

THE TIME MACHINE

June July 18

Top is John and Marian Crighton on a tour with other classic cars through Vietnam to Myanmar - and Back
Below is 2 Australian MGAs racing at Oulton Park UK. In the front is Dave Godwin in Birdcage



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Coast MG Car Club

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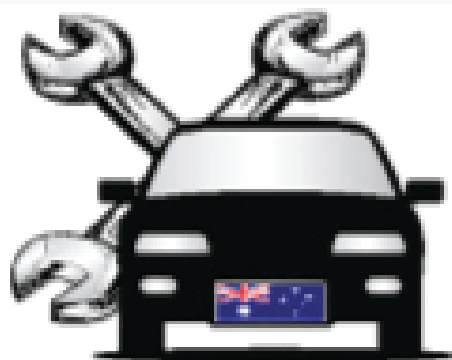


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THE TIME MACHINE

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

Affiliated with the MG Car Club UK



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Gary Lock - MGA
Other MGs - TBA

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

PRESIDENT'S REPORT

Greetings to all.

Some time ago I learn't that happiness isn't found by taking every opportunity offered. Happiness is most often found by choosing the right opportunities and acting on them.



Back in early 2017 Liz and I had such an opportunity when we agreed to attend the 2018 National Meet in Ulverstone Tasmania. It seemed a long way off at the time but we made the decision that we would attend this event. The happiness derived from that decision will live with us for ever. The trip to Tasmania was memorable, the company of fellow club members was the best, the fun had was unforgettable.

The MG Car Club of Tasmania were the hosts for the National Meet and what hosts they were. Having spent a fair part of my life associated with events management and the hospitality industry I have to say that the planning and thought that went into this National Meet was apparent from the very start. The MG Car Club of Tasmania did itself proud.

One of the pleasures we experienced as a group of people was the companionship shared among us. Club members from different backgrounds on an adventure, all intent on having fun. And what fun we had. The story of this adventure will be covered in more detail by myself and others further in this issue.

The organisation that went into the meet produced a long weekend of memorial events. The catering was superb by any international standards, the abundance of fresh seafood, the best of Tasmanian cheeses, meats etc invaded our senses. The car runs ran through some of the most scenic countryside in Australia. I will never forget vast streams of MG's meandering thought valleys laden with orchards of apples and other fruits. For the Sunday concours the sun was throwing its rays over a wonderful display of vehicles.

The judges awarded second place to Gary and Anita Lock in their division for their MGA. Murray Arundell also received a second placing with his SA Saloon. With only three SAs in attendance they were a magnificent sight for any car enthusiast to view.

At the formal dinner the Club was able to collect another two awards. The first was a submission for the best action photo and was won by Neil Weenink. The second award was for the best Club website. This award was of special import for us as a club as it was in part recognition for the tremendous effort Stuart Duncan put into making our updated website the best MG Club Website in the country. Well done Stuart.

A special thanks must also go to our Club Captain John Talbot for his detailed planning in mapping out our trip down and back to Tasmania. Only those who have planned or travelled on one of John's planned trips will understand the amount of detail, time and effort that goes into such an endeavour. It was also John who mapped out the tour of Tasmania after the Nat Meet. Those who went on that leg of the trip had a wonderful time. For Liz and I the sheer fact that we were part of this wonderful event was well worth the cost and effort to attend. We left there with some great memories.

Next year the Nat Meet is to be hosted by the MG Car Club of Queensland at Redland Bay. For those who will want to attend this event, keep an eye out for details that will be posted in the TTM and our website.

Looking forward, the Club has a very full agenda leading up to the AGM in August. The committee's great hope is that the membership takes advantage of what our club has to offer. The interaction between members is what makes this Club stand out, our decisions are always premised on what we believe the membership wants. With the AGM around the corner I ask that members give thought to putting themselves forward for a position on the Committee. Our Club is only enhanced by fresh ideas and wise minds with the desire to see this Club grow and flourish. I am only too happy to discuss this subject with any Club member who wishes to know more detail on how the Committee runs.

The Great Train Race will be staged as this publication goes to print. Unfortunately I can't attend due to other commitments but I wish those who are going the best of times.

It's now time for me to go and detail my GT as it's looking a bit neglected following its Tasmanian adventures. Till next time, safe motoring.

Peter Johnston

President



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I HOPE ENGLAND IS A BIT WARMER NOW



VIETNAM TO MYANMAR - AND BACK

An MGB GT from the GCMGCC joined 14 other classic cars for a five week wander around S.E. Asia in Feb/March this year. Marian and John Crighton alternated as Driver and Naviguesser in their 1972 teal blue GT.

As with other long distance rallies we have done in a GT (in South America and South Africa) the fact that we were the least expensive car did not prevent us from being one of the most reliable! On this occasion only three cars, the GT included, did not require assistance from the professional mechanic travelling with us.

Other cars included three Jaguar XK150s, an XK140, a splendid Aston Martin DB6, two 911s and a 356A from the Porsche stable, an Austin Healey 3000, a couple of Mercedes and a 1931 Ford A. Crews were mainly from the UK, but also from Canada, Holland, and Luxembourg.

The rally covered some of the most spectacular, but also some of the roughest roads on offer in that part of the world. Parts of Laos, Myanmar, and especially northern Vietnam were jaw dropping. And some of the most dangerous! Anyone interested in a real motoring thrill should try their hand at driving in urban Vietnam, for example. Threading your way through the sea of kamikaze motor cycle riders and trucks and buses is as stimulating as it gets.

A local in Dalat noticed Marian's hesitation when trying to cross a road swarming with motor bikes and cars. His advice: step off confidently, don't look, do not under any circumstances stop or hesitate. It takes a bit of nerve, but it works, probably because nobody observes the rules! Moses parting the Red Sea must have felt a bit like this. Terrifying, but effective.



Petrol Stations(?)

Unhook the hose! 2nd photo down

The rally started in Hoi An, an old trading port that flourished in the 15th to 18th century. The route then wound its way south, by-passing Ho Chi Minh City. The overall plan was to avoid all the major cities, which are not an especially pleasant environment for old cars. The food in Vietnam is brilliant, and there are wonderful things to see and do, but overall this part of the trip was not the highlight! Something to file away under 'T' (for Trivia) is that Vietnam is the second largest producer of coffee in the world, after Brazil.



The first of many tiresome border crossings was at Ha Thiem, on the border of Cambodia. Immediately you notice fewer people, smaller roads, poorer housing, not as many suicidal motor bikes, and ubiquitous advertising for the Cambodian People's Party. The road through the Cardamon Mountains was so bad as to reduce average speed to 20KPH.



Angkor Wat is the 'must see' destination, and to an extent lives up to the hype (think Tomb Raider, moss/vine-strangled ruins etc). But it is full of tourists, merchandising, rubbish etc etc. Angkor Wat is just outside Siem Reap, which means 'slaughter of the Thai (army)'. At one time the Khmer Empire stretched a good way around S.E.Asia, but the glory days are long gone in Cambodia. It is hard not to feel some sympathy for the people struggling under inept and corrupt government, and the legacy of the Khmer Rouge.



Despite the chaotic traffic in the region, we witnessed surprisingly few accidents. One of our team was 'first on scene' at two fairly gruesome accidents, one in Cambodia and another in Laos. At the first they were surprised how indifferent local bystanders were to the injured. Our colleagues gave first aid, helped search for missing fingers, and loaded the most critically injured in the back of a nearby ute in the hope they would take him to the hospital.



It turns out that the 'local rule' is emergency services folk will not assist unless paid up front.

We then crossed into northern Thailand. We noticed an immediate lift in the quality of roads, housing, industry etc. The highlight of this part of the journey was Sukhothai, the site of 13th and 14th century palaces and temples of the Kingdom of Siam's first capital. If only the Cambodians took a leaf out of the Thai book and applied the same approach in Angkor Wat!

Across the border into Myanmar to Hpa An, which (charmingly) means 'frogs vomit'! Myanmar is well worth a visit. Talk about laid back! The border crossing was serene. The roads vary from ok, truly awful, interesting, and ridiculous. The 'ridiculous' refers to the 10-20 lane highway that surrounds the new capital (Naypyidaw). The military regime thought it might be a good idea to move the capital from Yangon further north to a new paradise. Think Pyongyang – extraordinary expenditure on unnecessary infrastructure, massive government buildings etc etc. For several kilometres outside the 'parliament' the ring road is 20 lanes wide. Wide enough to land a large aircraft - quite useful if the ruling junta get the jitters and need to depart quickly. When we were there we were the only cars on the road. A colleague managed to get a snap of a bullock cart though. The sad thing is that just a few Kms out of the city the roads are awful and the quality of housing very poor.

Bagan is one of the world's greatest archeological sites. Some say it rivals Angkor Wat and Machu Picchu. Maybe a bit of a stretch, but by any standards remarkable. Most of our group (or at least those not needing to fix their cars) took the option of a balloon flight which is the best way to view the site. Our balloon pilot was an Australian lass.



After a relaxing stopover at the beautiful Inle Lake, we went back into Thailand (Chiang Rai and Nan) then into Laos. TRAVELLERS TIP. Bangkok and the south of Thailand is awesome, but you can live a happy and fulfilling life without visiting the north (apart from Sukhothai).

Laos, like Myanmar, is very interesting. Roads are generally particularly ordinary. The food is somewhat average. But the locals are welcoming and interesting. Luang Prabang has enough French influence remaining to ensure that the food, and the bread is excellent. Lots of challenging roads, but mercifully lightly frequented by other traffic.

Then back into Vietnam. We needed special permission to follow our chosen route from Dien Bien Phu (site of the famous defeat of the French) to the hill town of Sapa along some twisting roads that rival the famous Stelvio Pass in Italy. On to Ha Giang (spectacularly bad food, but really cheap haircuts!), then occasional particularly bad roads to Dong Van and Cap Bang.

Finally, 'down hill' to Halong Bay, and the end of the rally. Most of us had a day or so in Hanoi before heading home.

Quick summary? Angkor Wat and Sukhothai are 'must see' cites, but apart from that the real treat was the northern section through Myanmar, Laos and the northern part of Vietnam. Yes, some dreadful roads, but awesome driving, interesting culture, some wonderful scenery, and a special experience.

John and Marian Crighton



NEW MEMBERS AND THEIR MGC

My blue MGC, built in 1969 as a police car with solid wheels and no overdrive was bought in 1976 in London (rego NHD 01) with 165 - 15 Dunlop SP14 tubed tyres, mileage uncertain. At sometime, I replaced solid wheels for pseudo spoke appearance.



The MGC was taken to Norway in 1978 for 7 years, Ireland 1 year, then brought to NSW before coming to QLD in 1993

Major repairs: Older receipts mostly lost; 1976 - Fuel Pump replaced; 1978 - Water Pump replaced & repaired alternator; 1991 - Clutch replaced; 1993 - Gear box bearings replaced – slipping out of 3rd gear; 1997 - Heavy duty torsion bars and new rear springs; 2003 - repair front suspension; 2013 - Clutch replaced again; 2014 - Radiator Re-core & repaired servo; 2015 - New larger tyres 185/65R15 XM2 88H and electric rad fan & refurbish distributor; 2018 - Rebuild Distributer (again), Dyno Tune (78 kW), replace water pump.

Installed new seats of marine grade 'foam and leather' in a boatyard in Labrador around 1994, and discovered confetti which had fallen in 1977, when I got married and took off in the MG for honeymoon.

Lots and lots of trouble with brakes – master and slave cylinders, callipers (front two are not a pair!), noisy.

And that's about it.

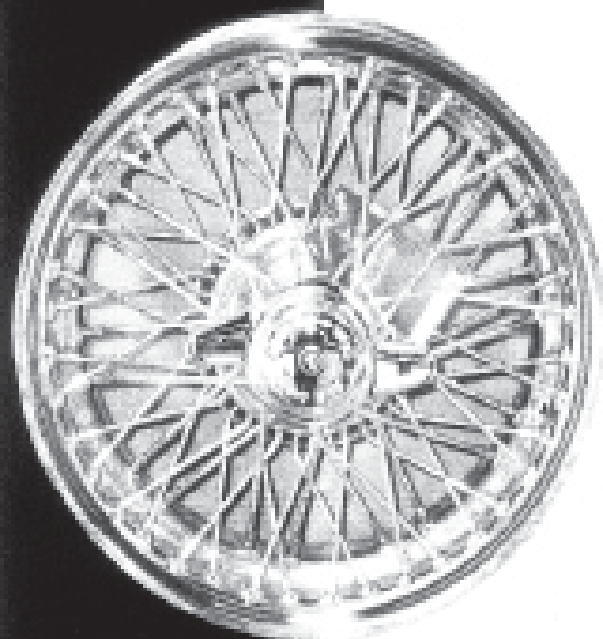


Looking at aircon for summer driving

Howard & Trish Dewhirst

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NOT THE NATMEET RUN - MARCH 25

As we drove into the club rooms at Mudgeeraba, we had to make way for an array of cars from the Classic Car Club ready to start their day out. We joined the six or seven MG cars and a small group of MG enthusiasts and eagerly awaited words from Jim Haines and our hosts, Joe and Jan Evans who provided the written directions for our day's adventure.

It was a spectacular morning and the Currumbin Valley was bathed in sunshine and fresh from recent rains.

The morning tea stop saw about eight more MGs and their members join the group. Long Tan Park over the bridge by the creek in the Currumbin 'woods' is a perfect place for coffee and a chat.



Soon we were off again for the second part of the trip. This was an exceptionally good route to Hastings Point, our destination. Several of the roads, were unknown to many of us, like Bakers Rd. and Watty Bishop Rd, although we have rallied in this area over the Border many times. Really put the cars through their paces!

When we arrived at Hastings Headland, Jan and Joe with some helpers had erected a shade and tables near a beautiful pandanus tree that also gave plenty of shade. The view of the sparkling beach and rocky headland is sensational.





While we were sitting, chatting and waiting for our lunches to be delivered, Joe had set up a table with 12 antique tools plus quiz papers and pens. A competition was held to see who knew what these items were. This had a few people scratching their heads for awhile, but soon figured most out.



The food arrived, nice and hot which everyone enjoyed.

A great day out, wonderful 'MG' roads, nice and cool in the rainforest and farmlands.

Thank you Jan and Joe , a great effort.

Baz and Marg Beaman



APRIL MIDWEEK OVERNIGHT WARWICK RUN



Under stormy skies a small group of dedicated MGers met at the Logan Riverlands parkland in anticipation of our overnight run to Warwick. This run replaced the usual mid-week Wednesday run which, in view of the Commonwealth Games, had been postponed for one week because of expected problems with traffic on the Coast.

After the usual announcements our run organiser, Denis Thomas, passed out the run sheets and tourist information documents and maps of the local area, and filled us in with regards to expected road conditions and the like. By this time light rain began falling, but this was expected as the weather forecast had predicted periodic showers throughout the day.

Having passed through Beenleigh we proceeded on to Beaudesert then turned on to the main road signposted Boonah-Warwick. At Boonah we stopped for lunch at the picnic grounds adjacent to the Tourist Information Centre, at which time we were joined by Allan and Leola Ross and John and Denise Bromley, and also John and Marilyn Muirhead who were 'day trippers' on the run.

Having left our lunch stop we travelled via the Boonah by-pass road towards Mt. Alford, then on to the Mt. Alford-Lake Moogerah road to Carneys Creek Road and Head Road, where we turned right towards Queen Mary Falls. Approaching the mountains low cloud could be seen hiding the summits, but it wasn't until we commenced the climb up to the falls that the full extent of the cloud cover became apparent.



As it transpired the fog and mist was so dense that visibility was reduced to mere metres, necessitating a dramatic reduction in speed to below 40 K/ph. This situation prevailed for most of the steep, narrow and winding climb up to the Falls café where we stopped for a welcome cuppa.

Cut off date for next magazine 10th July 2018

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

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

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

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

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

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

GOLD COAST MG CAR CLUB INC

The Secretary,
P.O. Box 1018, Southport Qld 4215

Membership at May 2018

Active 157 Family 122 Life 7 Honorary 4 **TOTAL 290**

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



However, towards the bottom of the mountain Bruce Ibbotson's immaculate 'C' suffered a mechanical

breakdown, following which it 'failed to proceed.' Unfortunately the problem was terminal, resulting in the car having to be transported home by tow truck. A great disappointment.



After leaving the falls we descended the other side of the mountain and proceed on to Warwick via Killarney following Settlers Route 1. This is a great drive through sweeping plainlands with very picturesque scenery.

Our overnight stay was at the Horse & Jockey Hotel/Motel, which proved to be somewhat disappointing. We were informed that 'new' managers had taken over since the booking was made in January, and information concerning meals and costs had not been passed on. This resulted in some confusion. Dining room service was also not up to the high standard we had previously experienced at this establishment.



After a hearty buffet breakfast the following morning we drove to the Pringle Cottage Museum on Dragon Street where our run organiser had arranged to meet an old friend and colleague who is associated with the museum, and has intimate knowledge of the area and its past history. This person, Phil Wagner, is also the proud owner of a 1916 model Indian motor cycle in 'mint' condition, and which he had ridden to the museum that morning for us to view. A truly remarkable machine. After this it was back on to the highway for the trip home, to conclude a sometimes damp but an overall enjoyable overnighter.

Our thanks to Denis and Vicki for their organisation of it.

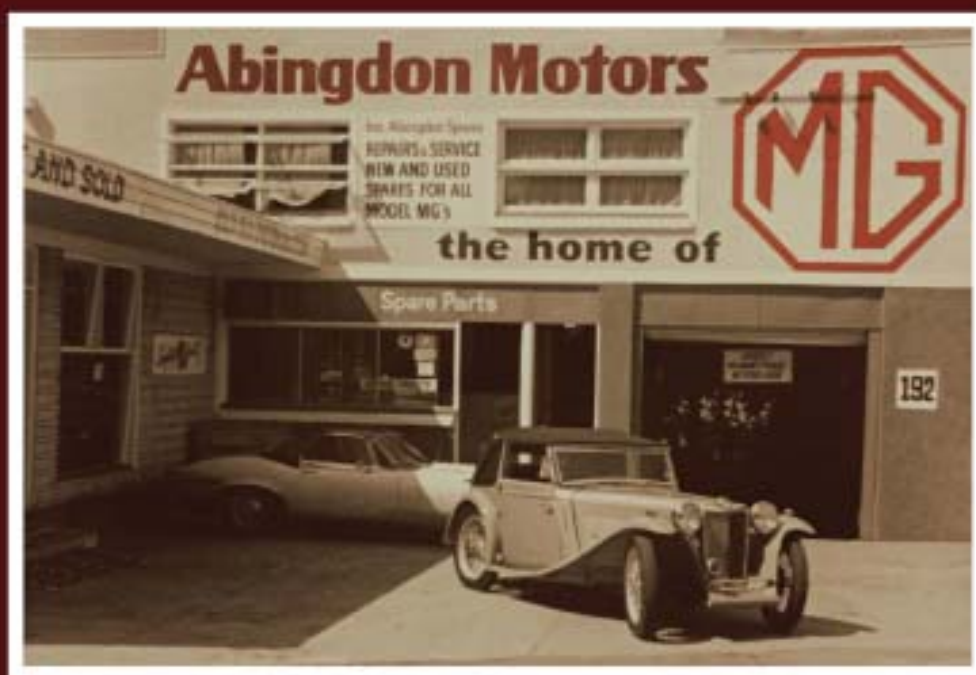
Jim Lutherborrow



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BULLETIN #1

THE GOLDEN JUBILEE MG NATIONAL MEETING

2019 - REDLANDS QUEENSLAND

Fifty National Meetings is something worth celebrating, and this is what we, the MG Car Club of Queensland want to do with your help over the Easter long week-end of 2019.

Plans are well under way for a fabulous, fiftieth, fun filled, MG week-end, so put the date in your calendar to come to the Redlands area of Queensland to help us celebrate and have a holiday whilst you are here.

Redlands City is within easy reach of many attractions in the South Eastern part of Queensland, from large sand islands with their natural beauty, theme parks, wineries, little towns, to cities and whatever is in between. The only thing we don't have is snowfields.

April is usually quite pleasant, weather wise, the heat and humidity of summer have usually gone, the rains have usually gone leaving everything nice and clean and green. So here is your personal invitation to come to this historical event. The format for the long week-end will be:

Friday 19th April	<i>Registration and Scrutineering</i>	Redlands Performing Arts Centre, Cleveland
	<i>"Time Line of National Meetings"</i>	Redlands Performing Arts Centre
	<i>Noggin & Natter</i>	Redlands Performing Arts Centre
	<i>Rocker Cover Racing</i>	Redlands Performing Arts Centre
Saturday 20th April	<i>Concours de Elegance</i>	GJ Walter Park, Cleveland
	<i>"Time Travellers" Night</i>	Sheldon Event Centre, Sheldon College
	Concours trophies presentation	Sheldon Event Centre, Sheldon College
Sunday 21st April	<i>Hillclimb (Speed Event)</i>	MGCCQ's Hillclimb, Mt. Cotton
	Observation & Social Run	Redlands and surrounding area
	Sunday Night	Free night
Monday 22nd April	Motorkhana	Sleeman Sporting Complex, Chandler
	Kimber Run	Redlands and surrounding area
	<i>Golden Jubilee Dinner</i>	Sheldon Event Centre, Sheldon College
	& Trophy Presentation Night	
Tuesday 23rd April	<i>Farewell Breakfast</i>	Alexandra Hills Hotel Conference Centre
	Delegates Meeting	Alexandra Hills Hotel Conference Centre

MG MOTOR & JAMES BROCK JOIN MG RACING AUSTRALIA

by Paul Vernall|Published April 30, 2018

An exciting entrant joins MG Racing for Round 2 at the picturesque Phillip Island Grand Prix Circuit.

MG Motor Australia will launch their 2018 motorsport campaign with MG Racing this weekend with an all new MG 6 Turbo taking to the track. In what will be a first on many levels MG Motor will go on to compete in the Australian Manufacturers Championship at Sandown in May as well. The car has been built by Brock Race Engineering in Melbourne and it is so fresh that it will not even get shaken down before qualifying at Phillip Island. The entry is fully supported by MG and is entered by MG creating our first 'works' race car from the factory and joining our MG ZR Judd ex MG Rover era works race car run privately now by Andrew Howell.

MG Motor announced James Brock as the driver for 2018 and Brock is looking forward to heading to Phillip Island. "It has all been a pretty late deal but the MG Racing guys have been great and I am looking forward to getting adjusted to the car. I haven't driven anything like it so its an exciting development and will be a bit of fun. "The car itself is a converted road car, running the production 1.8 litre MG 6 engine and 5 speed gearbox. While it won't be a front runner in the series it will certainly mix up the mid field. The entry comes prior to participation in the Shannons Nationals at Sandown in May, where the car will participate in the endurance race. "The car is straight APC spec, standard turbo, standard ecu etc. so there is a bit of development to do once we understand it a bit more," commented Brock.

The deal comes quite late but with the help of PIARC and Geoff Bull the entry has been lodged and accepted. The car's first public appearance will be on Saturday in Qualifying for Round 2 of MG Racing Australia. "It came about pretty quickly and I must say it has been great to see the support of MG Motor and their PR team to put the deal together, James himself has been fantastic and it's pretty cool to see something like this come to MG Racing. Geoff Bull has been fantastic as well in turning it all around for us and supporting MG Racing as it wasn't an easy deal to put together. It's going to be a great weekend," commented series captain Paul Vernall. MG Racing is proud to include James and MG Motor into the series



MG Motorsport takes victory at the first round of the 2018 Jacuzzi Spas Australian Production Cars Series! Congratulations to James Brock and the MG Motorsport team on the first win of the season at Sandown yesterday.

TOUR DE KIWI 2019 OR 2020

If there are enough people interested in repeating our very successful 2008 tour, I will looking at organising another.

One of the main attractions was Warbirds on Wanaka, but as this is held every second year (next is 2020) I can hold off until then.

If anyone is interested, please contact me with an expression of interest. 2020 is a long way off, and 2019 may suit those looking for a once in a lifetime MG trip sooner! Costing?...well 2008 was in the region of \$9K per couple, including shipping of cars, but not airfares. I have been in touch with our previous travel agents, Southern World in NZ, and they are prepared to organise another brilliant itinerary.

Gary Lock 0435 901150



P - Midweek Run - Wednesday June 13

Meet at 7:30am for brekky and a natter at Arthur Earle Park. Leave 9am BYO morning tea and a Tavern lunch Numbers are required by previous Monday to David Willmott on (07) 55932524 or email davidanthony56@hotmail.com

P - Ladies Day Sunday 24 June 2018.

This day is for the first part for the Marie Conway-Jones Ladies Trophy. Be at the Clubhouse at 9:30am for a **supplied morning tea**. After morning tea you and your navigator are off on a run along quiet Queensland country roads with some questions for your navigator. BYO picnic lunch at a lovely park or a Fish & Chip shop close by also you need to bring your own chairs.

Ladies come along and compete for the Trophy or just come and drive the run (I have driven the route and is really easy and safe.) All Gold Coast MG Car Club members are welcome to participate.

RSVP to John Talbot by reply email ejohntalbot6@gmail.com by Thursday 21 June 2018

Marie Conway-Jones & John Talbot

P - CHRISTMAS IN JULY 2018

Yes folks, it is still on with only several more places available for this years Christmas in July run to Tenterfield on the 11th-12th July, so if you intend coming and joining in with the festivities register yourname with Jim Lutherborrow at jameslutherborrow@bigpond.com ASAP.

DO IT NOW SO AS TO NOT MISS OUT.

**P - LSIM July 29 -TBA**

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 of points by attendance at Gold Coast MG Car Club events.

EVENTS

P - ANNUAL GENERAL MEETING - August 5

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 - ejohntalbot6@gmail.com

Nominations are included with this magazine and should be lodged before midnight on Saturday, 21st July to the Secretary, GCMGCC, P.O. Box 1018, Southport.

PRIDE OF OWNERSHIP / CONCOURS

DATE

SUNDAY 26th 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**

WEEK AWAY WITH RICK, MARY, AGNES AND ELVIS

Itinerary: Leaving Wednesday August 29, Meet at Arthur Earle Park at 8.00 am, departing at 8.30 am. Brisbane and Sunshine Coast members to meet us at Rick's Garage for morning tea. We are staying overnight in Maryborough, then three nights in Agnes Water, two nights in Bundaberg and one night at Gympie. The accommodation at Agnes Water has to be booked now. With the interest we have had already, there is limited accommodation available. Please contact **Cheryl Robinson** **0466 627 308** or email cheryl.bgt77@gmail.com, if you are interested in coming.

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The photos in the magazine have been contributed by Carole Cooke, Peter Kerr, Steve Begley, John Crighton, Gary Lock, Dave Godwin, Jim Lutherborrow, Jan & Joe Evans, Margaret Beaman, Paul Vernall

WE WANT YOU ON OUR MANAGEMENT COMMITTEE:

The Club has positions available on our Management Committee for motivated members. We are looking for Club members who have a bit of time to spare and are willing to become involved in the running of the Club.

Committee positions are open to all Club members who are financial. No experience is necessary as most Committee rules are covered by our constitution and by-laws.

Be part of a close knit team which is always on the lookout for good ideas that benefit our membership.

All Club members are welcome to attend Committee meetings and encouraged to do so. This is a great way you can see first hand the workings of your Committee.

Please contact me if you have an interest.

Peter Johnston

President

New Members

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

Matt and Linda Stevens - Broadbeach - '78 MGB
Paul Whelligan and Jasmine Loke - Ashmore - '69 MGB
Ian George - Sanctuary Cove - '47 TC
Dalton Pereira - Pacific Pines - '53 TD
Richard and Mei Mei Jones - Coolangatta - '66 MGB

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

MIDWEEK RUN - MARCH 14

After what seemed like weeks of rain, the morning of the 'Annual Au Revoir Run', organised by Peter and Jill East, dawned fine and sunny.

We met at Winders Park Currumbin....or as known to GCMGCC members... East's Park



After the usual laugh at Big Jim's jokecars went off on a run that Peter and Jill had set previously. It took us up over the beautiful Mt Tomewin and into northern NSW then out to Tyalgum for morning tea.



Morning tea was as usual a great time to mingle and was made even nicer by the fact our hosts had covered all bases by supplying Aussie lamingtons and a delicious English bread pudding type cake!! The ubiquitous raffle was

won by 'Mr MG' Bruce Corr who walked away with car cleaning gear and a torch thanks to Laurie and Kay's work.

After a quick detour by myself for a browse in the charming village shops we joined the others on the drive to lunch.

The drive back to the coast was along lovely Tweed River Valley which was looking green and lush and is just one of my favourite drives. We then went over the M1 towards the coast. The route took us through some of the coastal developments and it is easy to see why people would choose to live in this area as the beaches are stunning.



Lunch was a picnic at a park at Kingscliff and it was a sight to see with the surf really pumping after our bad weather. Speaking of which, Jim did ask Jill if 27 degrees and raining was better than -3 degrees and snowing. Jill assured as that the warm and rain was the winner so it seems we can expect the East's to rejoin us again later this year.

So thanks again Peter and Jill we really enjoyed our day and we wish you Bon voyage...

Moya and Jim Haines



LSIM - APRIL 29

Our Club Captain, John organised a very interesting run for us on great MG roads. Our morning tea stop was at the Botanic Gardens Mt. Tamborine. More time could have been spent exploring the gardens. As it was, we were last to leave. Lunch was at Advancetown Hotel, always good there.

Thank you John,

Carole





Below - President Peter congratulates Stuart Duncan on winning the Website Trophy at the Nationals in Tasmania



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A TASMANIAN ODYSSEY: GOLD COAST TO MELBOURNE

Saturday 24th March arrived overcast with what looked like rain laden clouds. For those of us who were trekking to Tasmania this was the start of our adventure. Our departure from Martin Shells Park coincided with the LSITM Run so we had a group of hardy Club members to see us off and do a part of the first leg of the run.

The first leg saw us travel down the Tweed Valley Way into Murwillumbah, then follow John Talbot's directions to Summerland Way, which directed us to Kyogle for morning tea at the local bakery. Unfortunately bakeries aren't the best for weight watchers so that's where the fun started. Trying to wedge myself back into the car after pie and peas. I was feeling really bad until I looked at Anita Lock folding Gary back into his MGA.

From Kyogle we continued on our merry way to Casino. The elusive sun battled with the rain for supremacy. The odd shower ensured those with their tops down didn't become too complacent but never heavy enough to force stoppages. We cruised into Grafton for a light lunch at the big shopping mall.

After lunch and refuelling the cars we headed across the crooked road & rail bridge to South Grafton and Waterfall Way. This has to be one of the most scenic drives in Northern NSW. By 4pm we were cruising into Armidale for our first night away. Dinner was at the Armidale Bowls Club then back to the motel for an early night as we had a long drive the next day.

Day two again started out cool and overcast. Perfect weather for MG touring. The route took us onto the New England Hwy for 105km which then passed through Tamworth, then a further 52km to the Wallabadah roadhouse for morning tea. Back on the road we settled in for another 105 km leg which eventually saw us swing onto Putty Rd heading for our next stop Bulga Bridge Cafe for lunch.

This stop developed into a minor disaster. Our group had parked either on the roadside or in the roadhouse grounds. Whilst we were enjoying our break an old beat up Landcruiser towing a tandem trailer laden with old cane furniture parked behind Jean and Keith Bailey's new MG. The young driver adorned with the latest fashionable dreadlocks approached us to sit at our table and enjoy his morning tea. We were chatting away when we noticed his Landcruiser rolling forward. Unfortunately it had nowhere to go except up the rear end of the Bailey's MG. It happened so quickly there was nothing anyone could do about it. Fortunately the damage wasn't sufficient enough to deter Keith and Jean from continuing on.

Talk about bad luck. After that bit of drama we again hit Putty Rd for a further 147 to Windsor. For some reason the weather turned against us, it was hot and I mean very hot. The Putty Rd was one of the most challenging sections of road on the whole trip. Winding over hills and valleys, through native forests and grazing lands on the flats we had to be careful as the road had its dangers. We seemed to be travelling forever but all too soon we arrived at our motel in Windsor. On arrival at the motel we had a few room rate problems to attend to so the less I can say about the accommodation at the Windsor Terrace Motel the better. John arranged a courtesy bus to take us to the local RSL so we were well fed and watered for our next leg.

The next morning saw us back on the road by 8.30am heading ever south. Skirting Sydney we headed for the Old Hume Hwy that took us to Yanderra Village for morning tea. Unfortunately this centre was closed. As most vehicles were separated by Sydney traffic we continued on to Mittagong then back onto the M31 to Goulburn which led us to Braidwood for lunch.

Now Braidwood is a cute little town nestled in the southern highlands and boasts a wonderful bakery. The pies are to die for. Naturally I went for a chunky beef and Guinness pie with Liz being a bit more refined with a chicken pie. I know I left a kilo heavier but it was worth the stop. We found the rest of the crew in a cafe up the road, Gary Lock was munching on what he called a weight watchers pie, chips plus apple pie & ice cream desert. John Talbot had a row of cream buns he was wading through. I tell you when we hit a town it does very well from our visit. The other bloke you had to watch out for was Ray Scheiwe. This bloke can eat. (More on him later.)

After squeezing back into the cars we headed for Bateman's Bay on the coast then onto the Princess Hwy to Narooma. At the top of the hill we found our motel called "The Top of the Town Motel". What a contrast to the previous night. This motel was first class, the management and staff couldn't be more helpful. We were able to wash our cars, take over the car park for our sunset drinks and enjoyed a short walk to the local pub for a cracking dinner overlooking the Pacific Ocean. It was a wonderful end to a memorable day. For anyone reading this missive and planning to visit this region I can recommend The Top of the Town motel as they couldn't have been more accommodating. Narooma is one of those towns that you could spend days there. Unfortunately we had to keep moving as we had a ferry to catch.

Next morning saw us away again on the Pacific Hwy heading to Orbost for lunch via morning tea at a roadside cafe in Eden. After that we drove down to the waterfront to watch the trawlers unload their catch. Eden is such a pretty place. At Orbost we stopped at the Orbost Bakery for lunch. I know you will think "more meat pies" but no, a filled roll for me, Liz a salad sandwich. The guy who wins the munchies award is Ray Scheiwe. Ray's favourite is toasted sandwiches.

I swear to God this bloke would order a toasted sandwich in a Thai restaurant. Even Gary Lock with his pie, chips, lashings of tomato sauce with a sticky date pudding to finish off with comes a distant second. What us foodies really hate about Ray is it doesn't matter what he eats he doesn't gain an ounce in weight. Life is so unfair. No wonder he is so happy. From Orbost it was an easy drive to our overnight stay at Bairnsdale. This is the heart of Gippsland country.

After an easy night we had a leisurely drive to Melbourne via the Fat Cow Cafe for morning tea. This was a roadside food van cafe that sold, yes you guessed it, pies, toasted sandwiches, cakes, sausage rolls and hot dogs. Being a hearty bunch we didn't bat an eye and ordered up big. By this stage of our journey belt buckles were slacking off. I have no idea why. From that gourmet delight it was an easy run to through Melbourne to Station Pier our final destination before loading began on the Spirit of Tasmania. Doing a head count we had Gary & Anita Lock, Keith & Jean Bailey, Les & Diana Parry, Kevin & Lyn Bell, Ray & Fay Scheiwe, Jeff & Julie Wicks John Talbot & Caren Sattler, Liz Johnston and myself.

Apart from the Bailey's mishap the journey was without breakdowns: We all arrived safely. The comradeship we formed as a group made our trip south so memorable. We had so many laughs we were like a bunch of kids.

For this to occur in such a trouble free way takes planning, lots of planning. I am most confident when I speak on behalf of the group that all thanks for this rests with John Talbot. John's attention to detail planning ensures that we all had a wonderful time. On behalf of the group I can but say: Thank You John.

Others will continue this story of our Tasmanian travels.

Peter Johnston

Club Captain John organised the tour down to Tasmania and the Post Nat Meet Tour around Tasmania and also the trip home. A great effort.

The next Time Machine will have photos and article on the Nat Meet itself.

POST NAT MEET TASMANIAN TOUR

Tuesday, 3 April: After enjoying a wonderful meal at the Farewell Breakfast, six cars headed for Strahan, via Burnie. John Talbot had organized a route through Cradle Mountain but that had already been covered with the Kimber Run the previous day, so an agreement was reached we travel via Burnie, arriving in Strahan late morning, lunch, then enjoy West Coast Wilderness Railway Trip. The carriages had been refurbished and everybody enjoyed the pristine river and rainforest. Dinner was a seafood buffet at the Motel.



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Wednesday, 4 April: Rain showers again, 300 days of the 365 days of the year the West Coast has rain, but it didn't deter us enjoying the World Heritage Cruise on the Gordon River. Again, beautiful scenery. The cruise took us through Hells Gates to Sarah Island, Heritage Landing and returning to Strahan. Again, and great buffet lunch on the boat. Sarah Island became a Penal Colony in 1822 for men who had been convicted a second time. Women were also transported to serve time on the Island. Not a place to be. The guide on the Island was very informative, so we were able to appreciate what a terrible place to be serving one's conviction time. Dinner at the local Pub.

Thursday, 5 April: Heading through Queenstown to Hobart, we stopped at The Wall, approximately 120 kms from Queenstown, just past Derwent Bridge. After a morning tea of freshly baked scones, fresh cream and jam, tea/coffee, the unique display of mostly Huon Pine and the panel spanning 100 metres in length, was breathtaking. Some of the panels were intentionally left in various stages of completion to enable the viewer to experience the evolution of the carvings, from the drawing to the roughing out and the various stages of detailing. Greg Duncan, the Sculptor, believes presenting his work in this way, brings a greater understanding and appreciation of the sculpture as an art. His belief is that The Wall tells a story of the value and philosophies which identify us as being Australian. The Wall was opened to the public in 2012. Lunch was at the Hamilton Pub. Food was a bit scarce but one couldn't help being intrigued at the collection of items, bric and brac that the owner collected over a long period of time. Steel Gate from a prison at Port Arthur, sails from a boat that were attached to the ceiling, tools and implements from farm machinery etc. The list just goes on and on. The local Post Office was also located in the Pub. Dealing with heavy traffic in Hobart, we finally arrived at the Motel. Great to be travelling on good roads. Dinner was at the local Thai Restaurant.

Thank you John for organizing a wonderful Tour.

Les and Diana Parry



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HISTORY OF MG - PART 6

BEFORE THE WAR

Following Leonard Lord being appointed, the N type 6 cylinder OHC became the last racing engine, as he decreed future engines would be taken from the Morris bins.

PRESS COMMENTS for the MG N-Type stated:

"It is not just that the car is fast.....it is that it feels so very much better." "This engine seems veritably to delight in revs, yet it remains delightfully smooth and quiet." 'it should be capable of giving a very high speed.' "It is a sports car, yet it is not harsh in its riding."

The successor to the K series MGs of 1932 - 1934 was built from 1934 - 1936 with one aim: to continue the successful racing career that the K had established.

The icon of chassis NA 0550 now resides with me. The press comment on NA 550 stated it's a fatal attraction, with the allure of a '30s beauty and her boundless demands.



At the 2007 MG Nationals speed result, I won in NA 550 by 5 seconds. The Roger Waters Executor stated his racing MG was allocated in the Will to the winner. At the Nationals breakfast the Executor advised me the Yellow Rebel was mine. I responded saying I do not need another MG in this life or the next. 10 months later I was told to pick up the racer on its trailer and its tow car in Adelaide.

I drove the rig to Melbourne after checking the complete CAMS log book.

This evolution of the species was marked by the abandonment of the simple ladder type frame of the K series, and the adoption of a frame featuring broader side-members, facilitating a wider track at the rear.



The six cylinder, B4 engine featured direct drive of the camshafts via twin bevel gears and a shaft. This advanced design owed much to the Wolseley B4 engine, which had been developed whilst the Wolseley Company was manufacturing the Hispano-Suiza W241 Aero Engine during the Great War of 1914-18.

The Victorian MG distributor Lanes Motors imported 100 MG chassis pre-World War II. Their preferred coachbuilder was Chas Aspinall &

Sons of High Street, Armadale whose products were known for their sparing, lithe lines, and achieved a string of successes in local competition aboard J, P, L, and N type MGs.

Under the Empire Trade Preference Scheme unassembled chassis of British origin could be imported duty-free and most English cars of that time were imported in this form.



The catalogue described the MG Magnette N type as a 'real enthusiasts car throughout' with an engine that is 'primarily designed for racing' and 'performance to match that lifts it out of the ordinary.'

'This MG Magnette is a new motoring experience that defies description, and that's what the owner will say - fresh from these exhilarating hours at the wheel. A worthy prototype of the MG Magnettes that made motor racing history!'

Peter Kerr



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In all the time I've been involved with classic cars, (over 40 years), Insurance companies have offered an 'Agreed Value' Insurance policy for your cherished Classic Car. This has usually been based on a figure that you and the Insurance company casually agree upon. However, it appears that now, one has to have things validated a little more formally and the Insurance companies are asking for official valuations.

It appears that different Insurance companies have different criteria... Shannons (a leading Insurer) require the car(s) to be inspected by themselves, whereas another company I spoke with, suggest that you take the car to a 'reputable' car dealer...

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3. The final option is more long winded with photographs and correspondence with Shannons.

As a business, the Classic Car Clinic cannot, nor will not give official valuations and I'm certain your Car Club will not either.



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*MGB driven by Jean
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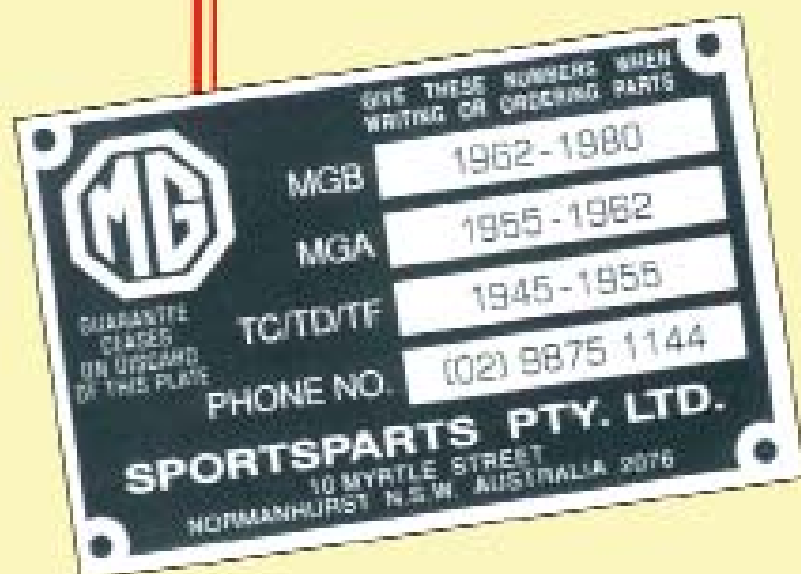


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