

# THE TIME MACHINE

## JUNE JULY 17

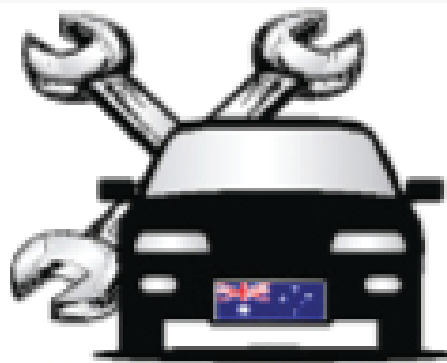
After The Nationals 17, some members took the long way home via Uluru, Mt Isa and Longreach. Read all about it in this special edition of the Time machine



The Official Magazine of the Gold Coast MG Car Club

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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



## Greetings All

One of the pleasures of being President of our club is being afforded the opportunity to communicate directly to club members via The Time Machine. Carole Cooke our magazine editor does a terrific job making this publication both interesting and informative. To maintain this high standard Carole requires stories and articles that will be of interest to members. So if you have a motoring or travel experience or perhaps a good yarn submit it to Carole as she would love to hear from you.

Again we had an entertaining Nog & Natter night on the 7th April. Club member John Crighton gave a hilarious talk on his recent car rally around South America. After listening to John it's a miracle he and Marian completed the rally. I'm sure much of the credit belongs to co-pilot Marian and the trusty GT. John just proved what many of us believe, just because we own MG's doesn't mean we have to act our age. Thanks John and Marian for such an entertaining evening. Also special thanks to Club Captain John Talbot and all those club members who assisted in organising the catering and cleaning up.

Last Wednesday the April mid-week run was just fabulous. Marie & son Harry Darke organised this run. They took us on a journey around the fringe of the city where the outer suburbs meets the bush. We saw a whole new part of the Gold Coast that many of us haven't seen before. We even had the Easter Bunny visit us on the trek with Easter Eggs. Marie, after so many years of dedicated service to the club you still bring joy to our events. Thank you.

You may recall last year the committee formed a sub-committee to explore the feasibility of our club obtaining our own rooms. Committee member Gary Lock and Vice President Gary Stevens were tasked with conducting the initial feasibility on this project. Having both been senior bankers in past lives the committee wanted a straight business approach to this project which they are providing. In short, much of their work entails dealing with hard facts on costings and liaising with third parties who may be able to assist with this project.

Following meetings with Gold Coast City Council staff and a Councillor the club has been offered council land in Mudgeeraba for club rooms. As it stands it is a very generous offer but that's only part of the equation. Now it is the task of the sub-committee to obtain preliminary costings on a building and correlate all sundry costs involved in erecting such a building. Club Treasurer Anita Lachowicz will also be involved in costings. It needs to be understood that when we have a better understanding of the costs the assessment then has to be made on the ongoing costs involved in maintaining such a building. This exercise

raises as many questions as we have answers but that is to be expected. This really is an over horizon project and not to be rushed or shortcuts taken. When the sub-committee has completed its work and presented its findings to the full committee, we then present the facts to the membership. The committee will offer recommendations based on those facts presented but the final say on clubrooms rests with the membership.

Last week I was approached by The Gold Coast Show Society to enquire if we were interested in displaying our cars on Sunday 3rd September at this years show. After canvassing the idea with the committee we decided that it was a great way to showcase our cars and club. As a Past President of the Show Society I know the interest generated by vintage and classic cars we had displayed in past years. The site proposed for our display is directly in front of the main concourse area. As its for just the Sunday and not the three days of the show we should be able to put on a good club showing. Our Club Captain John Talbot will be posting details as they come to hand.

Finally a warm welcome to our new members. Our hope is that you take full advantage of what we have to offer as a club and enjoy the comaraderie of being a member. Our aim is to have fun so let's just do that. Let's go have some fun.

*Regards, President Peter*

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# rally of the incas

At the most recent Noggin 'N Natter Marian and I spoke about our efforts to ski in an MG. In this case, of course, skiing has nothing to do with snow. It is 'Spending the Kids' Inheritance'. In 2014 we participated in a rally in South Africa. In November/December last year we joined a month long rally in South America. A total of 50 vintage and classic cars went on a 10,000 km spin through Argentina, Chile and Peru, crossing the Andes three times (highest altitude reached 4800 metres).



We drove our 1972 MGB GT. Ours was probably the least exotic of the cars but we were welcomed as warmly as the zillion dollar pre-war Bentleys (there were 6), two hugely powerful Monte Carlo replica Ford GTs (with 5.7 litre monster engines), some highly developed Porsches, a stunning (but unreliable) 1929 Buick 25x, a wonderful 1934 Aston Martin, and lots of other cars.

The only other MG in the field was a 1968 MGC GT. The owners were a couple we met on the South African rally. On that rally they drove a 1928 Crossley which made it most of the way. It was their first rally and they won the admiration of the other competitors with their grit and determination. The accompanying technical team managed to sort most of the problems that developed, including mounting a Toyota radiator to replace the original that has well and truly died.

That couple were impressed by the fact that the 'el cheapo' MGB GT we drove in South America was one of only two cars to finish without requiring assistance from



the professional mechanics. So they bought the "C" for the South American rally. Apart from catching on fire (leaky Webbers) and electrical issues it went reasonably well.





This rally was much harder than we had expected. Lots of gravel roads (not necessarily a bad thing) but the roads that they chose for the daily 'regularity' trials were hideous. The idea is to travel an unknown distance (generally 5-10 km) at a set average speed (say 80 kph), measured to the second. An interim hidden control point may be included to catch those going too quickly in the hope of building up a cushion

in case there were unexpected 'slow' sections.

The maximum penalty one minute, so once you are more than a minute behind calculated time you might as well back off and concentrate on trying to keep the car in one piece.



On the first two days we were lulled into a false sense of hope. The directions were reasonably clear, the roads not too bad, and the required times achievable in a normal car. On the first trial I took a turn without the full approval of my trusty navigator. By the time we realised my mistake and turned around it was all too late. But on the second day we skidded around a downhill corner on a narrow

road and managed to stop at the hidden control in time to record zero penalty for that section. Brilliant!

Sadly, from then on the regularity sections were simply unachievable in a normal MGB, even if we had been prepared to risk all (life and car). The roads they chose were often perilously steep, winding, and rough. The guys in the rally Porsches, the Ford GTs, and the grossly overpowered full rally 1938 Chev Fangio Coupe loved it. So Marian and I resigned ourselves to admiring the scenery. Which was actually not such a bad choice!



Of the 50 cars that started, most required some kind of attention from the mechanics. However 8 cars finished the rally on the back of a trailer. First to fail completely was a gorgeous 1937 AC 16/80 Sports, which was a surprise because it had been beautifully prepared. It was also a touch ironic, as it was widely believed that much more of the suspension, drive train and brakes was more modern than one would normally see in a car of that age.

The Buick had irreparably damage to the drive train (gearbox, I think). A 1939 Ford Coupe died (cracked head). The diff of a 1947 Bentley gave up. A young Swiss couple on their very first rally in a 1964 MKII Jag had numerous problems (including a burst radiator



which the support team successfully repaired) but finally succumbed. Not sure what the issue was (apart from the fact that it was a Jag?). And a charming French couple in a gleaming 1973 Jensen Interceptor also had to organise a hire car. They had been sweeping past us most days looking quite comfortable in their air conditioned splendour, and the 7.2 litre engine at their disposal seemed to manage the hills quite well. Sadly, all that horsepower is to no avail when the automatic transmission collapses. Until then I had been envying them their apparently effortless progress. Once it was put on the trailer I felt more appreciative of the simple MGB. Underpowered, unsophisticated, and Bronze age technology, perhaps, but generally reliable and not difficult to fix.

Things that stick in my mind? Patagonia (Torres del Paine) is beautiful, as is Barriloche. Machupicchu is awesome. According to a huge painting of The Last Supper in the cathedral in Cuzco, Jesus and the Disciples feasted on roast guinea pig (a Peruvian delicacy). The folk in Argentina are mad about cars – everywhere we went we were mobbed. What appeared, at first to be radar guns held by local police were in fact cameras. Several cars were pulled over simply to allow the police to have a closer look! SU carburettors adjust much better to altitude than fancy Webbers. A fair bit of the Atacama and other desert regions looks like outback Australia. A lack of Spanish language skills can be overcome with patience and a friendly smile. Wages are so low in Peru that a \$1 tip to a tyre repairer was considered generous. Your feeling of well being at altitude when sitting in your car dissipates rapidly when you jump out and help push someone's car. It is possible, but terrifying, to drive through downtown Lima in peak hour with absolutely no brakes. It is also possible to limp a surprisingly long way with a stuffed universal joint (just drive gently, and try not to change speed).



# Ladies run montville simmarch



Marie Conway-Jones, one of our founder members and Life Member of our Club, has decided to resurrect her Ladies Race Trophy as it's been some years since it's been awarded as very

few ladies are involved in Motorsport now. It's now a ladies driver/observation run each year.

On a sunny Saturday morning 15 cars met at The Gap Park n Ride in west Brisbane. Some ladies chose not to drive.

The men passengers had to "zip up" or get out and walk. It was a feeling of Girl Power for a weekend!!

A scenic windy drive up Mt Nebo and down the other side. Then a glorious drive up Mt. Glorious to the morning tea stop at Ollies Honey Tea House where we were served a lovely spread of scones and cakes with teas and coffees outdoors in a cool bush setting. This was where our observation run began.



After picking up Barry and Lorraine Bauman at Somerset dam we drove up to Kilcoy and Villeneuve to the Dag pub at D'Aguilar for lunch. Marie handed us an MG history questionnaire out of the blue to answer over lunch!! Just as well David is a lover of MG history so we were able to answer most questions correctly. What a challenge and a bit of fun.



Then on to Maleny for a stroll along the Main Street checking out some of the five second hand book shops in the town. The people must relax a lot in that area!





Our last stop was Montville Mountain Inn in Montville where we stayed the night and enjoyed a lovely meal in the private outdoor area. After lots of bantering and a few drinks later Marie awarded lovely ladies prizes to Cheryl Robinson 3rd, Anita Lachowicz 2nd and 'Moi' 1st.

Next morning we all enjoyed a great breakfast overlooking the Sunshine Coast on the sunny Sunday. We always manage to

make a generous donation to the local shops in Montville with all their tempting things to buy.



Les and Diana Parry offered to serve morning tea at their lovely home on our drive back. Les turned out some prize winning scones with jam and cream and Diana served teas and coffee on the verandah overlooking their Maleny country property.



An easy drive home after a great sociable stopover on the Sunshine Coast. Thank you Marie for a fantastic weekend.

*Laurel Godwin*



# april fools run

Only a week after the rains came down to flood our rivers making roads unsafe to drive, Marie Darke and her son Harry were to host our April mid-week run. Their well-laid plans had to be hastily re-organised, they knew they had no choice, as rain or shine there would be a host of cars waiting for their run-sheets at the Hinterland Park. And indeed, TCs, TFs, As, Bs, GTs, Zs etc a total of 21 cars and 39 people were there.



Jim Lutherborrow welcomed the crowd, Bruce Corr came prepared with a clever tale of potatoes, and Peter Johnston wished us all safe driving. Marie Darke stressed that we must follow the directions on the run-sheets and if we were good we would meet a little Irishman and a little bus and we would then receive further instructions and a surprise!



So off we went. This was easy we thought, a lovely drive as we chugged up a hill and then we saw all the MGs heading back down the hill. Should we continue? Or should we U-turn and head down after them? More lovely roads, and then it happened again. We were definitely following the

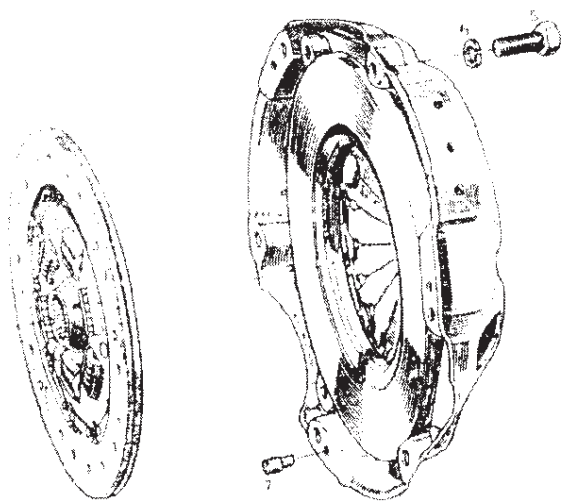
instructions and just before we started to turn left all the cars ahead of us came down the road and turned right. A third similar episode and then we realized exactly why the Darke's had named their run the way they did!

It was a run of about 100k, starting at the park in Hardys Road, going almost to Benogin before doubling back on our tracks past Hardys Road, doubling again and finding ourselves on Hardy Road yet again! But in the meantime we were



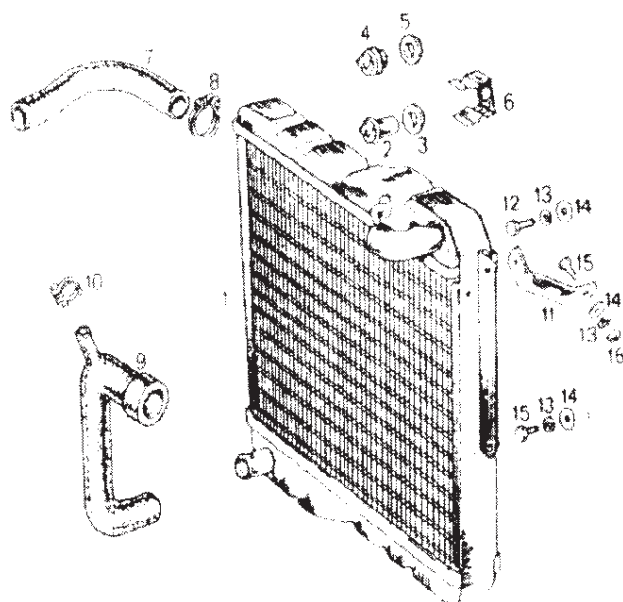
treated to a magnificent view of Surfers Paradise from Wallaby Drive – as good or better than that from Panorama Drive and much safer. Then to the Boomerang Farm Clubhouse for morning tea, a wide circle going through Nerang, Gaven, Maudsland and finally Tallai for lunch.





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We did find a yellow bus, but no Irishman - instead a tall photographer and a tubby Italian (or so he told us, but maybe that too was part of the April Fools Run) distributing Easter eggs and instructions for the rest of the way.



Perfect weather, lovely company, thank you Marie and Harry.

*Madeleine Weenink*



## midweek run - may 10

How exciting to be asked to write up our mid week car run so here goes. The morning was dull however we checked the weather radar and off we went to Hardys Road.

After being welcomed Pete signed the book and we listened to Jims' special story about a blue ribbon to prevent snoring (more on that later). It is always exciting waiting to receive the run sheet and to find out where we are going. John and Marilyn did a great job setting it out complete with diagrams and major points. After a quick study we hit the road.

We drove in convoy - 22 magnificent cars, on a road almost to ourselves, passing Horse Studs and the upper reaches of Hinze Dam We passed the Model flying school and into the Numinbah Valley. With recent rain it was lush green with horse riding trails, magnificent tall trees and some signs of recent flooding. We passed the Correction Centre and Pete said 'we should leave Jim there with his risque stories!' Over the hump into NSW and passed some flood damaged roads. Superb views and a very steep down hill road. The valley is known for grazing cattle and farming, we saw some geese paddling in a dam.





Our first stop was Tyalgum Pub for morning tea. The pub owners were very kind to allow us to use their garden shed, tables and seats. Graham Cogzell won the raffle and as Coral recently had a big "O" birthday he gave her the prize as a present! It is Dave and Ruth' Willmott's 40th wedding anniversary this month and we all wished them the best for another 40.

Back on the road we passed quite a few rock fall areas with considerable road repairs taking place. The council is doing a great job working the cliffs and roads back to a drivable standard. The road side fruit and veg stalls are plenty and sugar cane looking pretty good in spite of the recent storms, Teatree plantation is another industry. We went through Yuki which is another small township badly affected by the flood. On entry to the town the sign says 'welcome to Uki where the mountains meet the sky' and that is what it feels like. Then on to Crams farm at the top end of Clarrie Hall dam which is a beautiful area and has quite a history. We had lunch at the shelter shed with lots of chatter and getting to know one another. A great day with light showers as we turned for home.



Pete remembered Jim's story early on the day and when we got home he said "after driving over those roads with no power steering, no automatic gears or Sat Nav I am pretty tired so I'm going to have a nap. Put a blue ribbon next to the bed and if I snore tie it on where Jim said. Pete woke up and when he saw the ribbon still next to the bed said he couldn't have snored. I replied I could not find anything to tie it too!



*Heather (navigator) with help from Pilot Pete.*





# the k9 run - j anda's j aunt



Even the instructions came with a nice chewy treat and “dog ears” drooping over the page!

Yes, having missed a year (or two??) we once again joined as honorary guests the annual K9 Run hosted by Janda who shares his home with Moya and Jim Haines. We weren't the only honorary guests, there were others but of course Janda's main attention was with Alice (who brought along

Susan Kelman), Dexter (with Kerry Walker and Neil Godwin), and Monty (who came with Gillian and Brian Hockey).

Starting outside the Clubhouse, the run soon took us on lovely long roads, winding through the hinterland, easy navigation so that we could enjoy the views, the yellow blossom of the wattles, exactly right for being in an MG on a bright autumn day. A usual mix of MGs - three MGBs, two MGTFs, and a BV8, BGT, MGF, Sprite, TD and also two “day cars”. Our first stop was the park at Clagiraba Crossing. Janda, Dexter, Monty and Alice were able to frolic at the bottom of the hill, doing what they loved best – chasing each other, whilst the honorary guests sat at the top, doing what humans loved, coffee, cake, and chatter.



Just as we were unloading dogs and picnic baskets we were treated to an adrenaline rush as no less than 10 super cars played tag down Clagiraba Rd. The exhaust notes brought goose bumps to most of the guys. “Oh the problems of the rich and infamous having to find roads to do their machines justice!! No such problems for MG enthusiasts.”

The drive to lunch took us all back to Nerang, going past the John Muntz causeway still closed for repairs after the effects of “Debbie”, again some nice long roads, a few traffic lights, a few roundabouts until we entered Crusader Way and Centurion Crescent (but no Knights or Romans) to park our cars for lunch. And there in the park, under the shade of the shelter, Moya told us facts about dogs that no-one knew like “the name of two breeds that have black tongues” and “how old are puppies before they control their bladders”... And if any of you who read this article would like to know how many dogs are required to change a lightbulb, just let me or Moya know and we would gladly email you the answer.

# Cut off date for next magazine 10th July 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 7 May 2017**

**Active 158 Family 125 Life 7 Honorary 4 TOTAL 294**

**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**



I was asked by Janda, Alice, Dexter and Monty to thank Moya for organizing “find the mug with the treat inside” especially for them. And I wish to thank Moya and Jim for the little details and extras they did for the humans - we all enjoyed ourselves.

*Madeleine and Neil Weenink*





# national meeting 2017

This year, the MG National Meeting was ably hosted by the MGCC South Australia, in Adelaide, over the Easter weekend of 14-17 April.

## Members of our MG Club who attended included:

Dave & Laurel Godwin  
John Talbot  
Jeff & Julie Wicks  
Dan & Jill Casey  
Ray & Faye Scheiwe  
Peter Kerr & Carole Cooke  
Barry & Lorraine Bauman  
Bev Robinson (& friend, Gail)  
John & Denise Bromley  
Denis & Viki Thomas



Also with us were Italian friends, Mary Jo and JV.



The overall organisation was spot-on; the hosts and hostesses were friendly and helpful; the venues were perfect and the weather could not have been better.

The theme night – MGM – was an absolute hoot! Frank 'n Furter stole the show in his Rocky Horror outfit; the band played 50's, 60's and 70's music and the food was excellent.





Seeing so many MGs of all ages take part in the motorsport events – motorkhana and super sprints – demonstrates why the Social Nat Meet is not agreeable to many members of the Australian MG Family. No matter their age or ability, all MGs were driven to their limit! Also, the venues chosen – motorkhana at the docks and super sprints at Mallala – were safe and perfect in every way.

What can I say about the Presentation Night! On walking into the room, everyone stood and stared and uttered words similar to “Wow”! The layout was beautiful; the presentations were handed out in groups so as to speed up the time taken for photographs; the band was excellent; there was ample time for dancing and the food was scrumptious. What more could one ask for!

### Overall Results

Wratten Trophy – Queensland  
Nuffield Oceania Trophy – Victoria  
TC Owners Club Pre War Plate – Peter Kerr  
(MG M-Type)

### GCMGCC Concours Results

MGB BL – First – Denis Thomas  
MGB GT BL – First – Bev Robinson  
MGB GTV8 – First Ray Scheiwe  
Pre War Sports – Second – Peter Kerr  
MGA Roadster – Third – Jeff Wicks  
Super Specials – Third – Dave Godwin



Congratulations to all who took part in the event and especially to our members who did so well. Six of the 8 MGs won a prize! That must be some sort of record?

Anyway, I’m sure that everyone who attended, went home feeling as if the MG National Meetings in their tried and proven form are here to stay!

**Bring on NM18 in Ulverstone, NW Tasmania.** Expressions of interest are already on the Tasmanian web site ([www.mgtas.org.au](http://www.mgtas.org.au)); bookings for the ferry are open and filling fast and Peter Johnson is taking names for the motel we have secured in Ulverston, so please get involved, and get busy! You will be so PLEASED YOU DID!

*Dave Godwin*





Winners and their cars - Top left and down are -Denis Thomas, Bev Robinson, Jeff Wicks, Ray Schiewe. Right top and down) Dave Godwin and Peter Kerr



## to the red centre...

On Tuesday 18 April 2017, immediately after Easter and on completion of the MG National Meeting in Adelaide, a group of passionate MG devotees headed northwards on the start of their 5500km trip home via the **RED CENTRE** of Australia.



Present in MGs were John & Denise Bromley in an MGA, Peter Kerr and Carole Cooke in a modern TF, Barry & Lorraine Bauman in a modern MG6, yours truly & Laurel in a MGBGT V8 and JV & MaryJo in our modern TF – injecting an international flavour to the trip. In a plastic car were Dan & Jill Casey, as back-up, I was told!

The weather was perfect over the 14 day period and the first half of the trip was exceptionally interesting. We visited Martindale Hall in Clare Valley (of Picnic at Hanging Rock fame); visited the museum at Woomera (where the British tested bombs and rockets after WW2 as a direct result of the devastating effect that Hitler's V Bombs had on destroying London); toured an underground house & church and visited an Opal mine at Coober Pedy; walked the Valley of the Winds at Kata Tjuta (The Olgas); photographed Uluru (Ayers Rock) at sunset; visited Kings Canyon; visited the West MacDonnell Ranges near Alice Springs; visited numerous venues in Alice itself; stopped off at Barrow Creek (Peter Falconio) & Wycliffe Wells (UFO capital of Australia) and viewed Karlu Karlu (Devils Marbles) near Tennant Creek.

The trip home from Tennant Creek was a little less interesting but certainly a very long way over atrocious Queensland roads... The Qld roads were littered with dead kangaroos; 53.5m-long road trains carrying cattle were numerous and distances between major towns were vast. However, a good time was still had by all! We visited Mt Isa; Winton (Qantilda museum, of Waltzing Matilda fame); Age of Dinosaurs Park; the Crocodile Dundee Pub; Blue Heeler Pub (Banjo Patterson first performed



"Waltzing Matilda"); Longreach (Thompson River Cruise; Drovers Dinner and numerous attractions including the Qantas Founders Museum and The Hall of Fame); Barcaldine (Tree of knowledge, where the treaty was signed to settle the Shearers Strike and the beginnings of the Labor Party) and Roma, where we had our **To the Red Centre** farewell meal.



**Various interesting experiences are worth mentioning:**

Our MGs did us proud! If we don't count the time the V8 ran out of fuel 300m from a petrol station, the only mishap was a puncture in JV's modern TF!

Hence, Dan the Mechanic had an easy trip!



The Coffin trailer behind the BGTV8 and the Wheelchair trailer behind the MGA caused quite a stir... So did John pushing Denise in her wheelchair with the front wheels well off the ground and Denise shouting "No! John! No! John! Stop it, John!!!"



The roads of South Australia and the Northern Territory are littered with "dead" cars. Some had been involved in one-vehicle accidents; some were burnt out and some were just parked in the bush without number plates fitted. We were told that boredom kills most people on the roads in this part of Australia and that the Aboriginals often drive their cars until they break down. Whatever the reason, seeing



numerous damaged cars on the side of the road has the same effect that crosses and flowers have when people mark the spot that a loved-one died in a car accident – it made us doubly aware to STAY AWAKE!

The ANZAC service was held on ANZAC Hill in Alice Springs and was a particularly moving service for the 400+ who crammed the Hill in cool but dry weather.

The staff at the Kings Canyon Resort refused to sell us permits to traverse the Mereenie Loop, a gravel road from Kings Canyon to the West MacDonnell ranges, because they did not want to have to rescue us! Can you believe that! Even after we told them that we had traversed the World in RIP! As it turned out, we all made it without problems – however the red dust in the MGs was another matter!

During lunch, in the centre of Alice Springs, it was interesting to see Aboriginals "streaming" up the road towards the local pub. We were told that in an effort to resolve a few problems, no-one can purchase alcohol without buying food (in a



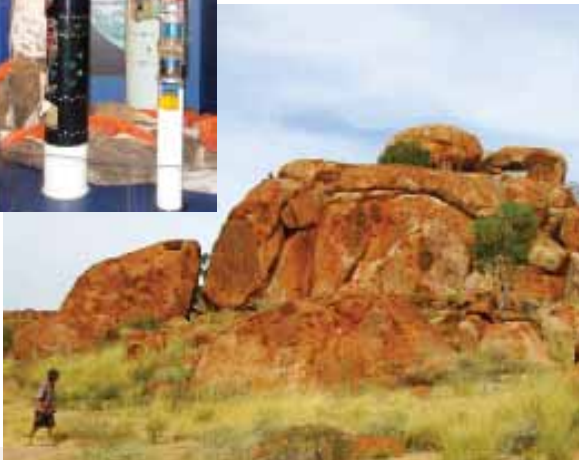
restaurant) before 2pm each day! We were also told that alcohol could only be bought after showing a DSS card so that quantities can be restricted daily. Lets hope it works out for the Aborigines and the townsfolk.

*One of our own was caught doing \$406 worth of "testing" on a Qld road!*

*Dave Godwin*



*In order as mentioned by Dave on page 21.*



**P – Midweek Run - June 14**

Meet Arthur Earle Park, Nerang M1 exit 71, to depart at 9.00am west.  
BYO morning tea @ Beaudesert Jubilee Park (McKee St)

Those who wish could meet at the above for 10.30am departure.

Pub lunch at Harrisville, **R.S.V.P. numbers to Jim and Moya -**  
**jasperhaines@bigpond.com or ph. 0414324166.**

**P - LSIM GT Run - June 25**

All MG's welcome. Meet at Jabiru Island Park, Hope Island. UBD Map  
8, K 12. at 8.30 am departing at 9.00 am. BYO morning tea, Cafe  
lunch. Numbers to **Cheryl Robinson** by the previous Monday to  
**cheryl.bgt77@gmail.com or phone 0466 627 308.**

**P - Christmas in July Midweek Run - July 12-13**

Overnight at Montville. Meet at BP Service Centre on M1 at Coomera  
at 8.30am for a 9am departure. BYO morning tea and BYO or bought  
lunch. All up cost \$275 per double/twin, \$212.50 for  
single accommodation.

Deposits are now being taken by Treasurer.

Club's banking details on page 16 of this TTM.

Only one place left. If you wish to participate email  
**jameslutherborrow@bigpond.com** and forward your  
deposit to secure your booking.

**P - LSIM - July 30 - To be advised****P - Midweek Run - August 9**

Meet at Jacobs Well from 7.30 am for brekky and a natter. Leave  
on run at 9 am. BYO morning tea, Pub lunch. Numbers required to  
**Bruce Ibbotson on 3366 1889** or email on **namtan@bigpond.com**  
by Monday prior

Please  
RSVP  
for  
GCMC  
even

**P - ANNUAL GENERAL MEETING - August 6**

To be held at the Clubrooms, Mudgeeraba Road, Mudgeeraba. -  
10.30 am for an 11 am start. Lunch supplied and BYO drinks.  
Please RSVP to John Talbot on 0421 185 419 or email John at  
- **ejohntalbot@hotmail.com**. Nominations are included with this  
magazine and should be lodged before midnight on Saturday,  
22nd July to the Secretary, GCMGCC, P.O. Box 1018, Southport.  
Qld 4215



## **pride of ownership / concours**

### **DATE**

**SUNDAY 20th AUGUST 2017**

### **VENUE**

**RUDD PARK  
GOODWIN TERRACE  
BURLEIGH HEADS**

### **GATES OPEN**

**8:00am**

**All cars to be in position by 9:30am**

**Event concludes at 2:00pm**

### **ENTRY FEE**

**Enter on line by Thursday 17th August - \$10 per car  
or on the day - \$20 per car**

### **The Great Jail Break Run - October 3-7**

Revisit those hard bygone days at Trail Bay Jail at South West Rocks NSW.

3rd - Grafton, 4th and 5th South West Rocks, 6th Tenterfield. .As there is limited rooms we need names now. Contact President Peter on: [pe.johnston04@gmail.com](mailto:pe.johnston04@gmail.com) or 0417769680

**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 max 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

Stephen Hobbs - Rainbow Bay  
Ian and Debra McLean - Tallebudgera  
Robert and Margaret Smith - Beaudesert

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The photos in the magazine have been contributed by Carole Cooke, Peter Kerr, Dave and Laurel Godwin, Marie Conway-Jones, John Careless, Madeleine Weenink, Lesley and Stuart Duncan, Peter and Heather Coleman, Mike Greenwood

## reminder -

Subscriptions will be due on 1st July. Those with concessional registration need to be paid up members.



# pride of ownership and concours day

This year's event will be held on Sunday 20th August at the beautiful beachside location of Rudd Park, Burleigh Heads (opposite Oskars Restaurant). Over the past few years, classic car clubs the world over have acknowledged a reduction in members wishing to nominate for their Concourse events and we are in a similar position. The alternative event that has become very popular here and overseas is called Pride of Ownership and runs side by side with the traditional Concours.

## PRIDE OF OWNERSHIP

Vehicles that nominate to enter range from daily drivers, weekend tourers right down to cars driven only 2 or 3 times a year. Importantly – all owners still have the same amount of pride in their cars as Concours entrants.

**The categories will be as follows:**

**PRE MGA / MAGNETTE (ZA / ZB)**

**PRE MGF / FTF**

**POST 1995**

Judging for these cars is completed by the entrants themselves and (obviously) you don't judge your own car!! On arrival, each entrant to the Pride of Ownership category, will receive a judging form to complete.

The breakdown of points per car is as follows:

<b>Exterior:</b> Paint condition, cleanliness, chrome, lights, glass, hood/roof	30
<b>Interior:</b> Upholstery, carpets, dashboard, side screens, windows	30
<b>Engine bay:</b> General cleanliness, tools, labels	30
<b>Underside:</b> Wheels, axles, exhaust condition, cleanliness	10
<b>Total Points:</b>	100

Judging will commence at 10:00am and will be completed by 11:30am.

A trophy will be awarded to first place in each of the 3 categories and a certificate awarded to second and third place getters.

The Committee extends a warm welcome to ALL members for this event and rest assured – you are not obliged to enter either the Pride of Ownership or the Concourse events. If you simply wish to participate in joining with the Club with your beloved MG and not get involved in the judging or awards side of things, we still would love to see you there on the day.

To assist us with the set up for the day, we request that you register and pay on line by Thursday 17th August. The cost is \$10 for each car on line or \$20 on the day. We are aware that not everybody uses on line banking so it is quite acceptable to register on line, but pay on the day. An email will be forwarded to all members with registration and payment details.

We look forward to seeing you on the day.

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## mgm and beyond

I always enjoy the Adelaide Nationals and ran Roger Rebel in 2010. However, it was a long haul behind the Lexus and I wanted to do something less stressful in 2017, as we were doing 'Dulong' way home to Queensland via Northern Territory.

My 1929 fabric bodied MGM type lives in a big shed at Strathalbyn. Mike has the house on the market so: "the time has come," the walrus said. Mike did the preliminaries but we had quite a tight schedule over the coming 3 weeks. A team of players had been waiting on the bench including Bob Bazzica as spanner man. The previous owner of 30 years had never got the engine to run and sadly died last year. He deserved to be with us in the shed when it finally fired up. I reckon he was there in spirit and it was certainly an incentive to get it right.

It was not all beer and skittles and the whole front including radiator came off 3 times. I reckon I could now do that job in my sleep. The M was the 1st volume MG ever and is a real vintage car compared with my 1934 supercharged Magnette. Both engines are overhead cam but what a difference 5 years made comparing the 1st & the last OHC models. For example, the carby on the M is a metal to metal seal without any gaskets. The supercharged 1934 version had gaskets everywhere. However, all went to plan, and the engine fired up in time to load the little gem onto its custom trailer and head to our motel in Adelaide. It was not all work and no play at Strathalbyn, of course. We attended the local Strathalbyn Auto Collectors Club monthly meeting and paid homage to my beloved Bethany winery in the Barossa where Geoff & Bob Schrapel weave their magic. The grapes for my favourite Old Vine Grenache are all grown on the Bethany Road winery property as they have always done.

I was the first Pre war MG to arrive at the concours venue at Glenelg, but was soon straddled by more modern J2 and PA MGs looking resplendent in the





Monday evening was the presentations and my last chance to catch up with friends I only chat with at the MG Nationals. This is a ritual I have done since the 1960s when I drove my clipper blue 1949 TC to the Nationals. I left straight from work and often drove all night. I always left a space for a crate or two of red from Murray Tyrrell's winery. He admitted his good wines were all pre sold to Sydney restaurants, but I was given access to his secret stash.

morning sunshine. The pointed tail on my M was certainly a point of difference compared with the rear slab petrol tanks on the others. The tank for the MGM is under the bonnet! I scurried off to the concours judges briefing, as I had been invited by Anthony Pearson to judge the line up of MGTCs. I love being able to peer under all their bonnets and check so many things which are necessary for detailed judging. It all turned out rather well and the total points confirmed our assessment. As Chairman of the Australian T-Series Association I was approached by several members and was sure our Golden Gudgeon trophy would be presented to a worthy entrant on Monday evening.

On Sunday we took the MGM back home to Strathalbyn as the lunch on the Kimber Run was based in the gardens opposite the SACC clubrooms. I spent some time with Gilbert going over his very original Y saloon. He is an inventor with many novel ideas. I now use his aluminium foil & water method of restoring chrome work. The before and after comparison on his Y saloon confirmed it works. Monday was the observation run and we had all the right answers, we thought. However, at scrutineering on Friday, I did poorly on the tie breaker test. We finished 6th and thoroughly enjoyed the run through the gorge. The lunch was prepared by Subway and far too much was catered so our hosts provided aluminium foil to wrap the wraps and they travelled with us to Northern Territory.





Our GCMGCC members were double the number attending compared to 2010 but we are still a small group. Queensland were like ants everywhere compared to our elite set. I was table hopping and chatting as usual until Caz called me to heel as she said my name was called out. I was chuffed to be presented with the overall winner of the Pre War Plate by Peter Cook, Overseas Director of the MG Car Club UK. What a surprise for the little MGM. It also came



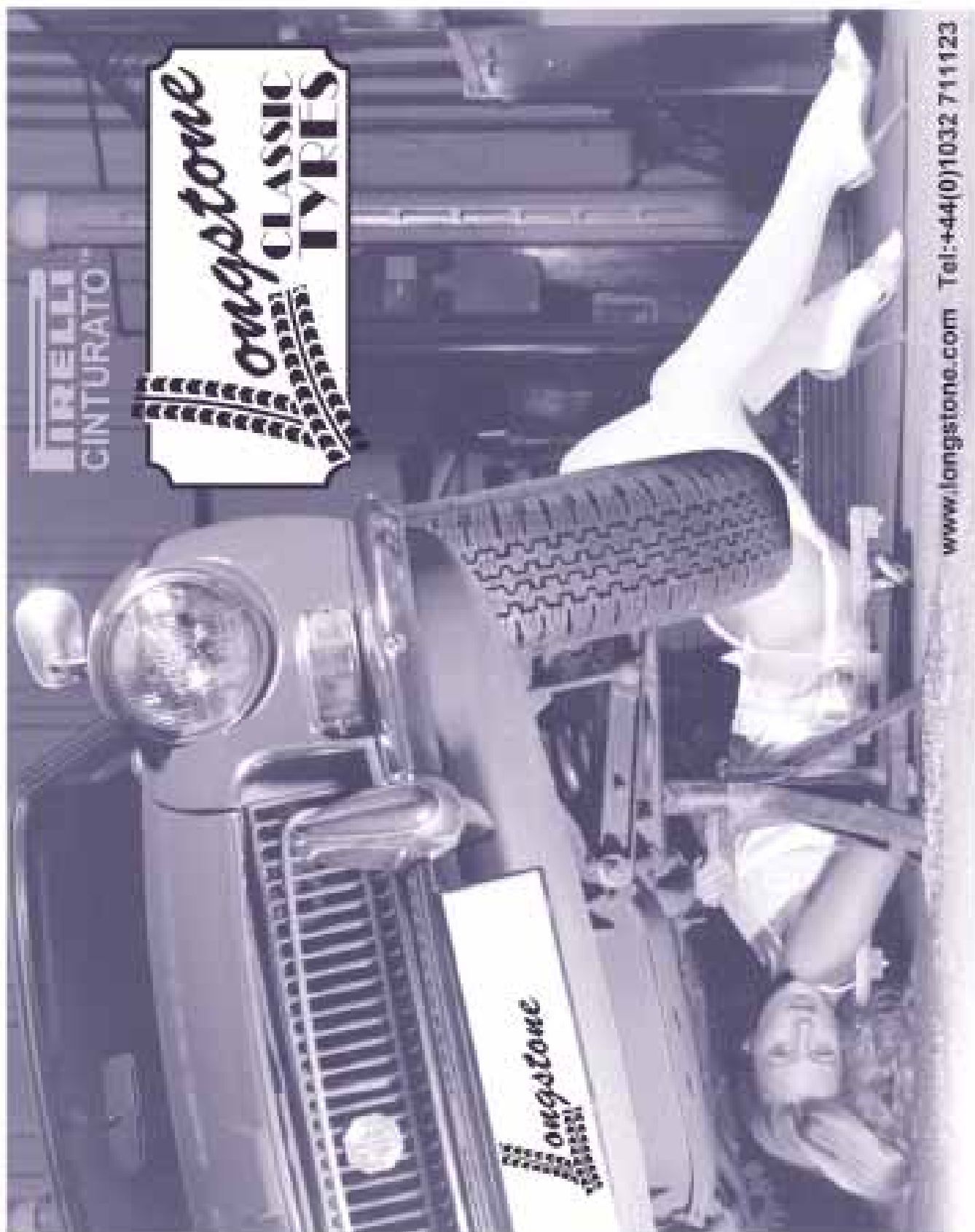
out on top starring at Wigley Reserve Glenelg when the Sunday Mail made a comprehensive photo shoot with the light umbrellas and other bells and whistles which were part of the arsenal of Director Roxanne Wilson.

The little MGM was out of hiding. I followed every request to the letter. Walter Magilton loaned me his black bowler hat; Cara Pearson sat and smiled in the MG; her partner stood out of frame holding an enormous silk scarf which he let fly on queue. It really was a big production of Ben Hur proportions. Shooting finished and we headed to lunch to hide, but Roxanne was on the phone for an hour with her questions. The Easter Sunday edition cost \$3 but I had many orders to fill. Only one service station had stock and they were piled skywards. The article was excellent and the photo by Naomi Jellicoe captured the scarf streaming out behind the MGM.



It was time to escape and we headed northwards to our first night without city lights at Port Augusta and next day visited Woomera museum. We next headed north excited to sleep in the Underground Motel in Coober Pedy. We were on a ridge and the sight across the valley to the diggings was quite spectacular as the sun sank behind the hills. We were out for dinner but it was very comfortable underground as the temperature does not change. A 4wd bus took us on a 4 hour tour of the mine site and we visited an underground church and house. I bought heart necklaces with opal centres for my grand daughters back home. The boys were in Spain enjoying Easter in Malaga on the Mediterranean.





[liz@longstonetyres.co.uk](mailto:liz@longstonetyres.co.uk)

[www.borrani.co.uk](http://www.borrani.co.uk)

Hudson's Yard, Doncaster Road,  
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The outback is long stretches of straight road and we drove for 5 hours to Erldunda Roadhouse along the Stuart Highway. We headed to the Olgas and Uluru and bought our \$50 pass each to enter the site. The MGs were photographed for TTM cover and we returned for the sunset so Barry could sip his champers. 'We made it to the Red Centre' certificates could now be issued. I also bought my cork dangles hat as the flies cannot navigate them and buzz off. We returned to Curtin Springs for a late dinner. Onwards to Kings Canyon which is well worth the effort. The unsealed road to Hermannsburg required all my skills to keep our MG mobile and in one piece. We were first into Hermannsburg and Alice Springs which only meant we didn't stop for a long lunch. I was excited to be 'home' as I have mates in Alice Springs. We visited the National Transport Hall of Fame, Connellan Air museum and the graves of Albert Namatjira, John Flynn, Lasseter plus other notables including E.J. Connellan & family, next to the airport hangar. Many other places visited included Todd Mall and Anzac Hill. I attended the dawn service with many others in our group. The gap in the MacDonnell Ranges is where Connair flew through on take off from the original airport and tourists landed at Uluru before road access was available.



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*Above - Olgas and water trickling down Uluru  
Right - the 'steps' at King's Canyon*

The Devils Marbles were a rest point as the MGs headed to Tennant Creek and the Safari Lodge Motel. Mt Isa came up next and the Abacus Motel had a lovely pool where John and I soaked out all the red centre dust. Mt Isa enabled us to refit the wheel arch spray shield so Mary was now complete purring along with pussycat staring out the window. We visited the museum and underground hospital.







*Top - Curtin Springs and Albert Namatjira grave in Alice Springs  
Middle - John Flynn Memorial and a dingo finding scraps.  
Left is Jill Casey and Lorraine Bauman and Middle is Dan Casey. Also the Hermannsburg Mission.  
Left Below is Barry Bauman and the Alice Springs Telegraph Station*





I always stay at the North Gregory Hotel in Winton as the cab driver bringing us from Longreach says its the best of the 3 pubs. The train trip from Nambour ends at Longreach but if the train ticket is booked to Winton, free transport must be provided by QR. Winton is a lovely spot and worth the visit. The new centre to replace the one burnt down will be very good too. The fence behind the North Gregory Hotel is a one of a kind.



The dinosaur park was a stop off as my boys love all that stuff. The skinichino was very skinny and Laurel got a top up.

Longreach is civilisation and my Alice Springs buddy Bob Bean says its the outer suburbs of Brisbane. This is

Carole's birthday trip so the Hall of Fame & the Qantas museum were must do for us. New exhibits make it worthwhile for me. The DC3 was a work in progress on my last visit. Now it is on the tarmac and a Catalina has replaced it in the work area. My boss flew them in the war and I recall his stories on coastal patrols. They just pulled up on the beach and had a barbecue for the night. Roma was our last stopover and we found the Big Rig. Our Centre Party was a celebration and Barry advertised his speeding fine which won the best outfit. No-one else had one to match!



*Thompson River and a salt lake*



After driving some short cuts through cotton fields to avoid Dalby, we were home to face the carpet of frangipani leaves and pool cleaning. What a great trip.

Thanks Dave & Laurel for your efforts and Happy Birthday Carole

*Peter Kerr*



*John (above) and Peter cooling off and left is MaryJo as usual collecting memories*





Top -  
Connellan  
Airlines  
Middle -  
National  
Transport  
Hall of Fame  
- Old Ghan,  
Kittle Bros,  
Looking for  
Lasseter  
Below -  
QANTAS



Stockman's Hall of Fame

Woomera





# pre war mg register meeting yamba, northern nsw 13 – 16 october 2017



This biannual Australia-wide event is approaching fast and it is a pleasure and privilege for our MG Club to be hosting it!

More than anything, it is a wonderful opportunity for our members – you – to see some of the finest examples of Pre War MGs anywhere – all in one place – and in a lovely setting on the Yamba foreshore. My interest in the MG marque and MG history initiated when I attended the Display Day in Beechworth way back in 2009 on my way to Phillip Island with Birdcage in tow! It's funny how things work out! Now I LOVE Pre War MGs!!!

John Talbot is co-ordinating our responsibilities towards the event and he requires a few helpers for the weekend. If you can't make the whole weekend, it will still be well worth the drive on Saturday 14 October from 10am. You will be so pleased you made the effort!

Carole has found suitable accommodation in Yamba at -

Gateway Lifestyle,  
36 Golding Street,  
phone 02 66462930.

See you there,

*Dave and Laurel*





# 2018 national meeting tasmania east- er weekend 30th march - 3rd april 2018 bulletin #2

It is time to start planning your trip to Tasmania for the 2018 National Meeting. The Cradle Coast (North West) of Tasmania offers many picturesque day drives from the major centres of Devonport, Ulverstone, Penguin and Burnie. So as part of your planning for next year, think about staying a few days before or after the National Meeting weekend and enjoy this wonderful part of Tasmania that we call home. Enjoy a MG drive on some great driving roads, experience Paradise, that's a little place up the road from NoWhere Else. And as if that isn't enough you could always drop into Lower Crackpot at the Promised Land. For real, look it up!! There are links on our website to websites that promote the appealing attractions of the Cradle Coast region.

## **Spirit of Tasmania**

For most of our mainland visitors (yes that is what we call you) there is only one way to get your car to Tasmania, and that is sailing on the Spirit of Tasmania. We have been able to get a Special Event booking page set up for the meeting, where attendees can make their bookings and not only get the best fares available, but also a small added discount. If you have already booked your Spirit crossing you can have it reviewed by contacting the call centre on 1800 634 906 and mention our event.

The webpage is: <https://www.spiritoftasmania.com.au/offers/mg-car-club-of-tasmania-2018> The Spirit of Tasmania dedicated webpage can also be accessed from our National Meeting website: <http://www.mgtas.org.au/national-meeting.html> .

## **Accommodation**

There is an accommodation review spreadsheet on our website, accommodation is available in Shearwater, Port Sorell, Latrobe, Devonport, Ulverstone, Penguin and Burnie. The Cradle Coast towns are linked by a dual carriageway 110 km/h highway, travel time between adjacent centres is less than 15 minutes.

## **Devonport Car Show**

The Devonport Car Show is the biggest car show held in Tasmania each year, in 2018 it will be held on Sunday the 25th of March, on the banks of the Mersey River in Devonport. ie the Sunday before the National Meeting. For 2018 the organisers are offering to make MG the feature marque of the show. This will be excellent public coverage for the following Easter weekend. You can check out the Devonport Car Show details on their webpage: <http://www.devonportmotorshow.com/> and register your interest in displaying at next years event.

***So be part of it, Rock the Cradle in Tasmania, Easter 2018***  
***MG Car Club of Tasmania website [www.mgtas.org.au](http://www.mgtas.org.au)***



I found this envelope [from BMC] amongst my delivery and shipping documents, I only kept it because of the way it was addressed.

I know the “Poms” thought little of us Colonials at that time but they must have thought Brisbane was a true ‘1 horse town’ to put this address on an air letter to Australia.

To my amazement our Post Office delivered the letter in 4 days after it was postmarked in Birmingham. Normally air letters took longer.

I believe they contacted Leyland Australia who told them to try TVQ-0 the TV station where I worked, it turned out Brian Tebble [a Queensland MGCC member] worked at Leyland and knew who I was.

If they could not address a letter correctly no wonder the MGC was less than successful.



## Regalia

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Car Badge - metal grill	\$35.00
Caps	\$15.00
Key Rings- 5 colours	\$8.00
Mugs	\$5.00
Polo Shirt - Club Logo (mens & ladies)	\$35.00
Polo Shirt - MG Models (mens & ladies )	\$32.00
T Shirt - as above Long or Short Sleeve	\$25.00
Stickers - inside window	\$1.00
Stickers - outside window	\$4.00
Torch - MG logo and our www. Embossed	\$5.00

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Open All Hours.....Gary Stevens 5522 6735 home.

*We hope to advise soon a new Regalia Co-Ordinator*



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## 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 its own tandem axle car carrier trailer which can be booked and used for a donation of only \$10 per day to solve your problems. **Contact Gary Stevens on 5522-6735 home any day of the week for hiring.** Please note a new home for the trailer will be required by 25th June as Gary will be moving house.

## Free Hire Club Engine Stand and Engine Hoist

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



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



## For Sale

**::FOR SALE - MGA** project car ~90% complete, 1500 rolling chassis with engine and gearbox, 1600 coupe body & all panels, body and panels require work, chassis in excellent condition, majority of parts for completion come with car including, new leather seat covers, seat frames, new RHD steering rack, RHD clutch pedals, wooden floor panels (for use as moulds), fuel tank and straps, all glass (except front windscreen - 2x broken/cracked front windscreens), doors and door skins, and door fittings, winders etc, gearbox tunnels, RHD dash, all dash instruments and some switches, handbrake, grille, light fittings, light plinths, rear vision mirror, drive shaft, steering rod, heater, roof lining supports, exhaust manifold, fan, radiator and more. Missing parts are items that would be purchased new during the restoration process. Selling due to interstate move. Car located in Far North NSW. Suit enthusiast with restoration experience. Feel free to call Kelly with any questions **0433 663 868 \$14,000 ono.**



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# For Sale

**:MGB** Model No. YGNN3 car No. 2410. Chassis No. 18AUH16344 (1965/66) The MG was modified in 1989 by my brother in law (mechanic). I have all relevant paperwork for the modification. 2.6 litre Mitsubishi astron motor coupled to a 5 speed Borg Warner gear box. The brakes have a booster and dual circuit master cylinder. It has wire wheels and has been registered since year 2000 and driven a few times weekly ever since. I would like to sell it unregistered as some of the window rubbers etc have perished. I am still driving it and it goes well and has been very reliable. There is no rust that I know off and only a couple of cracks in the doors near the quarter window. I am looking for \$8000 for it. Robert Fromm. Mobile 0427888076



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