

# THE TIME MACHINE

february y march 18

At the Presentation/  
Christmas Lunch at  
Palmer Golf Resort  
on November 26, the  
MGs were displayed  
on the lawn for us all  
to see.



The Official  
Magazine of the Gold  
Coast MG Car Club

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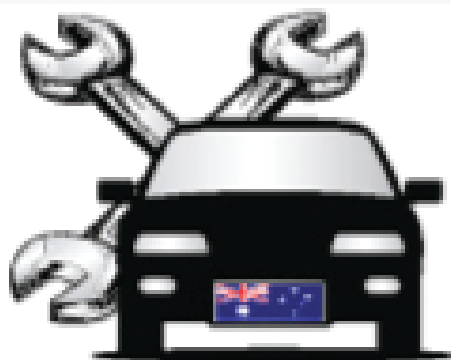


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# THE TIME MACHINE

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

Affiliated with the MG Car Club UK



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John Crighton - MGB

Gary Lock - MGA  
Other MGs - TBA

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

## presidents report february/march



2017 has finally slipped over the horizon never to be seen again. Luckily we are all left with memories, hopefully good memories. Memories that contain those special moments with family, close friends and club mates. If you are lucky to have those memories hold them dear as they are the thread that weaves the fabric of life.

This leads me to inform members of the passing of our much beloved, long standing member Keith Ings. Keith's battle with illness was well understood by his friends and family. His determination to extract the best from life was inspirational. His love of family was only matched by his love of all things mechanical. Graham Cogzell his good friend and neighbour has agreed to write an obituary in this publication in honour of our friend Keith Ings. Our thoughts and prayers go out to his wife Annette and family in this sad time.

From my perspective 2017 was a good year for the Club. The Club's Display Day was a great success at its new home at Rudd Park, Burleigh Heads. With the introduction of the Pride of Ownership category we saw some very tight scoring with Griff Killbourne in his MGA taking out first prize. Another highlight was our annual display day luncheon held at the Palmer Resort, Robina. The function attracted 91 members who celebrated being members of this vibrant little Club. My thanks goes to Life Member and Club Secretary Marie Conway-Jones who organised the event, Vice President Steve Begley who was our entertaining compere, Club Captain John Talbot who arranged the trophies and all those other volunteers who assisted in making this day special.

Our thanks go to Jim & Liz Lutherburrow who coordinated all those members who developed the Mid-Week runs and organised the Christmas in July away trip. John Talbot who managed the Last Sunday in the Month Runs plus so many other duties he performs as Club Captain. Thanks to Carole Cooke our Club Time Machine Editor for the hours dedicated to this publication. John Crighton who packages and mails out this magazine. I thank you all. Only those who are directly involved in organising such events know how much time is spent on this vital Club business. Our Club's success flourishes because of the dedication of our volunteers past and present.

2017 saw the Club introduce its new Club Logo to the membership. Thanks to Gary Lock who advocated for this change. Gary made the point that we needed a logo that was distinctly Gold Coast. I believe we achieved this and if we needed more proof, 32 tee shirts have already been sold.

The Committee agreed that these items would be sold at cost to members. We also now have new logo patches with more goodies to follow.

You may have also noticed the new look Time Machine. I approached our Editor Carole Cooke to merge our new logo onto the cover of our magazine. What Carole did with the cover was fantastic, what she produced all year was just great. Our Time Machine is vibrant, informative and a credit to Carole. Well done Carole.

Stuart Duncan with assistance from Steve Begley has been hard at work implementing major changes to our Club Website. This is a total new design that brings out the best in how we present the Club. I have been informed that we aren't quite there but should be operational early in the New Year. Again countless hours have been expended by both Stuart and Steve in ensuring we have a website that is a credit to this Club.

Running in tandem with the website development Steve Begley went to work on a comprehensive Media Policy. Ground rules had to be established on how we manage our Website, Club emails and of course Facebook. No easy task but Steve produced a sensible working document that is now part of our By-Laws.

Change within a club should always be measured and enjoy the confidence and support of the membership. Most of us are more comfortable with certainty and consistency whilst being careful not to reject good ideas and suggestions. A case in point is the idea of our own clubrooms. This idea falls neatly into that category of cautious change. There are those who are for this idea and I suspect just as many if not more opposed. In my opinion for such an enterprise to succeed it requires a clear majority to be in favour of clubrooms. I am confident that this isn't the case at present. So the sensible course of action for the Committee is to place this proposal on the back burner until enough members wish to revive the proposal. Were this to happen the Committee would be obligated to revisit this proposal. Gary Lock did much work on this proposition and I am confident he will continue to lobby its cause.

Many Club events for 2018 are already set into our program, dates for our annual functions are locked in with another great year forecasted. New members are signing up in good numbers so 2018 is going to be a big year for our club and city. Who can ignore the buzz that is building for the Commonwealth Games due in April. What about our group travelling to the 2018 MG Nat Meet in Tasmania. What a great adventure it will be. 2018 is going to be an exciting time, it's going to be a fun time for our Club so strap yourselves in, start your engines and enjoy the magic of a MG ride.

*Peter Johnston*  
*President.*

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## graduation day

Here are a couple of pics of a 9 year old going to his school GraduationDay. His mother asked if I could give him a lift to his graduation function at Broadbeach State school. His name is Riley and wants to become a Motor Mechanic.

*Roger Paltridge*





## nsw historical vehicle scheme - conditional registration

In the last issue of the TTM, I wrote an article on an update on the NSW HVS - Conditional Registration. However, in the article I did not clearly state that the Classic Vehicle Log Book Trial was relevant to NSW club members only. I am sorry for any confusion that the article has caused for Queensland members.

*Stuart Duncan*  
Membership Secretary

## club website upgrade

The Club's website has had a complete revamp, with fresh / new page layouts, drop down menus, online forms and much more. The Club's Web Master, Stuart Duncan, is continuing to add pages and information to help club members.

The home page, shown below, is updated weekly.

Visit our website at [www.goldcoastmgcarclub.com.au](http://www.goldcoastmgcarclub.com.au)

### Gold Coast MG Car Club Inc.

[HOME](#) ▾ [ABOUT GCMGCC](#) ▾ [CLUB EVENTS](#) ▾ [JOIN THE CLUB](#) [MG CARS](#) ▾ [BUY & SELL](#) [LINKS](#) ▾ [GALLERY](#) ▾ [CLUB MAGAZINE](#) [f](#)

#### Welcome to our Club

A group of MG enthusiasts formed the Gold Coast MG Car Club Inc. (GCMGCC) in April 1976 as a single marque club to be based on the Gold Coast, Queensland.

The club was primarily formed to provide social style events, catering for a group of members who sought to enjoy their MG vehicles.

From humble beginnings the club today has a membership in excess of 300 members.

The GCMGCC is a non-profit organisation affiliated with the [MG Car Club UK](#), other [MG Car Clubs within Australia](#) and [CAMS](#).

Club members have a variety of MG models covering production years of manufacture from pre-war MGs to MGBs, RV8s, MGFs, Z type saloons and the latest MG3 and MG G5 SUV.

#### Upcoming Events

##### January Mid Week Run (Wed 10 Jan)

Meet from 7.30am onwards for Brekky and natter at Arthur Earle Park, Nerang. Run will commence at 9am. BYO Morning tea, lunch will be at a Tavern.

Organiser Graham and Coral Cogbell

#### Latest Time Machine

The December - January edition of the Club's bi-monthly Magazine has been mailed to members and will be uploaded to the website in mid January 2018.

For those wanting something to read, the October - November issue is available in pdf for downloading.

#### 2018 National MG Meet link



#### Events Calendar



## the end of an era in mg knowledge

Keith Ing's technical ability was admired by all who have been on the receiving end within the old car movement. He always observed the state of owners' cars and in his quiet way was happy to contribute to the cars' performance. This ranged from minor tuning through engine reconditioning to major repairs. There are many cars running around with engines fitted and repaired by Keith.

He joined the GCMGCC in 2002 and with his wife Annette remained an active member until his death in late November 2017. He was a loyal committee member and participated in National MG rallies as well as many Gold Coast club runs and events.

He never lost his interest in car racing and raced in his MG GT and his Mini Cooper S racer. Many speed fanatics will miss his specialised knowledge and help in improving their cars' performance.

Some might say Keith was a hoarder....Others might say he just couldn't say "No" if it was offered to him. The remarkable thing was, he knew where everything was placed even in later times this extended to six locations.

His life consisted of love for his wife and family, love for MGs, love of car racing and love of steam locomotives. He played a pretty mean hand of 500, learned from the lunch room of the railway workshops.

The word "concede" or give up, was not in his vocabulary. Positive till the end, Keith's faith remained firm. The service commemorating his life was held at Burleigh Church of Christ on 4<sup>th</sup> December, and was well attended by his friends from the Car Club. His fleet of cars is now without a leading hand. We'll all miss Keith. I am sure he has put the gear into neutral, is idling gently, and is at peace.

Friend,

*Graham Cogzell*





## mid-week mg run - november 8

Caren Sattler dreamed up a fantastic excursion into the hinterland and with Club Captain John Talbot's expert help, an explicit and interesting rally resulted. Personally, I love the November rallies because wherever you go, it's Jacaranda time! This rally was no different ! It was FULL of glorious colours, green fields and wonderful trees. The cars of course, were important, but the scenery for me, was the star of the show!

After the address from President, who welcomed Jill and Peter back East (intended pun), the Club Captain and Joke Time Jim, and much friendly natter, we were off! Twenty one cars in fact.

John's typical road choice was away from major traffic and through beautiful countryside. Maudsland Rd afforded great views across the greenest of valleys towards Tamborine. After crossing Coomera Ck we were on Guanaba Rd. The properties in this vicinity were like parks with many horses. Millionaires' Row perhaps?

Up onto Tamborine we went going PAST (I questioned "Why go past?) The Tamborine Botanical Gardens – anyway, we didn't stop.



On Tamborine we were spoilt for choice on where to look. Shades of purple everywhere from jacarandas, agapanthus, photinia hedges with the red leaves, purple bougainvillea, and then, when I thought I'd seen it all, mauve and white fransiscia. We passed several signs that offered rhubarb and avocados but we didn't stop. Then down the old goat track to Canungra and morning tea stop at the park opposite the hotel. John Talbot won the raffle.

The road to Lamington was full of blind corners, and massive road works to test the drivers and the MGs (at last a mention of the cars !!!). Forests of gums gave way to grass trees, which gave way to real rain forest before we reached the summit of O'Reilly's. One lane roads through tall trees with sunlight filtering through, staghorns, elephant ears, huge vines and bell birds were a feature of this memorable drive up the mountain.



Onward to Lamington National Park, to Kamarun Lookout, a viewing area to which most of us had never been. As

Bernard O'Reilly described it himself, it was one mountain after another. On a picnic table a shiny new sign drew Bruce Corr's attention, hoping it would give local information but it proved to be a sign forbidding smoking. However, a shiny new metal diagram indicated to us the direction



of extinct volcanoes Mt Lindsay and Mt Warning as well as compass points and other landmarks.

The view was outstanding. Laurel missed it. She was sound asleep in the car. David's driving must be smooth.



At the National Park Information Centre picnic area, we shared our lunches with rosellas, and a cheeky Satin Bower Bird who took a fancy to Graham's tasty sandwich. He reckoned he always could attract birds. What a fine example of friendship and camaraderie is the GCMGCC at lunch time. Before returning home some of us did the treetop walk which was rewarding. The Stinson memorial was fitting as it was Bernard O'Reilly who found the crashed plane and rescued the survivors in 1937. Then we scampered off before the impending rain hit the mountain.

What an interesting rally! Thank you Caren for the idea and route planner John.

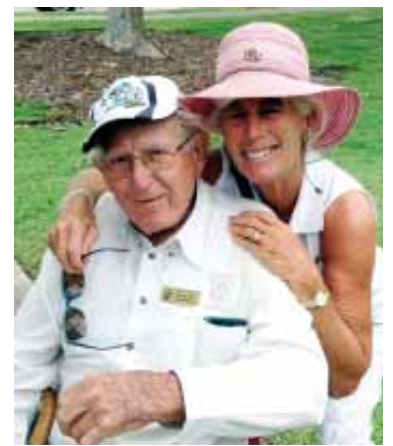
*Coral Cogzell*







*At O'Reilly's  
National Park  
for lunch*





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# auto art gallery visit

Bob Simm, a Member of the Gold Coast Antique Auto Club owns the Left Bank Gallery at Southport. Bob invited the Gold Coast MG Car Club, the Gold Coast Antique Auto Club and the Automobile Restorers Association Gold Coast to view the Gallery on November 12.







The George Vauxhall



## what's in myanmar

Long time members Barry and Margaret Beaman recently returned from a trip to Myanmar and Laos and while sightseeing in a remote Nth Myanmar town came across these two classics ..... how long has it been since you saw a Triumph Mayflower ? ..or a Humber Super Snipe for that matter.





# **conours/displ ay day luncheon and christmas celebrations - november 26**

This excellent event was held at Palmer Golf Resort. Enjoyed by all. The 2017 Trophies were given out. The list is below and photos are on the following pages.

## **trophy winners 2017**

<b>PRE MGA</b>	<b>Allan Ross</b>
<b>MGA</b>	<b>Rob Gibb</b>
<b>MGB GT GTV8 RV8</b>	<b>Les Clark</b>
<b>MGF and FTF</b>	<b>Madeleine Weenink</b>
<b>Modern</b>	<b>Carole Cooke</b>
<b>Pride Of Ownership</b>	<b>Griff Kilbourne</b>
<b>Rodger Thompson Tray</b>	<b>John and Marilyn Muirhead</b>
<b>Modern MG Award</b>	<b>Carole Cooke</b>
<b>John Thornley Bowl</b>	<b>Rob Gibb</b>
<b>Voevodin Trophy</b>	<b>Neil Weenink and Rob Baylis</b>
<b>Abingdon Motors</b>	<b>Allan Ross</b>
<b>President's Trophy</b>	<b>Gary and Lindsey Stevens</b>
<b>Maintaining The Breed</b>	<b>Gary Lock</b>
<b>Conway-Jones Shield</b>	<b>Laurel Godwin</b>
<b>Sattler Trophy</b>	<b>Jim Haines</b>
<b>Ian Finlayson Trophy</b>	<b>Not Awarded</b>

# Cut off date for next magazine 10th March 2018

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

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

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

Membership forms available on our website  
- [www.goldcoastmgcarclub.com.au](http://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 Number 14-920-3252**

**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 January 2018

Active 148 Family 118 Life 7 Honorary 4 **TOTAL 277**

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



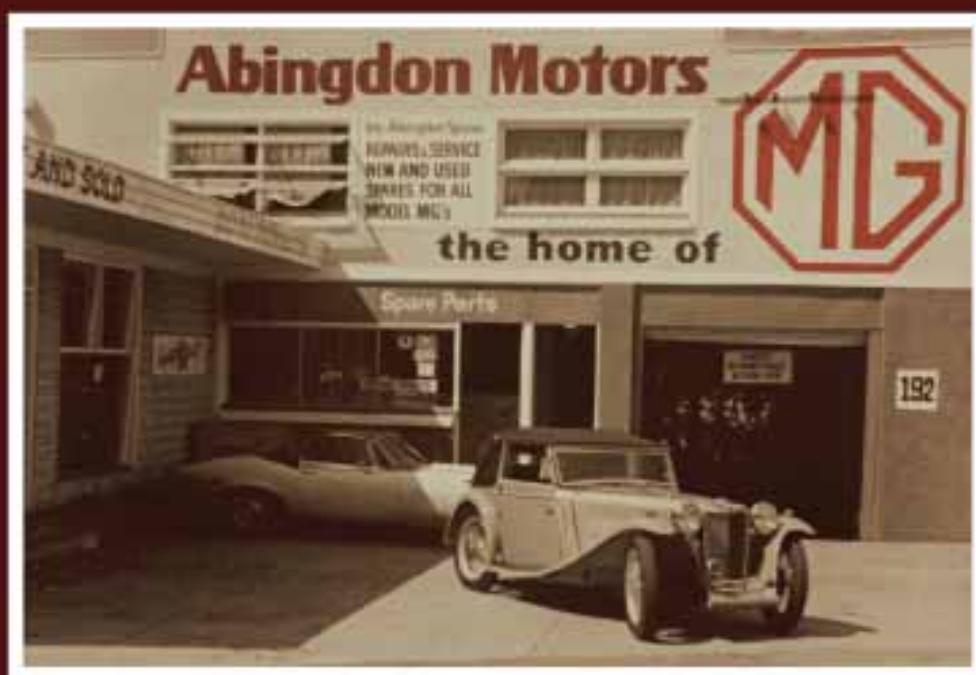




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## our new regalia range



As we have a new logo for our Club, a new range of shirts and T-shirts have been designed. These will be sold at cost to members.

We have Anita at left modelling the ladies shirt which is priced at \$45.



We have Gary in a white T-shirt and below is Peter in a red T-shirt. These T-shirts are also available in navy blue. Cost of the T-shirts is \$35.

There will be some regalia for display purposes and to check the size you need and these shirts can also be bought on the day,



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



At this stage we do not have a Regalia Co-ordinator (would anyone like to take this on?) so Peter and Liz Johnston are temporarily taking on this role.

Mobile - 0417 769 680 email: [pe.johnston04@gmail.com](mailto:pe.johnston04@gmail.com)

**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. Meet at Yatala Pie Shop, take exit 38 from M1 then follow signs. Arrive 3.00 p.m. for a 3.30 p.m. start. Grab some afternoon tea pastry if peckish. Dinner at Shearer's Arms. Travel time approx. 2.5hrs, distance to travel 180 km. SMS numbers to 0414324166 please by Monday, February 12 to Jim 'n Moya Haines.

**P - LSIM Sunday February 25** Combined Run with the Gold Coast Antique Auto Club and the Automobile Restorers Association Gold Coast. Meet at Clubrooms at 8.30 am for 9 am start. BYO morning tea and Club lunch. Numbers to John Talbot by Wednesday, February 21 please on 0421 185 419 or email - ejohntalbot@hotmail.com

**Combined Run with the Sprite Club, Mini Owners Club and GCMGCC - Sunday, March 11** The event will start from Arthur Earle Park in Nerang at 8.00 am.

**P - Midweek Run March 14** Your hosts are Peter and Jill East. Meet at Currumbin Estuary at 7.30 am for breakfast and or natter and then leave at 9 am on the run. BYO Morning Tea and lunch.

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

**P - LSIM Run - March 25** Joe and Jan Evans are organising a run for those not going to the MG National Meeting. Details to be advised.

**P - Overnight Run to Warwick - April 18** Because of the Commonwealth Games this run is one week later. and will be organised by Denis Thomas. Details to be advised.

**P - LSIM Run - April 29** Details TBA

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

## Christmas in July 2018

Yes folks, its on again in 2018. Our 9<sup>th</sup> Christmas in July overnight run is on Wednesday the 11<sup>th</sup> July, 2018 (out on the 12<sup>th</sup> July)

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

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

To secure a booking please email Jim Lutherborrow at [jameslutherborrow@bigpond.com](mailto:jameslutherborrow@bigpond.com).

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

**Register now to avoid disappointment.**



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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.

## New Members

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

Frank Boogaerdt - Coombabah

David Rhodes - Varsity

John and Colleen Boyce - Guanaba

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



# christmas midweek run – tallebudgera, tweed and trees, trees, trees - december 13

For all those who have recently joined our Club:- the tradition of a Christmas Mid week run first started many, many years ago, always involving food, nearly always at a Golf Club but always via a different route. While Bruce Corr has been the traditional organizer of this run, John Talbot has taken up the task and as in the past few years he has finished the run at the popular buffet lunch at the Coolangatta & Tweed Heads Golf Club.

This year, the day started at Schuster Park with a heartfelt thank you to Bruce for his many years' efforts – he now has a bottle of very good brown liquid that he can sip as he muses over the past. Peter Johnston and Jim Lutherborrow were unwell but both came for a short while to wish the members on the run all the best of the season.

John told us that he planned a long run to the morning tea stop with a short run to lunch. A great idea in our hot summer season.



John's route took us on the Tallebudgera Connection Road which winds through the Reserve, with its trees and we then continued on to the Tomewin Mountain Rd thru miles

and miles of road beautifully shaded by large trees on either side; before coming down into the valley where the trees thin out and we were among the cane fields. Leaving these, we were back among trees on Clothiers Creek Rd, I know this road goes past the Madura Tea Estate but I never saw a sign of the Estate! Avoiding the Freeway we continued on, with Cudgera Creek Rd winding through more forest, a few more tree lined roads, not such dense coverage now, and finally thru Pottsville to our park for Morning Tea.

I enjoyed the winding roads, thru the hills – not too steep, and not too narrow, just country roads ideal for enjoying your MG. At a few places we were stopped, the





road was being repaired and only one lane was available and we had to wait for the cars coming in the opposite direction before we were allowed through. We had started out very properly, not too many cars together, no large convoys, as is proper and keeps the NSW police happy. But the forced stops brought cars together and for those at the end

of each bunch, we had the pleasure of watching the little MGs driving ahead on the twisting mountain roads.....

Finally a quick straight run to the Coolangatta & Tweed Heads Golf Club for their famous buffet – where quite a few of our members were seen with plates piled high with the



deep fried nibbles and others were seen to go back several times for repeat serves of the freshly cooked fish.

To all those who helped organize the day – the directions for the route, the thank-you to Bruce Corr, the early morning joke to start the day with a smile, the morning tea raffle – Thank You All .



Statistics: 29 cars – 52 people – 175 kms  
*Madeleine Weenink*





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Developments

- **the mgb roadster is still a great buy**  
**- a british article but applicable to australia**

**Snobbery has kept MGB values depressed, which is great news for sports car fans**

You'll have more fun in a pert MGB Roadster than in an overblown Mercedes-Benz 190SL. It handles better and you'll get there quicker. In most meaningful ways it's a better car. The MGB is also quite possibly the best-value classic car in the world, at a tenth or even twentieth of the price of the boulevardier Mercedes.

Well, that's stated the case. With 386,961 [MGB Roadsters](#) built from 1962 to 1980, it's Britain's best-selling sports car. True, its overhead-valve pushrod engine and double-wishbone front suspension originated from 1940s MG models, but the MGB was no cobbled-together blow-over in new clothes. It had wind-up windows, exterior door handles and you could actually lock it. This was exciting in 1962 Britain.

The in-house styling was simply lovely, so English, yet as elegant as anything Italian. Don't argue: barring the octagon on the grille you could be looking at a Lancia or Alfa. More than that, it was MG's first monocoque sports car; this was sturdy and over-engineered. The Motor noted: 'On a road which has become so badly pot-holed that we no longer include it in many road tests, the MGB felt entirely unstrained, no distortion being evident at the door apertures.' Steering was rack-and-pinion and up front there were disc brakes.

Shorter, wider, roomier and with a useable boot, the MGB represented a quantum leap over the MGA; faster, too, with its 1800cc engine. Early cars were road-tested at 108mph and 12.2sec for 0-60mph. US mag Road & Track said: 'The best engineered, best put together MG we've ever seen.'

An early advertising slogan famously claimed 'Your mother wouldn't like it.' Well, the French certainly didn't approve – Renault made a half-hearted claim the MG's sculpted prow was a crib of the Floride's. What's more, the MGB handled with verve, was vice-free, forgiving and predictable. It was also a class contender in competition and occasionally a giant killer.

At first the MGB got better, with a five-main-bearing engine (instead of three), optional overdrive (later standard), an all-synchro 'box, then a heater as standard from 1968. Then something happened. The formation of British Leyland brought Triumph into the nest. The first sign of a shift in sports car priorities was in 1969 with a budget black plastic grille, which caused an outcry that forced a BL U-turn in 1972. Perhaps if the MGB's flight had ended there we'd revere this plucky, no-nonsense sports car more. Instead, in 1974 to meet US rules came



the rubber bumpers and raised ride height, which didn't help the handling. But BL couldn't stop Americans loving the MGB, so wouldn't fund a separate domestic version. Fortunately, the puny de-toxed 65bhp model was US-only.

In July 1979 BL sold 750 Triumph TR7s, compared with 4000 MGBs. The MGB was still in demand and, when the end came in 1980, US dealers attempted to counter the axe with a \$200m order. Today, there's no budget classic sports car to match the MGB for price, practicality, parts support and painless ownership.

### [Take a look at MGBs for sale in the Classic & Performance Car classifieds](#)

#### Price points

**1962:** At launch the MGB Roadster was priced at £834. Nearest car-for-car rival was the Sunbeam Alpine at just £6 more than the MGB. Other than that there was nothing else in its price/performance domain. The more powerful Triumph TR4 came in at £904, with the Healey 3000 costing £1046. The Jaguar E-type Roadster was £1828, the Mercedes-Benz 190SL cost £2457 in the UK, Alfa's 2600 spider £2465 and the Lancia Flaminia convertible £3317.

**1980:** At run-out in inflationary Britain the MGB Roadster cost £5808, nearly seven times its 1962 price. Just about its only domestic rival was the fresher, younger, faster Triumph TR7 Convertible, costing nearly £600 more. The fabulous little Fiat X1/9 was £600 cheaper than the MGB, while the Lancia Beta Spider came in at well over £1000 more than the MGB.

**Today:** The MGB is outstanding value. Prices are what you might call shallow, if not flat. Average UK auction price over the last two years is £6650; over the last 20 years the average is £6500. While that fact is telling, remember that this is a market where mediocre cars far outweigh fine examples. A recent open market high-point was £20,475 for a 1973 car treated to a 2800-hour photo restoration. In the trade there's a quality-restored 1964 example up at £24,500. These are special case values. The 'most classic' 1962-69 cars command biggest money, but worthwhile examples are available from under £10,000. Rubber-bumper cars rarely fetch more than £10,000 at auction, with driver-improvers half that, or less.

**Words: Dave Selby/Octane Magazine**





# MG 6 TO RACE IN AUSTRALIA

**MG and Brock Race Engineering Team Up To Launch  
MG Motorsport Australia**



In October MG Motor Australia announced the formation of a new motor racing team in partnership with Brock Race Engineering to be known as MG Motorsport.

The team's driver line up will be spearheaded by James Brock with David Whitehead as Team Manager. MG Motorsport will be officially launched at the 2017 Hi-Tec Oils Bathurst 6 Hour Production Car Race in April. The team will race an MG6 derived production car in Class E at Bathurst and will compete in the four production car rounds following as well as the Winton 300.

MG has enjoyed a long and competitive history in various levels of the Australian motorsport scene and more recently has enjoyed strong success in the British Touring Car Championship. Operated by Triple Eight Racing, the UK team won the 2014 Manufacturer's Title and only two week's ago, MG race driver Ashley Sutton, took home the coveted Jack Sears Trophy, which recognises the highest scoring rookie driver in the championship.

"As we launch the new MG6 in Australia, we're very proud to be announcing a partnership with the highly regarded Brock Race Engineering operation with James Brock leading our team of racing drivers," said Danny Lenartic, Senior Manager Marketing and Communications for MG Motor Australia.

"The MG Motorsport programme will form a key foundation of our branding efforts in 2017 as we seek to re-establish the MG brand in Australia and especially connect with a new generation of fans. Our efforts in motorsport globally in recent years have demonstrated the capability of our MG6 vehicle platform as a great production race car as well as highlighted its growing reputation as a fantastic road car."

James Brock, Team Engineer for MG Motorsport, said, "We're very excited to be entering the 2017 Production Car Series with MG as our partner. Having seen the competitive performance of the MG6 in various global motor sport series, we can't wait to start designing and building our racecar with input from MG's UK-based design centre. We're looking forward to making a competitive presence in 2017, kicking off with an attack on the famed Bathurst mountain race track."

BTCC Donington Park 2015 Andrew Jordan, Triple Eight Racing MG



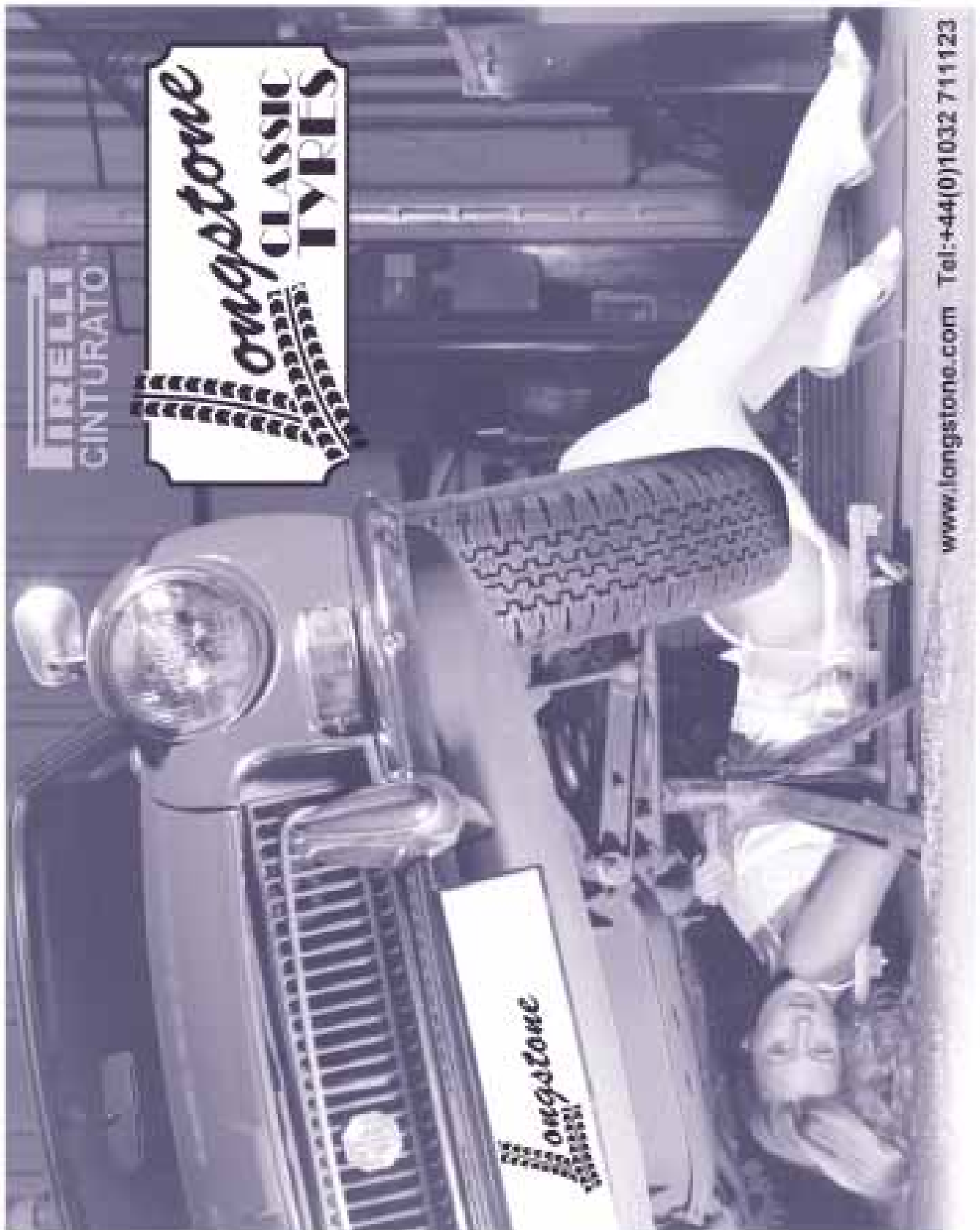
BTCC Silverstone 2015 Jack Goff, MG 888 Racing, MG6



MG6s racing in the UK racing series







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# fly - in, evans head, j anuary 7th



The Annual Prilgrimage was made to Evans Head for the Fly-In and display of classic cars, in the hot weather as usual.



One MG didn't make it as time was spent looking for a manbag that fell off the car. Fortunately this was found by a cyclist who notified them and all was well.



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# midweek run - j anuary 10

We met at Arthur Earle Park Nerang, on a hot and sticky morning to smiling faces ready to enjoy Graham and Coral Cogzell's 'Gold Coast Expansion Rally'...



It was lovely to meet Carole Cooke's son and daughter in law, and we also welcomed new member, Dave Rhodes in his MG Midget. Peter and Liz Johnston came along to say hi, as did Pam and Sam Everitt. Great to see them all.



Fifteen cars left the park heading north towards Pacific Pines, past the theme parks on the left and across the Coomera River, heading west to Old Coach Road and through Coomera and Upper Coomera seeing the amazing



(and perhaps scary, considering the state of the traffic) number of new houses, small and large, popping up everywhere.



Further north, alongside the motorway then crossing the motorway to further new developments, we then headed south past the Go Cart Track and large tracts of land cleared for yet more housing. We continued on past Dreamworld then headed to our morning tea break enjoying the cool breezes of the Charles Holm park beside the river at Hope Island.



Joe and Jan Evans won the raffle while we enjoyed the company of all while having our morning tea. Back on the road, heading west, back over the motorway, through Oxenford and Maudsland - more new housing - and Mt Nathan, then back to Nerang and on to the M1 to travel to Arundel where we enjoyed lunch at the Arundel Tavern. Grateful to be able to park under cover and cool the old girl!!!

Thank you Graham and Coral, for pointing out how our city is growing. We enjoyed a fun day.

*Laurie and Kay Roberts*



*Top - Jill and Peter with Keith  
Above - Pam, Coral and Val  
Below - New member David Rhodes' Midget*





# the first t series mg lives in canada!

Colin Fitzgerald is responsible for the salvation of numerous T Series cars in Vancouver and the Lower Mainland of British Columbia, Canada's Pacific Coast Province. If it weren't for Colin there wouldn't be as many T Types in the area today, nor as many happy owners.

Colin's interest in T Series cars began when he was about 10 years old when his Sunday School teacher took him for a ride in his TC.



In 1979 at 30 years of age Colin and his business partner formed the Octagon Motor Group, specializing in providing parts and service for MGs.

In 1990, Colin formed the Pre 56 MG Unclub which has gone from strength to strength. He was looking for a 6 cylinder MG, but saw an English ad for TA0251 and realized its historic significance and bought it and shipped the MG to Vancouver.

What is known is that TA0251 was a one off prototype, unique in certain aspects, especially the body. While mainly the same as subsequent production TAs in the area forward of the cockpit, from there back there are significant differences. Colin's TA0251 was built with a Morris 10 engine as was 0252. TA0251 was built on March 3, 1936. On the topic of numbers, most MGT owners know that serial numbers of each new series begin with 0251 because this was the phone extension in the MG factory. Recognizing its historical importance, Colin has declined to restore 0251. The original Morris 10 engine wore out and was replaced with an MPJG.



*Extract from Summer  
T-Type 18 magazine  
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permission of Peter Kerr  
Chairman ATA*

## history of mg part 4. the factory racing cars.

The decision was made in 1932 to enter a team of three supercharged K3 Magnettes in the Italian Mille Miglia to be held on April 8 and 9, 1933. However, with less than six months to go, the initial design was not complete, building of even the prototype had not begun, and the completely new design engine had not turned even one revolution in supercharged form. The insomnia crew got to work, and in six months three cars had been built, tested in Italy, and then driven to victory in their class, breaking the existing class records by a large margin, and winning the Team Prize.

33 K3s were built and they so dominated racing that the RAC banned superchargers to try and even the competition. Betting was big business in road racing. MG was like Makybe Diva and was odds on favourite.

The K3 was too heavy without its blower, so the factory pulled 7 NA chassis off the production line, and MG won in 1934 without a supercharger! The RAC cancelled the supercharger ban, and most racing N types had them fitted until 1935 when the new MG boss, Leonard Lord, cancelled the overhead cam 6 cylinder engine program. He was sacked by Lord Nuffield within 12 months, but that is another story.

I sat in a K3 in the 1960s at Lanes in Camberwell Junction as they had their MG beside their spare parts front counter. I was building my first car ever - a written off MG TD. I needed a new front mudguard, and while it was hunted out from

spare parts, I sat in the green K3 and imagined I was Tazio Nuvolari, the Flying Mantuan, racing across Europe.



*Above - K3 003 in W.A - Peter Briggs*

*Middle - NA 550 in Qld - Peter Kerr*

*Below - NE - NA 520 in W.A.- Peter Briggs*





The Lanes MG was number 2, and had been imported by them to race in Australia. In 1934, Bill Thompson achieved fastest lap time at the Australian Grand Prix at Phillip Island. Racing in those days was handicap. The Magnette achieved fastest lap time, but was beaten by a slower car. A Singer driven by Bob Lea Wright won with a race time of 3 hours 12 minutes at an average speed of 63.5 mph. The Bill Thompson MG race time was 2 hours 37 minutes at an average speed of 77.6 mph. MGs also finished third and fourth in the AGP. Thompson was second in the 1935 AGP and again achieved fastest time in the race.

Obsolete race cars were disposed of and Pip Bucknell bought number 2. He also owned a 4 cylinder supercharged R type racer and I was surprised when he sold number 2 back to Lanes Motors. He told me the R type needed 2 less pistons, rings and so on so he sold the 6 cylinder MG. Lanes eventually sold off their cars too in a disposal sale.

Richard Berryman in Toorak had a collection of race cars. Len Lukey's widow was setting up a museum of her late husband's cars at Phillip Island and approached Richard to buy the Lukey Cooper from his collection. Richard declined to negotiate but when pressed, he said as a throw away line, that he would swap the Cooper for a K3. The Lukey Estate bought the K3 at the Lanes auction and K3 002 replaced the Cooper in the Berryman stable. When Richard died, young Adam took a shine to it, and passed his licence test in the MG.

He told me he was going to restore the MG. I suggested he should enjoy the patina first. He later thanked me for the advice, as he prefers the car as it is. I have always agreed and number 2 is in good hands. Adam has driven the K3 in the Mille Miglia Retro in Italy and I always enjoy seeing the MG out and about.

There are 6 K3 Magnettes in Australia and I am pleased to provide details to anyone interested in the history of any of the other 5 MGs.

*Peter Kerr*

*K3 002  
with Adam  
Berryman  
on display  
in S.A.*



The Club is looking for an Assistant Editor to learn the programme (InDesign) for the Time Machine. A reasonable ability with computers would be a great help. If anything unexpected should happen to the Editor or holidays intervene, it would be good to have someone to take over. I will teach anyone willing to help. Also needed is a proof reader for the Time Machine, are you good at English Grammar? Contact Carole Cooke at cazcooke30@gmailcom please.

The photos in the magazine have been contributed by Carole Cooke, Peter Kerr, Pam Everitt, Gary and Lindsey Stevens, Paul Rogers, Stuart Duncan, Colin Fitzgerald (Canada) and the internet

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# prince philip and prince charles and their mgs

## Here's a little info on Prince Philip's TC:

- > Registration number – HXD 99
- > Purchased on 25th September 1946 – new
- > Colour – Black exterior w/green interior
- > Chassis number – TC1362, Engine number – XPAG 2024
- > Production date 11-September-1946
- > The car may not have survived as there is now no record of it.

One report says that the Prince purchased the car new on 25-September-1946, and that it was sent for sale, to be traded for a TD, when the car was introduced shortly before his father-in-law, King George's death on February 6, 1952.

## Prince Charles - MGC-GT

Prince Charles owned the first production MGC GT? BL had lent The Prince a demonstrator and as a result the first new model was delivered to Sandringham on 18th January 1968. According to the Prince's helpful Press Officer, the Prince chose Mineral Blue with blue upholstery and extras including wire wheels, an electric aerial and a special steering wheel.

Obviously impressed with big engined sportscars, the Prince drove the MGC until 1970 when he replaced it with an Aston Martin.

Another report says Prince Charles took delivery of MGC GT (SGY 766F) in 1967. He passed it down to Prince William 30 years later. It has been restored and is often on display.



*Thank you Stuart Duncan  
for this information*

## News for Members - Our Trailer for Club Members to Use

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

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## for sale

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P.O.A. **Gary Lock 0435 901150**

### Communications from your Club to You

The committee sometimes wishes to inform you of event programmes updates etc, and to a lesser extent, phone you, but in many instances we find that this not possible due to changes to your personal details which have not been passed back to us. If you have made changes to your email address, phone numbers, home address and most important, added or changed details of MGs in your care, please forward details to our Membership Secretary or President. See page 3 for their details

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



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**::Wanted** a left side rear vision mirror for **1970 MGB** Rectangular shape. Phone **Grahame Werrell on 0418 630 511** if you can help.

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



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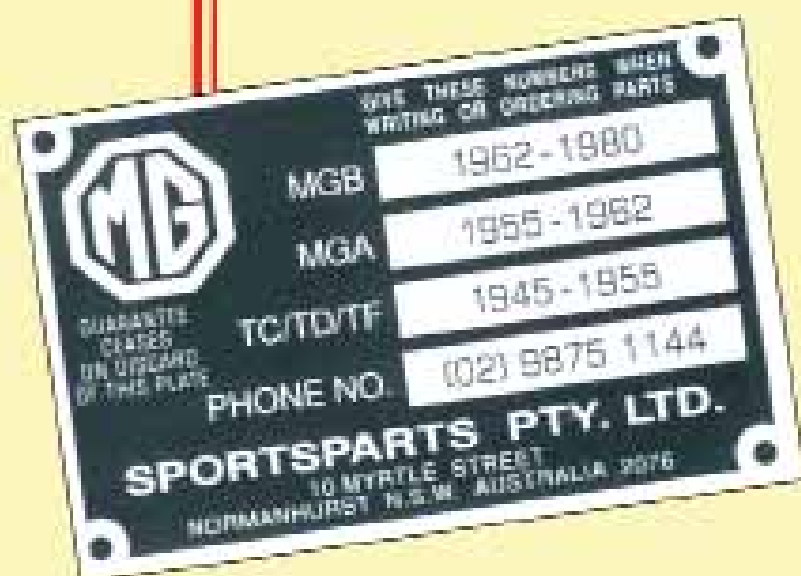


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