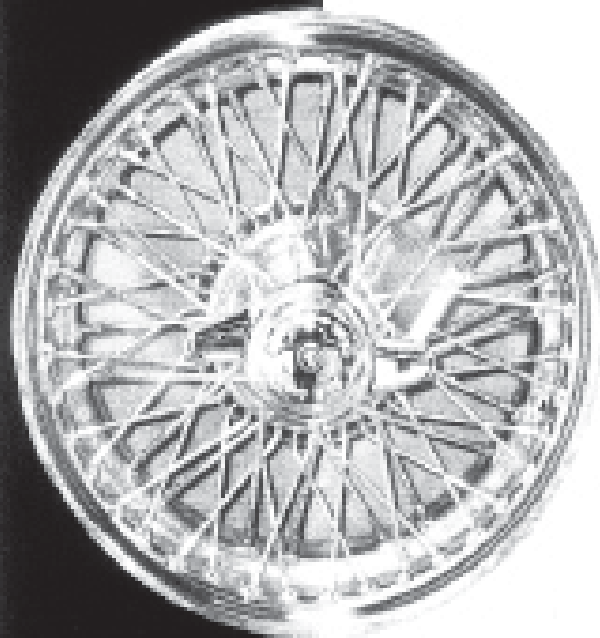
few inspected our array of MG's whilst we enjoyed our morning tea. I was busy cleaning the car windows because a big four wheel drive vehicle met me in a dip in the road and sprayed a tidal wave of muddy water all over my clean car and all over me as the window was down. Fortunately for me the roof was up. Apparently it was reported to me by Gary Lock following me that the driver had a huge grin plastered on his face. I have to admit it was pretty funny except when it came to cleaning the muddy water stains off the car and seeing Lockie walking around for ages with this smirk on his face.

With the weather still grey and overcast we packed up and headed off to Kyogle via the Lions Road. This has to be one of the most interesting drives in the state. Recent rains ensured the landscape was dressed in its finest shades of green. The twists and turns over the creeks, climbing



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in and out of valleys paid testament to the road building skills of those hearty souls who blazed that track. Perfect MG country.

Lunch at Kyogle was uneventful then we headed onto the Summerland Way to Casino then onto the Bruxner Highway heading to Grafton and the Fitzroy Motor Inn for our first night away. Without any organising the entire crew met in the forecourt of the Inn for snacks and pre dinner drinks before heading to the local club for dinner. Fortunately for us the RSL provided a mini van to transport us to and from the club.



Day two started overcast but fine, cool enough to have a vest on. After a head count to ensure nobody was locked up in the infamous Grafton Gaol we all crossed the Clarence River on the lovely but narrow road and rail bridge. It never ceases to amaze me why the bridge builders of old stuck a rather sharp bend in the bridge. You just have to pray you don't meet a semi-trailer on the bend as you have to stop to let the trucks negotiate the curve. On the downriver side of the bridge you can see the beginnings of the new bridge being constructed. I hope they leave the old bridge in place as it's such a quaint part of the history of that beautiful jacaranda shrouded river town.



Making our way onto Armidale Street we snaked our way out of South Grafton back into country farmland. Turning onto Orara Way we again enjoyed MG country driving. After travelling 48km we turned left onto Grafton Street and entered the pretty little hamlet of Nana Glen. What a sleepy hollow, no wonder Russell Crowe our famous actor bought a farm just down the road. I kept a keen eye out for the Gladiator star but the best I could see was a few cows, the odd horse and older rural homes in need of a lick of paint. This area is a throwback to earlier times where the pace of life matched the speed of those early grey Ferguson Tractors so popular within these farming communities.



Twenty minutes later we had crossed the Pacific Hwy and entered Ocean Parade where our morning tea stop was at the Aqua Cafe opposite the Park Beach Bowls Club, Coffs Harbour. It was relaxing sitting out on the veranda enjoying our break until we came to leave. Now this cafe had a funny way of doing business. When you order your drinks and food you don't pay up front. You pay before you leave. Well all went well until we were leaving. Some had already left, cars were starting and cafe staff were running around like chooks with their heads chopped off. We had a problem. Two accounts hadn't been paid. Automatically I suspected Gary Lock and Ian Cowen as the culprits but I was wrong, it was my wife Liz and somebody else trying to do a runner. Fortunately Honest Ray Scheiwe was prepared to pay so the cops weren't called. Whilst this was going on we found "Long Pockets" John Talbot hiding under his car so he couldn't be made pay the bills as he was the one who organised the stop. As I said it's a funny way to do business. Imagine if Cowen and Co were locked up. It would have given a whole new meaning to "The Gaol Break Run".

While all this was going on the sun came out to farewell us as we headed south past Sawtell, Bonville and onto Nambucca Heads for lunch.

Now I may sound biased but I grew up in Nambucca Heads. As is often the case we take for granted the place where we were raised. I have to say I had an idyllic childhood living in an idyllic setting. Nambucca Heads has to be one of the most beautiful coastal towns on the eastern seaboard. The views of the Nambucca river as it meets the Pacific Ocean is nothing short of stunning. Add the attraction of the sea walls built of massive concrete blocks during the Great Depression makes for easy access to the mouth of the river. Signatures messages and names adorned the concrete slabs from visitors from all over the world paying testimony to the popularity of this spot. John Talbot did a great job of choosing a riverfront cafe for lunch. The food was delicious, the service professional, the setting stunning, the company perfect. As a bonus we watched the majestic pelicans plowing furrows on the river with their large web feet as they come into land. Memories of forgotten times came rushing back.

Leaving Nambucca we followed the Nambucca River 7km to that other river town of Macksville that is soon to be bypassed by the new freeway being built on the eastern side of the town. When that part of the highway is complete it will be interesting to see if the town thrives or slips back into obscurity. Having the mighty Pacific Hwy reduced to a narrow single lane bridge before dissecting the town has always been a bugbear for travellers so this by-pass is well overdue.

Most of the crew went onto Scotts Heads Rd then Grassy Heads Rd, Stuart's Point Rd then into Maclean Valley Way which all run parallel to the newly completed motorway. Scotts Heads, Grassy Heads and Stuart's Point are all meccas for surfboard riders. I spent many days surfing this coast in my teens. That's when the roads were dirt tracks and you had the surf breaks to yourselves. Little



has changed in these spots except a few more shops, a few more houses and now overinflated land prices.

After following the mighty Maclean River down to Jerseyville it was just a short drive to our bustling town of South West Rocks and the Rockpool Motel. After settling in and a short nap it was time to cause havoc in the motel forecourt. The entire motels outdoor furniture was commandeered for our pre dinner drinks party. Snacks appeared, wine corks popped, legs stretched out, laughter



erupted, tall tales ensured. The setting sun hightailed it out of there, a semblance of order was restored, the restaurant beckoned. One table, seventeen happy campers continued the enjoyment of each other's company. All that was left was happy memories of a perfect car club day.

Thursday morning unfolded humid with a partial overcast sky. It's time we went to gaol or to be precise Trail Bay Gaol in the Arakoon National Park. On our arrival at the gaol we were rewarded with a spectacular display of migrating whales with their calves cavorting in the crystal clear waters. It's almost like they knew they had an audience and they were the main act. In my youth it was very rare to see a whale on this coast.



Now back to Gaol.



Built hard against a rocky outcrop that abuts the Pacific Ocean Trail Bay Gaol opened in 1886 as a public works prison. Utilised in the 1st World War as a German Internment Camp the gaol tells

# Cut off date for next magazine 10th January 2017

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

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

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

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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 July 2017

Active 146 Family 117 Life 7 Honorary 4 **TOTAL 274**

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





a fascinating story of its internees and the role they played in those troubled times. This imposing eerie structure speaks volumes of the thinking of those times and leaves you with more questions than answers.

Following the gaol visit many of us drove down to the river to Gladstone a small village nestled on the banks of the Maclean River. There is a cute craft come cafe that is on the back of the river with views across to Smithtown. It's a magical location with the cafe providing the most delicious cakes and



pastries for us. On the opposite side of the river cows chewing their cuds were belly deep in pastures. A relaxing rural setting and a great spot to relax

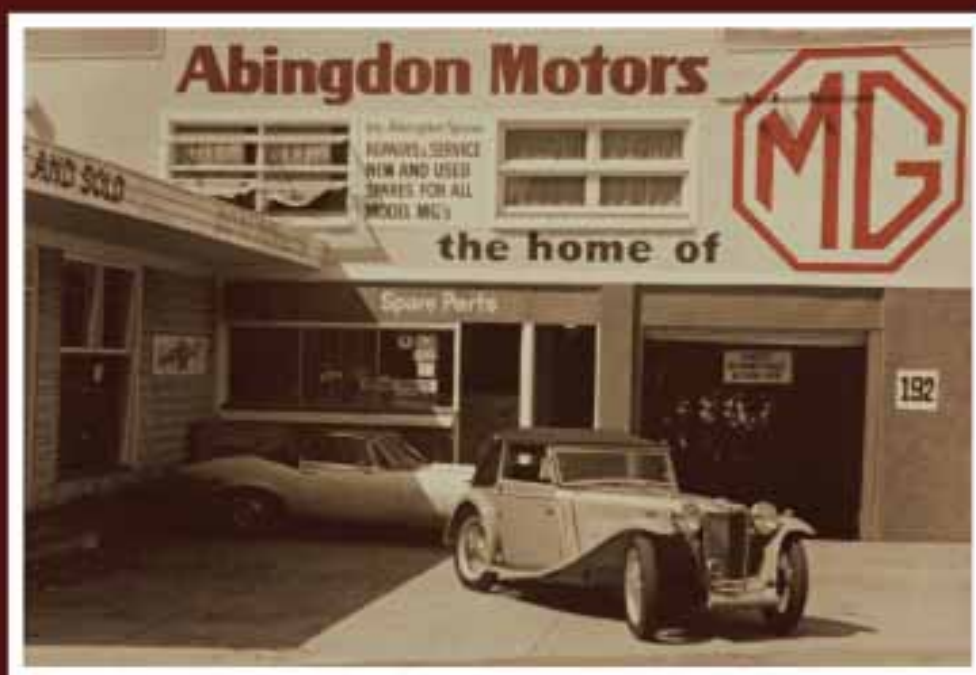




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after the starkness of Trail Bay Gaol. Others continued onto Kempsey to visit the Slim Dusty museum. Slim grew up in Kempsey hence the connection.

Evening saw us regathering back at the motel forecourt but this time with a difference.



It was Ray Scheiwe's birthday. A significant birthday. I suppose you would call it a mid point between seventy and eighty. Anyway significant enough for Fay to take control of proceedings and purchase copious amount of champagne and snacks. The party was on. Coral and Graham Cozgeell produced their Ukuleles and belted out some Slim Dusty tunes as well as making up some songs. At some point I made a moving speech that was totally ignored followed by Ray trying to get a few words in. He received a better hearing than me but in fairness it was his grog so we all shut up for him.



Somewhere in the middle of this our honorary UK members Robin and Linda Godfrey arrived. The best I can describe this was that at this stage good order broke down. Seeing Robin and Linda back in the fold was





wonderful as they had contributed so much to our club during their years living in Australia. Robin was club treasurer for eight years and did a wonderful job in managing our finances. With their arrival the party moved into MG overdrive.

As night settled we all cleaned up, restored order and trooped off to the Country Club for dinner. The last time I dined there it was great, the place was busy. Unfortunately I couldn't say the same about the place now. It was near empty which should have set off the warning bells. Half way through the dinner we were discussing our disappointment with the selection of the smorgasbord when my intrepid

mate Lockie was off to see the chef and tell him what he thought of his food. Out came this giant from the kitchen, a monster in striped pants and chef's jacket towering over my mate. All we could hear was Gary telling the hulk how much he was enjoying his food and if he was ever on the Gold Coast he must visit. We near wet ourselves. As they say "the Lord loves a trier"

South West Rocks is a beautiful coastal town blessed with a temperate climate. A very pleasant town centre that shows a thriving community enjoying the best of what the region has to offer. A must place for your to do list.

Friday morning saw us farewell South West Rock as we took a last run beside the river to Frederickton where we joined the new section of motorway that took us back to Macksville, across the Nambucca River then west towards Bellingen. The flood prone town of Bellingen is nestled beside the foothills that lead over the Blue Mountains to Dorrigo where we stopped for morning tea. The drive from Bellingen to Dorrigo is nothing short of stunning. It starts out following the headwaters of the Bellingen river which dissects some of the best farmland and orchards seen in the country. The climb to Dorrigo is a challenge in itself, the gradient is steep but everything is overlaid by the stunning vista of the alluvial plains stretching to the distant coastline. The town's main street hasn't changed in years in this little mountain top town. No Golden Arches here just good country fair was a welcome stop for morning tea.

Next it was off west towards Guyra. Travel was at a crawl for a short time as an old Bedford truck loaded with horses negotiated the hills and vales that make up the Dorrigo plateau.

Passing through Guyra and some heavy rain squalls we linked up with the New England Hwy for a pleasant run through to Tamworth for our final nights stay at the Golfers Inn. Now this is an older style motor inn with enormous rooms but warm





and friendly hosts. The motel provided their restaurant for our compulsory pre-dinner drinks so that ensured the night got off to a good MG start. We booked into the bowls club for dinner and the club provided taxis to and from the restaurant. The club had entertainment, excellent food and service, it's always a top spot to enjoy a night.

Next morning John Crighton did a running repair on my carburettors, the motor has a miss. After John cleaned to carburettors, reassembled them, no

more problems. What John did for me epitomises what belonging to a club is all about. We look out for each other and help each other where we can. It's a good feeling.

Back onto the New England Hwy through to Warwick then past Morgan Park race track then crossed the verdant farmlands to that prettiest of places Killarney. For all the years I have been visiting this town, nothing changes. The same friendly pub, the same co-op selling good and services to the same group of farmers who in turn support the town. It's one rural economy that works.



As we climbed the range to Queen Mary Falls the weather started to close in. A pea soup mist draped the mountain in its tendrils so following morning tea at the Falls Cafe we headed for Boonah. Now I know why smart cars have fog lamps. Slowly we parted the fog and eased down the mountain, it was slow going. Fortunately the few vehicles climbing the mountain were travelling at a similar sensible pace. As we reached the bottom of the range the fog was replaced with misty rain, then as we moved closer to Boonah inclement weather was overtaken by clear skies and a clear run to Flavours Cafe for our last lunch before we dispersed to our homes.

I would like to thank John Talbot for his route planning and general organisational skills. His input was crucial in ensuring we enjoyed a trouble free tour. Finally I pay homage to our fellow MG travellers, your unfailing good humour ensured the whole team enjoyed this Gaol Break Run. I will close by paying homage to Linda and Robin Godfrey who really went out of their way to join us on this run. It speaks volumes for what this little Club represents and that's enjoying our cars and creating friendships.

*Peter Johnston President*



# midweek run - october 11



*After a lovely drive from Coomera ending up at Tweed, a fish and chips and prawns and crab lunch was delivered to the Tweed Museum Park*





# I sim - october 29

A Sunday morn, a minor breeze,  
Enthusiastic keen MG's  
Were armed with paper, route and clues  
And promised tempers not to lose  
With full instructions to observe  
To not go back and not to swerve  
We looked for horse studs and passed cows  
And tried to stick to wedding vows  
Upwards to Beechmont, such views to see  
Downhill to Sharp Park, morning tea  
Canungra was where some went wrong  
The left turn was PAST Wonglepong  
Biddabadda, Mundoolin  
To miss an answer felt a sin  
We drove past bush, we drove past scrub  
A Sunday lunch at Logan pub  
And many points meant many gains  
The winners Jim and Moya Haines  
A fun and entertaining day  
Our thanks to planners Dennis and Mae



**P - Christmas Midweek Run - December 13**

From 7.30 am on, brekky and or natter at Schuster Park on Heather Street, off Tallebudgera Creek Road, West Burleigh. UBD 70/B2. Leave on run at 9 am. BYO morning tea. Lunch at Coolangatta Tweed Golf Club as usual. Numbers are needed by previous Friday to John Talbot on 0421 185 419 or email - [ejohntalbot@hotmail.com](mailto:ejohntalbot@hotmail.com)

**P - January Midweek Run -January 10** The start will be at Arthur Earle Park Nerang. BYO morning tea and Tavern lunch. Your organiser is Graham Cogzell. Email - [grahamcogzell@y7mail.com](mailto:grahamcogzell@y7mail.com)

**Fly-In Evans Head Saturday - Sun January 6-7**

If you want to go contact Dave Godwin

**Australia Day Weekend Run to Yamba - Friday Saturday Sunday January 26-27-28** . Full details by email later.

**Noggin & Natter Night - February 2.** Details by email later

**P – Midweek Run Wednesday February 14** (Valentine's Day) Bring your honey out for a cool twilight run in the hinterland, and then return for an evening meal to one of our well patronised pubs at Ormeau. Numbers will be required by your hosts Jim and Moya Haines. Starting time and meeting place to be advised in the New Year.

**P - LSIM Sunday February 25** Combined Run with the Gold Coast Antique Auto Club and the Automobile Restorers Association Gold Coast. Full details later.

**P - Midweek Run MARCH 14** Your hosts are Peter and Jill East. Meet at Currumbin Estuary. BYO Morning Tea. Lunch TBA.

**Saturday March 24 at 8:30 am** Members leave Martin Sheils Park, Tallebudgera Creek Road for the MG National Meeting in Ulverstone Tasmania.



Ple  
RS  
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# events



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**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.

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

## New Members

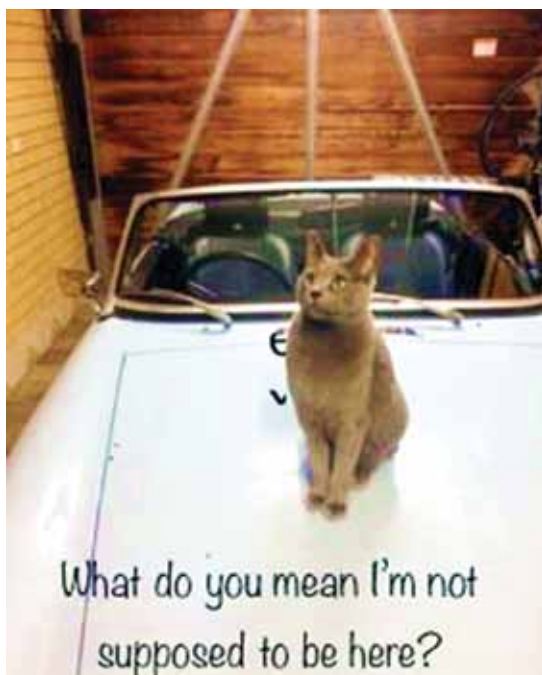
We are pleased to welcome the following new members to our Club and hope to see them participating in our events

Robert & Sue Maas of Isle of Capri with a 1957 MGA Roadster

Paul Rogers and Barbara Scharz of Mudgeeraba with a 1972 MGB Roadster

John & Jill Ashmore of Bundall with a 1948 MGY Saloon

Apologies to Griff Killbourne, I showed the wrong MGA as winner of Pride of Ownership in Results in the last Time Machine.



The photos in the magazine have been contributed by Carole Cooke, Peter Kerr, Dave and Laurel Godwin, Pam Everitt, Mae Simpson, Griff Killbourne, Murray Arundell

New member, Paul Rogers sent this photo of his cat claiming his MGB.

# new historic vehicle scheme – conditional registration – update

In January this year the Club received advice that it was an approved club under the Historic Vehicle Scheme (HVS).

Our club has recently received advice that approval has been given for our members to participate in the scheme's "Classic Vehicle Log Book Trial".

The following is an extract from their website

The log book trial allows for vehicles operating under the Historic Vehicle Scheme and the Classic Vehicle Scheme to be used for 60 days of general use (ie maintenance and personal use) each year, outside of club organised events. Each day of general use must be recorded in a log book issued at a registry or service centre.

The log book trial has been extended and will operate for a further two years from 1 October 2017 until 30 September 2019.

NSW members wishing to participate in the Scheme and the Log Book Trial are requested to read the website, complete the relevant forms and contact myself for further information **on the scheme and the club's processes.**

Les Clarke, of Brunswick Heads, has recently, and the first to completed the process for his MGA, and I thank him for his perseverance with the Department.

*Stuart Duncan*

*Membership Secretary/ Dating Officer*

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# tune up tutorial part 2

## **Bits that wear**

As noted in the opening paragraphs, our old classics usually have varying degrees of wear that complicate the tuning procedure. The principal culprits are:

Cylinder leakage

Ignition timing mechanism

Distributor drive train

Spark quality

Carburettors

## **Cylinder leakage:**

Leaky rings or valves, burnt valves, leaky or blown head gasket are all well-known sources of leakage, so don't even contemplate tuning your engine without giving it a simple health check first.

## **Valve clearances:**

Your valve train (the bits that open and close the valves) wear, and the clearances (which are there to ensure valves shut properly and avoid shocks when opening and closing) change accordingly. The right valve clearances are important part of a tune and are also a good measure of what is happening in your valve train. Tune-up time is a good opportunity to check them and monitor what's going on. Doing so gives you a chance to identify developing situations early and head off costly repairs.

## **Ignition timing mechanism:**

The spark on an engine has to be fired at just the right time to optimise the push of the burning gases. It's like pushing a child on a swing: Get the timing right and the swing will be awesome. Be a bit early with the push and you'll check the motion of the swing a bit, losing momentum. Be too late, and your push is largely wasted (late enough and you'll end up flat on your face!). Getting the push at the right time in your engine is what your ignition timing mechanism does. Because the fuel burns steadily (doesn't explode, remember?), it takes a "while" for the flame to travel across the cylinder ... a millisecond or so. This means that the spark has to be fired ahead of the ideal time for the push. The amount will be 20-30 degrees even on an engine at idle (for the technically minded: the best maximum pressure occurs 10-20 deg after TDC, not at TDC. The actual figure depends on various engine design parameters.) One thing that doesn't affect the burn rate directly is RPM, so as the engine speed increases we have to fire the spark earlier and earlier, up to a further 20-30 degrees or so (again, depending on the engine characteristics). This is known as giving the spark more advance, and is achieved (in our pre-computer classics) by a centrifugal mechanism of weights and springs in the distributor. And guess what? They wear out! And are the most common thing that tuners fail to address, yet the difference between worn and correct is startling. The graph

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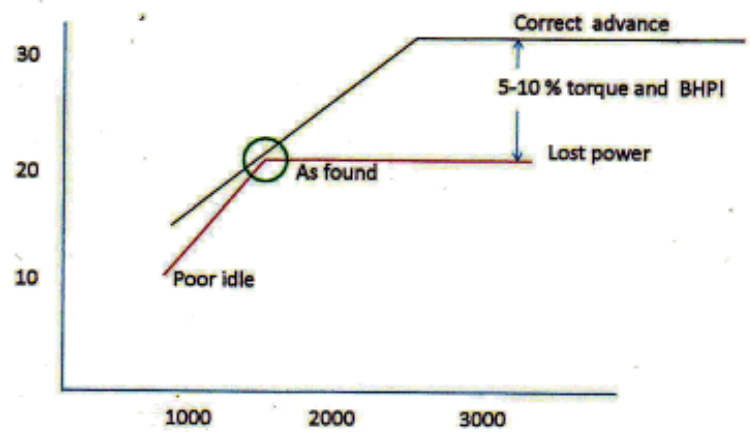
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shows the correct advance line and the “as found” advance for a typical worn distributor. In this case the distributor had been retarded to prevent the onset of pinking (at the position shown by the green circle) brought about by advance coming in too quickly, which in turn happened because the advance mechanism was worn and tired.



The timing was right at that point, but wrong everywhere else as can be seen.

### Vacuum advance:

Though RPM is not a direct factor, the actual burn time depends on a lot of other things like temperature, pressure, number and proximity of gas/fuel molecules, fuel used etc. Some of these in turn are influenced by how far down or not your foot is on the accelerator. Cruising at 30mph there is nearly a vacuum in the cylinders, with just a sniff of fuel going in, while at full throttle it is all on. So the burn time range at any given speed can be from less than a millisecond to 4 or 5 or more. That's quite a variation, so to optimise efficiency under the variety of throttle openings continuously used, we have a vacuum advance mechanism too, which applies an extra lot of advance when the pressures in the engine are low (ie part throttle conditions). Vacuum advance doesn't make any difference to the power output (it drops out at full throttle), but is very helpful to fuel economy. And is one more thing to wear out and check!

### Ignition timing scatter:

Wear in the distributor drive, and also in the distributor itself, can lead to instability in ignition timing – known as scatter. See [https://www.youtube.com/watch?v=7Cr5G\\_l84Qc](https://www.youtube.com/watch?v=7Cr5G_l84Qc) for on-line you-tube example. In this video, initially the timing marks are moving steadily as the timing advances while the engine picks up speed. Then about 5 seconds into the video the timing marks start to randomly dance all over the show, in response to the spark timing fluctuating wildly. Any hope of consistently correct timing is removed, with the result being lost power, economy and stress on the engine. In BMC engines, the principal cause is the gear on the camshaft which drives the distributor. +/- 5 degrees is not uncommon, while it can be up to +/- 15-20 degrees.

30  
20  
10  
1000 2000 3000  
5-10 % torque and BHP!  
Poor idle  
Correct advance  
As found  
Lost power

Note that even with a new flash fully electronic distributor fitted, if gear wear isn't addressed then scatter won't go away.

### **Spark quality**

This best known of the underlying faults is caused by poor component condition reducing the voltage and/or amount of charge generated by the ignition system, which in turn affects the size and duration of the spark at the plugs and therefore the efficiency of the ignition process.

### **Electronic ignition:**

Electronic ignition has real benefits.

- It improves spark quality
- Spark quality doesn't deteriorate as the points wear
- It maintains ignition timing, which in points ignition systems drifts as the points wear. (timing retards 1 deg per thou of points wear)

This in turn leads to better cold/winter starting and better high RPM spark quality

There are three types of electronic ignition in principle:

- points replacement only
- points replacement with spark boost
- full electronic distributor

There are several methods/systems/brands of each. The biggest gain is by eliminating the points. If your distributor has excessive wear and is does not have electronic points, then a full electronic distributor might be economical. I prefer the fully programmable type, as it gives better opportunity to match the factory-specified advance curve.

### **Carburettors:**

Over time, the carburettors do wear significantly, roughly at about the same rate as the rest of the engine. So when an engine is reconditioned, the carbs should be part of the package. More often than not they haven't been, so since wear makes them impossible to set up correctly, check them out. Here's what to check:

- damper oil level
- throttle spindle wear
- float valve setting (workshop manual has details)
- Check jet for excessive wear (looks oval, or flush/protruding above bridge when last set).
- In SU HIF carburettors (mid 1970s onwards), cold start O-ring failure will also result in jet running out of upwards adjustment in an effort to lean things off, and still being rich.
- Look for excessive metering needle contact.
- For fixed needle carbs, check the jet is centred (workshop manual has details)
- Check for leaks (fuel leaks in the carbs, air leaks in the manifold)

*Paul Walbran*

*Auckland Car Club magazine November/December 17*



# pre war mg register event at yamba, new south wales, october 2017

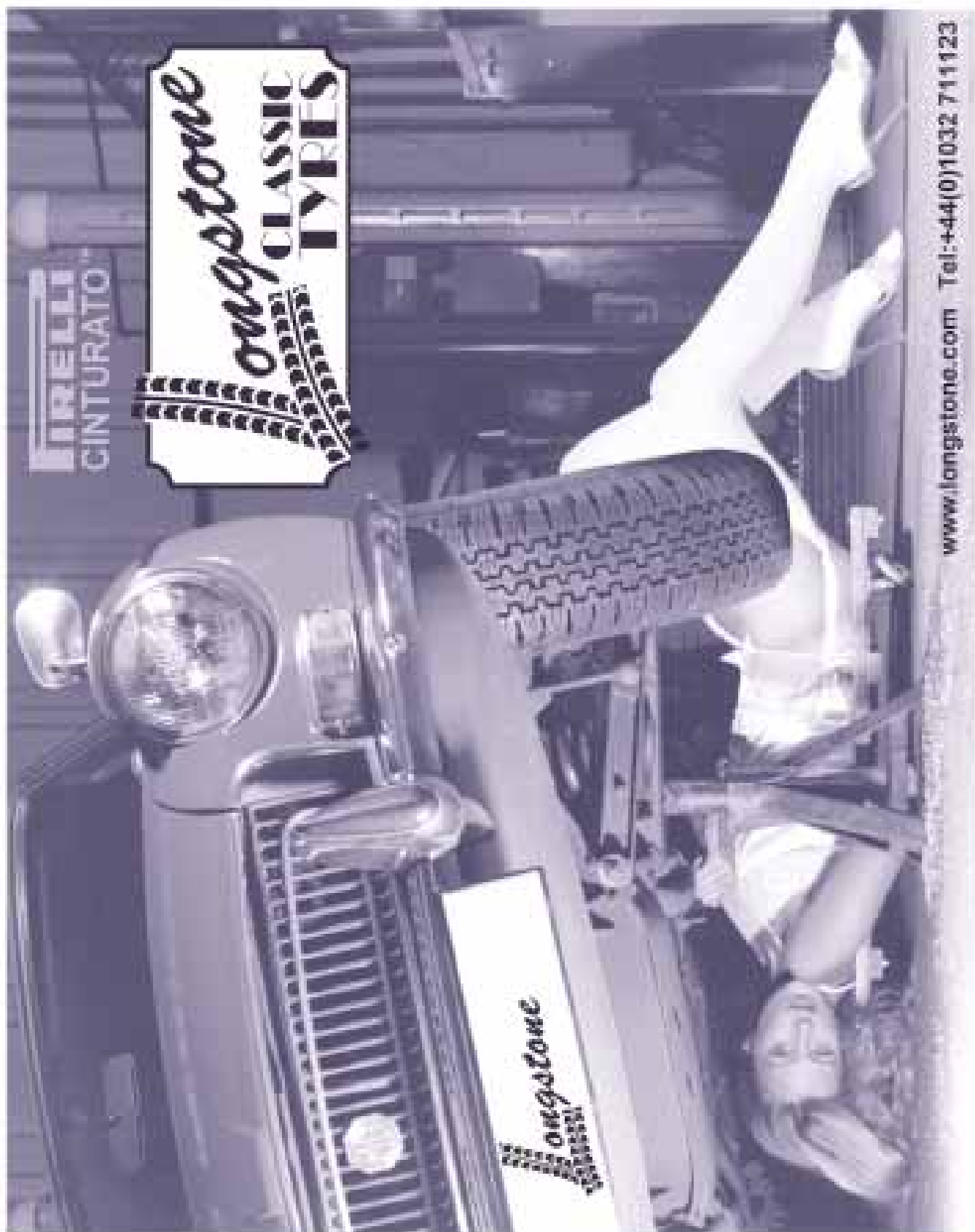
Way back in 2015, at the previous Pre War MG event in Bathurst, Murray Arundell and I put up our hands for the GCMGCC to “possibly” host the 2017 event – should the Management Committee of the GCMGCC approve – which they did! I have long extolled the virtues of our “little MG Club” to punch well above its weight, but, this time, I had a hidden agenda! I wanted to give our membership the opportunity to learn about and enjoy the magic of the older MGs...

Briefly, William Morris was a keen cyclist and started off assembling bicycles, then motorbikes and later, Morris cars. In the early 1920's, Cecil Kimber was employed as General Manager and he soon started stripping Morris cars of their excess weight and putting sporting bodies on them – and called them MGs. The first MGs were Morris Cowley look-alikes, but soon the M Type was built – a true MG sports car powered by a high-revving overhead camshaft motor! We were lucky enough to have 6 examples of M Type MGs at Yamba – one was even raced successfully at Brooklands in 1930!



The next MG that was conceived by Cecil Kimber in 1931 was a C Type, built for racing, and yes, we had one of those at Yamba too. This one came third in the Double 12 event (24hr race) at Brooklands in 1931 and was turned out exquisitely by Ross Kelly and his crew!

*M Types above and C-type left*



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The D Type was next (not at Yamba), then we had a K Type, a few J Types and a few 6-cylinder F Types; one, a racing-bodied two-seater and another roadster-bodied 4-seater...



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We were also privileged to have two L Types, a few P Types, a few N Types, the "new" T Type; specifically a few TAs and a very rare TB and numerous saloons, such as the very pretty MG SA and VA!







The format of the meeting was very interesting and entertaining. Murray wished to “encourage” the partners to attend this Pre War event, so he organised a sunset cruise and dinner/dancing while cruising up the Clarence River. This worked a treat, except the heavens opened up and the drenched diners on the top deck crowded into the lower dining area and everyone danced the night away on wet floors...



The rest of the weekend was taken up with Noggin & Natters, day runs and communicating in the car park of the Rainforest Resort and in the different restaurants in the region.

I believe the entrants enjoyed themselves thoroughly in spite of the inclement weather and that we may be asked to host the next Pre War MG Event in 2 years time!



*2 into 1 at Angourie Resort*



If success is measured by participation, I was pleased with the success of my hidden agenda! I counted 17 GCMGCC members at the display day in Yamba and the icing on the cake is one of our members bought a very rare F Type – a very original MG F1 4-seater version.



Long may the Magic of MG enthrall the little boy/girl in us all...

*Dave Godwin*



*Dave unfortunately had to put his hood up, a rarity! The rain stayed away for the street display. Still many didn't have a hood and took part in the rallies, including GCMGCC members Ross and Chez Letten, seen here a bit wet, with umbrella on the ferry and then glad to be back at Angourie.*



*Above is Harry Hickling giving a final touch to the SA that has done Peking to Paris twice. Left is Walter Magilton talking MGs at the Display*





*Some more photos from the PreWar Rally*







*Top - Driving to the Display.*

*Above from left - Ross Letten Peter Johnston (was the MC at dinners), Marie Conway-Jones, Dave Godwin, George Diggles, Peter Kerr, Wally Magilton. Also Marie and Ray Schiewe assisted at the Rally. Ray's MG is in the rain, below left.*



*Left - Fiona and Lou Heitbrink with Sheron Humble in the middle. Below is John Talbot who helped with the organisation of the Rally on behalf of the GCMGCC.*





# history of mg part 3

The green light was flashing and MGA production finally came on line in 1955 after TF production ended. This design was based on the Le Mans cars of the early 1950's. The MGA was not a Midget but production of the MGA & MGB are



still traceable along the continuous MG line. Over 100 000 units were sold. A twin Cam engine & a coupe was also on offer so the new models were true members of the breed.

In 1962 the MGB was introduced, and this model has the distinction of having the longest production run ever for MG. In all variants, it easily outsold the earlier models. It should have gone higher & longer, but Leyland, the parent company, backed Triumph car production and by 1980 the deck of cards collapsed.



Variants included the 6 cylinder MGC in roadster & GT configurations, and the MGBGT V8 also added to the market mix. In 1961 the MG Midget was introduced as a variation to the Austin Sprite with the 948 cc Bugeye engine & gearbox.







I have owned and driven them all plus a couple of RV8s & my current MG6 turbo GT. They all take their place in the MG line up and were sports cars & I enjoyed driving each MG.

Rover MG introduced the hand assembled RV8 which became the only open V8 roadster ever. 1983 units were built to announce that MG was back. John Thornley wrote to me at the time: "Having seen the MGRV8, I am very pleased because it shows Rover recognises MG is the name for sports cars. Clearly the people involved know what they are doing and Abingdon would have been proud of it." John was keen to see MGF production begin also. The MGF & MGTF did follow with volume production until Rover collapsed.



MG survived when SAIC Motor in Sinchuan, China bought MG Rover. The planning, design, & assembly in Warwick and Longbridge benefited from support of a major player in the auto industry. SAIC did try to re introduce the MG FTF, but regulations put the project into the "too hard" basket. The current MG3, MG6, & SUV are supported by a growing dealership network in Australia and augers well for our beloved MG marque in the future. MG has come a long way forward ahead of all the other marques which were under the BL umbrella. MG is indeed Mighty Good.



I have written this series to follow the main thread of MG and its long history. I will write a future article to cover the models I know you cherish but I did not want to write a book here. Its all in Spotlight On MG Downunder with my Pre war

MG supercharged Magnette on the cover at Mt Cotton competing in the AHC championships in 1979. The book is sold at Abingdon Motors and in all good bookstores.

*Peter Kerr*

# mg suv zs

MG says its ZS compact sport utility vehicle hails a new era.

Joining the MG3 supermini and larger GS SUV, the ZS introduces flowing 'Emotional Dynamism' styling, a new face dominated by the grille and bigger MG badge, a huge leap in quality and a seven-year, 80,000-mile manufacturer's warranty which can be transferred to the next owner.

Matthew Cheyne, MG Motors UK head of sales and marketing, said: "This is MG putting its money where its mouth is. With the introduction of a seven-year warranty, we are making a clear statement of intent about the quality of our design, engineering and manufacturing."

## Under the bonnet

Two refined petrol engines, two transmissions – 1.5-litre five-speed manual, 1.0-litre turbo six-speed automatic. The 1.5 trickles along at low revs and feels crisp above 3,000rpm, returning 42mpg overall.

The 1.0-litre turbo unit, developed with General Motors, pulls strongly from low revs, so feels livelier with smooth auto box, despite a slower 0-62mph time, and returned 38mpg.

## How it drives

With its sports car heritage, the aim was a dynamic drive without sacrificing ride comfort. The firm suspension is more evident from tyre noise than ride which is acceptably supple but can be caught out by rough roads at low speed but quickly regains composure.

For an SUV, it's pleasantly agile through the twists and turns. There's some body roll initially going into fast corners but it can be hustled along with confidence. Steering has good feedback and light urban, normal and heavier dynamic modes on mid and top spec.

## Space and comfort

Put simply, the MG ZS makes a huge impression with class-leading passenger space and boot.





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## for sale

I am selling one of two of my **MGTF 120s (auto)**. Car one 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 **\$13,750. Or sensible offer**. Car two is a concours winner and has only travelled 25,600 kilometres, this car is in excellent pristine showroom condition and only driven on dry sealed roads, this car can be entered in any MG concours display. The asking price is **\$17,500**. (I will consider an MGB of similar value to either car as trade in or swap). Both cars are worth inspecting, they are both fully registered and are near Alstonville in Northern NSW. I will keep the car that is left. Please contact **Lou Hietbrink on 0456 740929**.



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**:MGF 1997** for sale. It has had the MGF Suspension Kit and new tyres fitted 5/1/16. Just over 50000kms Great Car Registered till February 18.

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