

THE TIME MACHINE

October November 19

On Sunday, our MGs were part of the Display on the main street of Warwick. We lined up first at the Showgrounds



The Official Magazine of the Gold Coast MG Car Club

Registered by Australia Post Publication No. 100018127



Fun motoring for life



mggoldcoast.com.au

Experience MG on the GC



PHOTO: COURTNEY HANCOCK

Mention this ad & receive \$250 in genuine
MG accessories FREE*

There's never been a better time to buy an MG

Gold Coast MG | 4 Spindelove Avenue, Southport | Ph 07 5531 0144



*Terms & conditions apply. 7 year factory warranty & 7 year roadside assistance TBC's at www.mgvehicles.com.au/warranty. Not available for fleet, govt, rental, hire car or similar buyers. MG Motor Australia reserves the right to change or cancel these offers.

On all models shown



THE TIME MACHINE

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

Affiliated with the MG Car Club UK



Club email: goldcoastmgcarclub@gmail.com

Club Web address: www.goldcoastmgcarclub.com.au

P.O. Box 1018, Southport. Qld 4215

Clubrooms - Heritage Centre, 238 Mudgeeraba Rd, Mudgeeraba

Richard Patterson (Janine) Ph 0421 439 881

(President)

email - richard.patterson.2018@gmail.com

Dale Hansen (Jacqui)

(Vice President)

Ph 0432 087 736

email - dale@abc2c.com.au

Marie Conway-Jones

(Secretary)

Ph 07 5563 2137 Mobile 0411 181 725

email - marieconwayjones@gmail.com

Laurel Godwin (Dave)

(Treasurer)

Mobile - 0412 953 075

email - laurelg81@gmail.com

Stuart Duncan (Lesley)

(Club Captain/Membership
Secretary/Website)

Mobile - 0405 402 745

email - lesley_stuart@bigpond.com

Carole Cooke (Peter)

(Editor)

Mobile - 0481 480 017

email - cazcooke30@gmail.com

Peter Johnston (Liz)

(Committee)

Mobile - 0417 769 680

email - [pe.john\(Ken\)ston04@gmail.com](mailto:pe.john(Ken)ston04@gmail.com)

David Willmott (Ruth)

(Committee)

Ph 5593 2524 Mobile 0408 455249

email - davidanthony56@hotmail.com

Janine Prichard (Richard)

(Committee)

Ph 0417 072 021

email - janine.prichard@hotmail.com

Sue Craig (Ken)

(Committee)

Ph - 0421 192 037

email - fra@dodo.com.au

Ken Shead (Sue)

(Committee)

0404 390 127

email - ken_shead@hotmail.com

John Careless (Kate)

(Committee)

Ph - 0427 149 934

email - rjcareless@gmail.com

The Committee welcomes your phone calls, but please before 8.30 pm

FEATURES

Member Initiated Impromptu Run	4
President's Report	5
MGB's Rule!	8
Christmas in July	11
Jumpers and Jazz - Warwick	17
Coming Events	22
Ladies Day - July 28	25
Midweek Combined - July 31	28
Coffee Run August	31
Midweek Run - August 14	32
Pre-War Rally at Yamba	35
History of MG - Part 14	39
For Sale	42

MEMBER INITIATED IMPROMPTU RUNS

In February 2019, the Queensland Department of Transport and Main Roads changed the Special Interest Vehicle Concession Scheme guide to allow an event (run) to be initiated by a club member and be supported by the member's vehicle club.

For more information on the Special Interest Vehicle (SIV) Concessional Scheme, please visit the Dept of Transport & Main Roads, SIV Guidelines webpage.

The Gold Coast MG Car Club has instigated a webform and email process to allow members to participate in these events. Visit www.goldcoastmgcarclub.com.au/impromptu-run-advice/ or look under "About GCMGCC" then "Online Forms" .

Upon submitting the form, the run will be registered on the Club's website and a copy of this registration will be emailed to you providing proof that the run has been added to the Club's Impromptu Event Calendar.

Stuart Duncan GCMGCC Club Captain

REGISTER CO-ORDINATORS

Peter Kerr - T & Pre War	Gary Lock - MGA
John Crighton - MGB	Other MGs - TBA

PRESIDENT'S REPORT

In writing my first report for the Time Machine I feel it is somewhat ironic as I am in the city of Stirling, in Scotland, as I write while viewing the Stirling Castle as I look down the street! Not an MG in sight but reminds me of the early days of our wonderful marque!



Firstly and really importantly it is not lost on me that I have been given a great honour in taking on the President's role at the GCMGCC. I wanted to thank the Club members for their confidence in me after having spent only 16 months at the Club. I have had a baptism of fire with a position as a Committee member for half of this time with the MG family on the Coast. Thanks for the honour of being elected President and I am excited about my challenging role.

The AGM was a terrific morning and morale, comradeship and the spirit of the MG Car Club is really strong and I almost feel like a new coach coming into a premiership winning club – we are blessed to have so many committed and loyal club members to support the activities of the Club into the future. The past and new Committee greatly appreciates the support and work of all members who make our club such a success.

There were a number of keystones to my address at the AGM and I again wish to echo these points as it is critical that the Club holds both myself and the newly elected Committee to the tasks which lie ahead. I have committed and wish to dedicate the new Committee to:

1. Ensuring the foundations of the Club prosper and grow: areas such as the Noggin and Natter, mid week runs, coffee runs, Last Sunday in the Month runs, longer trips away, events (especially Christmas in July) and our Display Day all run as well, or even better than they have in the past.
2. Task the Committee with exploring greater involvement of youth in order to secure the future of the Club. Schools, driving lessons, runs and parental participation could all be key to a future of younger participants around the club. Wouldn't it be nice if each of us brought someone under 30 to a run or two each year?
3. To establish a well supported program of activities for all members. This should include formal and informal surveying of members around what they would like to see on the annual GCMGCC calendar.
4. Implement a simple 3 year Strategic Plan to ensure continuity of the Club and to support the Committee and the membership achieve its vision as a Club.
5. Given the excellent financial position of the Club the Committee would like to explore opportunities to use the funds which have been accumulated in order to provide different projects, events and activities for the current and future membership. Again, we will be looking for ideas and feedback from members around what we can do with the substantial funds invested on behalf of our membership



Classic Car Clinic

8-241 Brisbane Rd

Biggera Waters 4216

0755291876

www.classiccarclinic.com.au

Start of a New Era

One thing is sure in business – nothing ever stays the same!

With the retirement of Mark Boldry, Classic Car Clinic is entering a new phase – one where you, the Customer, will be assigned Rob or Steve, one of our qualified Technicians, who will be responsible for your vehicles – from the outset! Our Technician's prime responsibility is to ensure your experience with Classic Car Clinic is a successful one, so that not only will you be better informed, but we hope you will tell other classic car enthusiasts of your experience too!

When your classic car is ready for a service or repairs, please get in touch and give us a go! We are here to help!

Dave Godwin - Classic Car Clinic



A few comments to introduce the Committee for 2019 – 2020:

I. Vice President – Dale Hansen. Watch this space! This guy is no shrinking violet, great speaker, thinker and doer. He has just bought an MG and he and his charming wife have fallen in love with the Club. He is a CEO and business owner and members have already shown excitement that such a young and dynamic guy has come onto the Committee.

II. Secretary – Marie Conway-Jones – a life member, stalwart and foundation rock of the Club. Makes the Club tick week in and week out.

III. Treasurer – Laurel Godwin. Counted the beans really well over the last year and has expanded the set up on MYOB – great job in professionalising the coffers at the Club.

IV. Committee member – Stuart Duncan. Another stalwart who has put his hand up for Club Captain, Website and Memberships. If you look closely, his 3 tasks are interlinked and Stuart is already asserting himself as a Captain wanting to ensure we have plenty of activities. He is a can do guy!

V. Committee member – Carole Cooke. The recognition Carole has brought the Club through the magazine speaks for itself. Carole is a pocket rocket, great fun at social events and runs and loves anything to do with MG's.

VI. Committee member – Peter Johnston. Don't really need to say anything about Peter. His work with the Committee and the great state of the Club is much to do with this charismatic man.

VII. Committee member – David Willmott. Gotta love a guy who is always happy, happy to do stuff for the Club and has a great moustache. Oh, he is also a deputy Club Captain to keep things moving along.

VIII. Committee member – John Careless. A real find for the Committee as John is a ripper bloke and what he doesn't know about car clubs, activities of members and the running of a Committee you can put on a postage stamp. He is an absolute gem!

IX. Committee member – Susan Craig. Another newbie on the Committee. A former Kiwi who is sharp, funny and really into the runs and social activities. She still works as a nurse and this is always going to be handy around a Club where the members get up to mischief!

X. Committee member – Ken Shead. How did we end up with a Rhodesian driving instructor on our Committee? We asked him of course because he is a cracking bloke with a can do attitude, can really drive a car, will do anything he is asked and he adds some youth, fire and a great sense of humour to the Club

XI. Committee member – Janine Prichard. Mmmm, can't say too much on this one. All reports are that wherever there is work to be done Janine is there and hard at it. Already one of the most admired characters at the Club and has added a really nice flavour to the Committee.

Happy days ahead for the Gold Coast MG Car Club!

Cheers, Richard Patterson President elect

MGB'S RULE! (THE BACK STORY OF THE 2019 PEKING TO PARIS)

Guess what make of car required the least attention from the service team supporting the recent Peking to Paris Endurance Challenge?

Guess which car was the cheapest, but among the most reliable in the field?

Which car completed the challenge without a single puncture or need to change a wheel?

Which car did not need to be towed out of sand or mud or up a particularly steep and slippery mountain pass?



Which car was strong enough to remain drivable even after being T-boned by a Renault?

The answer, of course, is our 1972 MGB GT.

The P2P is a serious event. We travelled 14,000 km, often on gravel roads or rough tracks, through 13 countries, 6 time zones and 155 degrees of longitude (i.e. almost half the way around the globe). In Mongolia and Kazakhstan we had to camp in the desert. We had a team of mechanics travelling with the group but participants needed to be largely self sufficient if they hoped to keep to the schedule. Around 30% of the participants were not able to complete the full route. A few were 'terminal' and disappeared from the rally. Many more had to be taken away on trucks and repaired before rejoining the rally at a later point.

Marian described the event as the most draining thing (both emotionally and physically) she had done, including child birth.

But what an amazing adventure! Two 'own goals' prevented us from earning Gold Medal status. One was a huge navigational error, and the other was entirely the fault of the driver, who picked the wrong time to neglect a basic 'spanner check'. But we completed all the stages, under our own steam, and earned a Silver Medal.

Our objective was (a) to stay married, despite the stress of 36 days in a small car in a competitive environment, and (b) to complete the rally in a standard MGB. Ours was one of the few standard cars present. Most had the benefit of expensive, detailed preparation by rally preparation specialists, and super expensive 'kit' such as ridiculously expensive suspension components. We retained the original Armstrong lever arm shock absorbers, a standard engine, original brakes etc etc. It is a tribute to MGB that some

of the support team went out of their way to say how impressed they were with the B's performance and durability.

By way of comparison one of the Tuthill Porsches was sporting a shock absorber kit that is available for rent for \$30,000 or sale for \$150,000. The whole car was valued at around \$1,000,000.

At the end of the rally one of the mechanics asked how many punctures we had during the rally. I said 'none'. And added that the tyres had also done a previous rally with the same result. He seemed incredulous – 'are you telling me that you came on the P2P with second hand tyres?!'. I said 'yup, and there is probably a rally left in them'. By way of background, one of the Australian cars went through 27 tyres, one of the British cars 17, and another 10.

To be fair to the teams who chewed up lots of tyres, they drove much harder than we did. But even so.

Another interesting thing was our roof rack. The regulations say that if you have a roof rack, it has to be 'period'. Because of the extra gear (e.g. tent, sleeping bags etc), tools and spares we had to carry, a roof rack was vital, so I bought a roof rack for a 1963 VW Combi. The first time the mechanics spotted the rack they insisted 'that will not last through the Mongolian desert – it will surely fracture'. They set up a pool amongst themselves, betting on how many days the rack would last. None of them were prepared to bet on it lasting more than six days. You can imagine how much satisfaction we felt driving into Paris with the rack intact!!



Sadly, not all competitors are as scrupulous in respect of the rules. I was admiring the set up of a beautifully prepared Porsche and jokingly said the roof rack alone was probably worth more than my car. He said I was probably correct – his roof rack was made of titanium.

We did have some car issues. An accelerator cable broke (but fortunately we had a spare). Two nuts from the rear U-Bolts managed to unscrew themselves and disappear in the middle of a rough stage. That cost us 90 minutes penalty. And the crankcase breather blocked up and resulted in oil being forced out the rear crank seal. The leaking oil found its way into the starter motor which eventually failed. In both cases, a more diligent driver would have spotted and corrected the problems sooner. My management!

Especially in Mongolia, Kazakhstan and eastern Russia the reception we enjoyed from locals was amazing. In every town and village people lined the route cheering and taking photos. In one Russian city we were greeted by a brass band, dancing girls and a civic reception.

The rally is not a race, but it is timed. Each car sets out at their designated time, and is given a certain amount of time to complete each section. Along the way there will be Passage Controls (which discourage drivers from taking short cuts), and Time Controls, where your time is recorded to the second. Failing to check in at a TC within your allotted time means a penalty. There will also be one or more special sections which could be a race track, or a rally cross course, or simply a rough section of the route where your time is also recorded to the second. Each day we covered 3-500 kms, frequently on rough roads (pot holes etc) or gravel/mud/sand.

The most common problem experienced by competitors was failure of the suspension, wheels, tyres or steering. I know of at least two participants who had the interesting experience of being passed by one of their own wheels!

We opted not to upgrade the shock absorbers and went with the original (reconditioned) Armstrong lever arm shocks. Many owners with these as original equipment change to more modern telescopic units, perhaps under the illusion that the more modern design is more effective and efficient. That is not strictly true. Manufacturers have stopped using the lever arm design, but not because they don't work. Our shocks managed the very harsh conditions extremely well.

The service crews who travel with the rally are awesome. They have amazing skills and ingenuity when it comes to getting a car mobile again. If you break down you can try to get in touch with them on your satphone, or simply wait until someone turns up. Fellow competitors will help if they can (we towed a Volvo into camp one day). If the car is so damaged that it cannot be repaired in situ, then one of the local 'fixers' can organise a flatbed truck to come and take the car to the next major town. Competitors are advised to carry with them USD5000 to cover such an eventuality. At the Mongolia/Russian border a small fleet of trucks delivered 'dead' rally cars, which had to be pushed/towed across the border into the eager embrace of Russian tow truck drivers.

Highlights? Definitely Mongolia and Kazakhstan, despite the sometimes atrocious conditions. Crossing from Russia into Finland where all of a sudden things work, service people are helpful and polite, and where you immediately get the sense of being back in civilisation. Handing the car over to the transport folk in Paris at the end of the rally. And the people and interesting cars on the rally. Definitely a great adventure and the trip of a lifetime!

John and Marian Crighton



XMAS IN JULY TOOWOOMBA 10 – 11 JULY

Is it Christmas already? Yes for the MG club it is and this year's extravaganza at Toowoomba delivered fun in buckets! Unfortunately this will be the last year Jim and Liz Lutherburrow will organise this event but I'm sure someone will step up to co-ordinate next year's Xmas in July and retain this wonderful tradition.

As always you can count on the Lutherburrows meticulous planning to deliver a fantastic run sheet and lots of options for Club members. This year there were 19 cars and 30 people attending. They came from far and wide from Murray Arundell across the border in NSW to Diana and Les Parry from Maleny on the Sunshine Coast, and everywhere in between. Nearly all makes of MG made an appearance and special kudos goes to the brave souls who began at Nerang with the tops down on this frosty morning.

The Land's beautiful old TF graced us with her presence and the MGBs were the most popular make on this journey. Yours truly with my sensitive Rhodesian man Ken opted for the modern MGTF with the heating cranked up and the top up! However, by the time we reached our morning tea stop at Jubilee Park, Beaudesert we were heating up and the winter layers came off and the next part of the journey to Gatton was very pleasant. A perfect winter's day, sun shining and even the driving conditions were in our favour with only 1 set of roadworks on this leg.

The Scenic Rim was alive with activity and winter crops and irrigation were in full swing. Although many farms looked to have been affected by drought the scenery was stunning! As we meandered our way through the little towns of Roadvale, Kalbar, Harrisville and Peak Crossing we longingly thought how serene and peaceful the rural life would be after the hustle and bustle of the Gold Coast. The roads were practically empty until we finally returned to the Cunningham Highway and continued along through Grandchester, Rosewood and Laidley before our lunch stop.



Our next stop at Lake Apex in Gatton was somewhat hampered with the damaged infrastructure to the Community Centre

the week before (after a truck took out the water hydrant) where we were expecting to have lunch at the Staging Post Café. But like all perfect plans that can go astray we soon found alternative cafes along the charming Gatton streets. By now the Parry's from Maleny in their new MG6 Turbo had joined us and the Lutherburrow's secret weapon (the BLUE MARKER) was finally able to tick all were present and somewhat correct!!!

After lunch we headed out to the Lockyer Valley and some tricky driving involving veering in a large U turn off the highway to Postmans Ridge Rd before arriving at Murphys Creek. This was the highlight of the journey for me as we proceeded up a very steep and winding hill to the magnificent Spring Bluff Historic Railway Station and Gardens. Many took the opportunity to stretch their legs and eagerly await the coal/steam train which unfortunately never came! However some amazing photo opportunities were seized upon but unfortunately our amazing photographer Carole Cooke was not with us! Many of the other visitors stopped to chat and reminisce about the MGs of their youth. One unfortunate mishap of the steep ascent was Kay and Laurie's MGB Roadster overheating and the resulting green coolant left a lovely puddle to mark the carpark.

As we all know every mishap turns into an opportunity for humour and some smart alec was heard saying " We always knew you were hot Laurie!". Once we were back on the road again it was only a short journey to our lovely accommodation at Comfort Inn at Toowoomba. Checking in was seamless and we had a couple of hours for a nap or catchup with friends over a drink or two!!

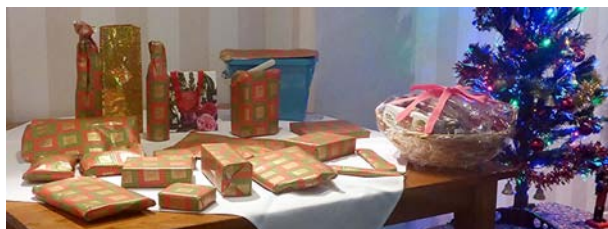
Then the main event our 3 course Xmas meal commenced at 6.30pm. We were all given a lucky door ticket and lucky Bruce Bishop won the amazing hamper! Liz must have spent many hours wrapping all the Xmas pressies and preparing the raffle. It will be hard to fill your shoes Jim and Liz as your attention to detail and meticulous planning made for a perfect night!

The first course of Pumpkin Soup was followed with the traditional roast dinner and finished off with plum pudding and icecream.





David Wilmott, our Club Captain, took the opportunity between main course and pudding to present gifts and thanks to Jim and Liz. Hope you enjoy the single malt Jim and we look forward to seeing the silk scarf on you Liz! And finally the presents were opened. Everyone took turns picking a raffle ticket and every car got a prize. As usual we managed to consume everything on our plates and the wine was flowing which made for a fairly early night for most of us.



The return journey home commenced at 9am the following morning. As Ken and I chose to stay up in the Lockyer Valley for a few more days I will let Moya Haines continue the story in her own words.

After a tasty buffet breakfast we all began to make tracks. Some decided to stay on, others headed directly home and the rest of us went on the return run Jim and Liz always plan.



Cut off date for next magazine 10th November 2019

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 Fee: \$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

National Australia Bank, Ferry Street, Nerang BSB 084
852

Account Number 14-920-3252

Account Name Gold Coast MG Car Club Inc

Cheques to be made out to - Gold Coast MG Car Club Inc

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

Email - goldcoastmgcarclub@gmail.com

Membership at July 2019

Active & Family 279 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



This time we headed out through Crows Nest to Hampton and we turned to head down the mountain. It was one of the loveliest drives we have been on. The roads were winding and the descent seemed to go on forever. It was great to see 4 MGB rear ends dwarfed by tall gums...a short but necessary stop in Esk then onto Fernvale for coffee. The bakery café was delightful and yes we ate again!

From here the group split in two with some opting not to use the Motorway. Unfortunately on the longer run, David and Ruth Wilmott's car gave up the ghost. RACQ to the rescue, getting them home at 5.30 whilst the others had to face bumper to bumper traffic but all's well that ends well and it was a truly great run.



Sue Craig and Moya Haines



Classic MG Magazine - Clive Mulder

COFFEE RUN - JULY 15

We met at "Pasture & Co", Currumbin Valley Cafe,
Cnr Currumbin Creek Road & Village Way



THE WEEKEND AWAY TO WARWICK FOR JUMPERS AND JAZZ

On Friday the 19th of July members of the GCMG car club meet at Jubilee Park Beaudesert, for our weekend away. It was a clear brisk morning, but thanks to our organiser we were soon warmed up with hot coffees, fresh muffins & cakes.

After our delicious morning tea we set off to our lunch spot at the Dungandan Hotel. Caren and I were leading the way, but unfortunately instead of turning right into Running Creek Rd we went straight ahead. We ended up on a very windy road crossing Running Creek numerous times on narrow bridges. When we got to Lions Rd I thought we had gone the wrong way, but with about 10 cars behind us Caren assured me that we must be on the right road. I realised when we got to the sign to Kyogle, that we were definitely on the wrong road. It was very hard turning around on such a narrow road with MGs going in all directions.

I was enjoying the scenic drive until we came around one of the tight bends and saw Brian's and Gillian's TD hanging over the side of the bridge. Fortunately they were okay, (Brian was just a bit hurt from his seatbelt.) They were very lucky that only the front wheels went over the bridge plus two hubcaps. A few of us stayed to help and a couple of people in 4 wheel drives tried to lift the car back onto the road but they were not able to do it. Marie kindly lent her phone to Brian, to get help, as her phone was the only one in range. After making sure there was nothing else we could do we headed to our lunch stop. Barry and Margaret generously stayed until the tow truck arrived.



After our lunch at the Dungandan Hotel, we were on the way to Warwick, via the Cunningham Highway. We arrived at the Horse and Jockey around mid-afternoon. Some of us walked into town to see all the knitted displays that the locals at put together. It was amazing to see the effort they had gone to. It was the first time I had walked into the town and I was surprised to see so many lovely old buildings. A perfect venue for the jazz musicians. That evening we all had dinner at the Horse and Jockey.

6k out of Aratula

The next morning we departed about 7.30 for breakfast, at the Freestone Hall. Outside the hall there were knitted figures with knitted sunflowers in the background. Even a tractor had a crochet cover over it. It is a shame about the drought everything was so dry. I would love to go back when the sunflowers are in flower. I really enjoyed my breakfast, I had the savoury mince. It was just like my Mum use to make, delicious.

Stocktake
-20%
-30%
-50%

SALE!

SURPLUS PARTS

T-Type & Other Selected Models

See our website for details

www.mgcity.com.au



192 Annerley Road
Dutton Park

Ph: 07 3844 2881

abingdon@mgcity.com.au



Spares • Service • Restoration • Sales

ABINGDON MOTORS

Incorporated 1960



In the afternoon we headed off to the Goomburra High Tea. The food just kept coming out and I ate so much I didn't feel like any dinner. Once again the local people went to a lot of effort. Late afternoon we drove to Killarney for the bonfire. Arriving there just before it got dark to get a good spot to watch the bonfire. I have never seen such a big bonfire and when it was lit it looked amazing. We were all wrapped up in our winter woollies but with the heat from the fire and the smaller heaters they had placed around the showgrounds, it wasn't as cold as I thought it would be.





On Sunday there was an early start to assemble the cars for the Classic Car Display. The main street in Warwick was full of classic cars, with a good turnout of our MG's. Another enjoyable day, as we looked at all the cars and listening to the music, wandering around the town.

Thank you Murray and Berni, for organising such a great weekend. I am looking forward to doing it again next year.

Cheryl Robinson





P – Midweek run – October 9 – Fish & Chip Run

Your organiser is Denis Thomas. Meet at Upper Coomera Recreation Centre, Abraham Rd, Upper Coomera, to leave at 9.00 am. Morning tea will be BYO at Bochow Park after Lyons crossing. Lunch will be \$15 per head for either cooked or fresh packs of seafood with orders taken prior to start. Please have correct cash available to pay when lunch is delivered. Lunch will be adjacent to Tweed River, beside the Maritime Museum, as usual. RSVP to Denis at denisthomas47@bigpond.com by Monday 7 October.

P – Coffee Run - Saturday 19 October

10.00 am at Eagle Heights Mountain Resort, Tamborine Mountain (not Ross Evans Garden Centre as mentioned in the last TTM). RSVP to Stuart on lesley_stuart@bigpond.com or txt 0405 402 745 by Wednesday 18 October, as numbers needed

P – LSIM Run – October 27

Your host is Cheryl Robinson. Meet at Martin Sheils Park, Tullebudgera Creek Rd, West Burleigh, to leave at 9.00 am. Breakfast or coffee can be purchased at the nearby Plantation Café. Morning tea will be BYO and lunch will be at a café, for which Cheryl will need to know the number of people who will be attending. RSVP to Cheryl, at cheryl.bgt77@gmail.com, by Thursday 24 October.

Noggin & Natter – Friday 1 November

Meet at 6.30 pm at the Club Rooms, Mudgeeraba, for a 7.00 pm start. \$10 p/p for a light meal. John & Marian Crighton will give a presentation on their recent Beijing to Paris challenge. RSVP to Stuart Duncan on lesley_stuart@bigpond.com or txt 0405 402745 by Tuesday 29 October

P – Coffee Run – Monday 4 November

RSVP with
numbers to John
by Thursday 31
October

**PLEASE NOTE - THIS IS YOUR LAST TIME MACHINE IF
YOU HAVEN'T PAID YOUR SUBSCRIPTION**

EVENTS

ease
SVP
or all
MGCC
vents

P – Midweek Run – November 13

Your host is David Willmott. Meet at Arthur Earle Park, Nerang for a 9.00 am departure. BYO Morning tea and lunch or buy your lunch in Kyogle. This run will include a run along the Lions Road in NSW. RSVP numbers to David by email on davidanthony56@hotmail.com by Monday 11 November.

Presentation Lunch – Sunday 24 November

RACV Royal Pines Resort, Ross St, Benowa \$65 p/p.

Marie Conway-Jones is still in negotiations but can be contacted on Mobile 0411 181 725 email - marieconwayjones@gmail.com

P – Coffee Run – Monday 2 December

10.00 am Garage Twenty5, Coomera Boat Works, Coomera. RSVP to Stuart by reply email or txt 0405 402 745 by Friday 29 November. Members will have access to Tony Longhurst's Garage25 museum (at no cost) to see some of the vehicles on display, visit <https://www.espressotwenty5.com.au/gallery>

P – Midweek Run – December 11 – Christmas run

Your host is Stuart Duncan. Meet at Club Rooms, Mudgeeraba for a 9.15 am departure. There will be no morning tea stop. The run is via Natural Bridge and Crystal Creek to the Coolangatta Tweed Golf Club. RSVP to Stuart Duncan on lesley_stuart@bigpond.com or txt 0405 402 745 by Sunday 8 December.

New Members

We are pleased to welcome the following new members to our Club and hope to see them participating in our runs. New members and 'old' members, we would love to hear your story of how you come to have an MG.

- Geoff & Rose Brown of Helensvale with a 1997 MGF
- Ken VanderMolen & Jean Meakin of Helensvale

P - Points earned towards the Roger Thompson Tray. This is the founding President's trophy and is awarded to the most successful MG, namely we hope the car that earns its owner the maximum number of points by attendance at Gold Coast MG Car Club events.

Message from Web Master Stuart

Did you know:

- that photo of some Runs and events are available for viewing on the Club website Gallery page.
- there are on-line forms available for you to advise the Club if you buy or dispose of an MG, change your address (home, postal or email) or telephone #. Please let us know as returned *Time Machines* cost the club \$\$\$.

Membership Secretary Message

If your MG is on QLD Concessional or NSW Conditional Registration, have you checked your state's Guidelines on the use of these vehicles. If on a club run remember to carry a copy of your club Magazine or email advice of the run with you. Recently, a NT resident was charged with driving an Unregistered and Uninsured vehicle because he hadn't filled out his log book prior to driving his Concessional Registered vehicle, as required by the NT law.

See Page 4 for details of Member Initiated Impromptu Runs.

Message from your new Club Captain Stuart Duncan

I see my role as Club Captain is to co-ordinate the Club Midweek, LSIM and Coffee runs to ensure each of these runs happens most months, not to be the host / organiser of these runs. I therefore ask members to consider putting their name forward to organise a run in 2020.

Over the years a large number of different run routes have been taken by members. Copies of the route directions are available to assist members in organising a run.

Please consider sending articles and photos in to me for the Time Machine. Email - cazcooke30@gmail.com

The photos in the magazine have been contributed by Carole Cooke, Peter Kerr, L & S Duncan, J & M Crighton, Steve Begley, Pam Everitt, Marie Conway-Jones, Laurel Godwin, Sue Craig, Di Hiley, Clive Mulder, Murray Arundell, Bruce Ibbotson, the Internet

LADIES RUN - JULY 28

Sunday the 28th July dawned cool and crisp with just the hint of of teasing rain to mar a cloudless sky.

We were gathered at Arthur Earle Park Nerang enjoying the conviviality of our fellow Club members prior the start of our Ladies day adventure.

As is the norm with the Ladies Run we were informed that this outing was also an observation and quiz run. Points were to be gained for correct answers which go towards the annually awarded Marie Conway-Jones Perpetual Trophy.



Amid the confusion of our traditional MG starts we headed out onto route 97 to Murwillumbah. This is the loveliest of drives into the heartland of winding rainforest roads. Following through sleepy Murwillumbah we turned onto Zara Rd to Tyalgum tourist drive then into Tyalgum Creek Rd where we stopped for morning tea. During this break there was much muttering and whispers about the run sheet

questions. Most of us were a bit flummoxed and confused about missed landmarks and idiotic questions. Unfortunately when this occurs it is much more entertaining to spread disinformation to add to the confusion. I think it's something I excel at and which made this stop hilarious. Watching mature aged people attempting to hoodwink each other made me proud to belong to such a happy group.



Morning tea at Tyalgum

After our morning tea dream we continued on our merry way through Northern NSW back roads trying desperately to decipher the correct landmarks on the correct questions needed to win maximum points.

To cut a long story short we ended up at Kingscliff beach for a wonderful lunch supplied by Marie, Steve Begley and Stuart French.

Now you may think I've been critical of the questionnaire and you would be right. Out of the many questions Liz and I got about three right, and we weren't the worst. Laurel Godwin won the day with the most correct answers so well done Laurel.



This ladies day run ticked all the boxes for a truly fun day. We had a glorious winters day, great company, wonderful food coupled with much laughter. It just doesn't get better.

Our thanks to Marie for a well planned and executed Club Day.

Peter Johnston





Left - Laurel won - with some help from Dave

Right - Lovely food! Steve and Stuart helped Marie provide the lunch



More quiz work at Kingcliff

MIDWEEK COMBINED RUN WITH GCAAC - JULY 31

CHANCE MEETING WITH A NEW MEMBER!



We recently attended the combined Antique Auto and MG Clubs run, which meandered around the hinterland taking full advantage of the glorious “winter” weather. Morning tea at Nerang Paradise Country Parklands and then a visit to Southport Fire Station. The original plan was to visit the Nerang station, but due to unforeseen circumstances, there was a last minute change to Southport. We were treated to detailed viewings of the latest fire and rescue appliances, (big fire trucks to me!) Gosh, vey hi-tech now.



Just when we thought it couldn’t get any better, an even bigger truck noisily reversed into the building and out climbed the driver, a young lady, who excitedly exclaimed that she is a member of our Club!!

Jane said she read in the email that we would be visiting a fire station and idly wondered which one it would be and was delighted when she arrived back and noticed a few



MGs in the car park. I said that I had accompanied the pre school class to the fire station visit, some 40 years ago and Jane said her first visit to her now workplace was as a pre-schooler too. Some wag, (could have been related to me, just saying) commented that fire station visits seem to be at pre school and then, roughly translated, at senior levels

Thanks to all concerned for organising a great run and the wonderful firemen who generously opened the station for our visit.

We look forward to seeing Jane and her red MGB sometime soon!

Pam Everitt.



Above - Sue Craig with her Citroen

Right - Gary Stevens, who packs and mails the Time Machine, was able to hand some TMs out to members on the day



MODERN CLASSIC CARS PTY. LTD.

Enhance

Improve

Refine



Brakes, Gearboxes, Suspension,
Alloy heads, Wheels, Electronic
ignition, Electric power steering,
Cooling, EFI Systems, Roll bars, Seats,
Exhaust, Fibreglass panels, Gauges,
Limited slip differentials, Air
conditioning, Engine conversions,
Complete car builds

24 Arab Rd Padstow NSW 2211

Email : sales@modernclassiccars.com.au

Tel : 02 9774 2169

www.modernclassiccars.com.au



The Australian home of

FRONTLINE

Developments

COFFEE RUN - AUGUST 10

This morning 40 members in 18 MGs (and 4 non MGs) after driving through the northern Gold Coast cane fields, descended on the Calypso Bay (near Jacobs Well) Residents Recreation Club. As organiser, I thought I would arrive early at 9.30am to put out signs directing members to the Club, but a number of members arrived earlier and went to the Harrigans Pub.



On the Wednesday prior, I advised the Manager that between 25 and 35 members would be participating as at that time only 27 members had indicated they would attend, but as the week proceeded the number grew. On arrival at the Club, I went and advised the two staff members present that there would be 40 of us. They advised that they had no booking for the car club, but a booking for 30 cyclists and would try and get extra staff from Harrigans Pub (run by same company). It turned out we were the cyclists they expected and an extra staff member arrived, but it still took between 1/2 and 3/4 hour for members to get their coffee, and some left without getting their coffee.



Moral: Visit and ensure café will have staff and coffee machines that can service 40 members in a reasonable time.

Stuart Duncan



MIDWEEK RUN - AUGUST 14

I had often wondered if having a Coffee Run so close to a Midweek Run would impact the numbers attending, but after seeing 40 of our members at the starting point it definitely put that thought to rest.

David and Ruth Willmott had set us a short drive from Nerang to the Hinterland Regional Park at Mudgeeraba via Carrara and Robina. Driving through the suburbs is not normally my favourite way to go but the route chosen was really good. The roads were wide and easy and the instructions were very clear and it was an altogether pleasant drive

We were met at the park by our 'Mr MG' Bruce Corr driving his lovely MGA.. Then David assured us that we had plenty of time to chat as it was a short hop to the Hinze Dam Cafe for lunch. Needless to say we did just that. We never tire of spending time catching up with long time friends and getting to know our new members. As usual the array of cars caused people passing by to stop and admire them.

Eventually we piled into our cars and headed for the Dam through the hinterland. Rain clouds were gathering but as usual we were optimistic it would go around. This didn't prove to be the case but once we were settled in with coffee and lunch no one seemed to care. Speaking of lunch, I have to say my chicken pie was the best I have had. The same was said for the pumpkin soup that many ordered.

Jim and Liz's immaculate red B decided to have a slight 'hissy' fit on the way to the dam so, keys were swapped and Andrew drove her home to investigate what was happening. Hope it wasn't a serious problem and she will be back to her usual best.

Thanks David and Ruth for a very relaxed and pleasant way to spend a Wednesday.

Moya and Jim Haines.







www.longstone.com Tel: +44(0)1032 711123

liz@longstonetyres.co.uk

www.borrani.co.uk

**Hudson's Yard, Doncaster Road,
Bawtry, Doncaster, UK, DN10 6NX**

THE 2019 MG PRE-WAR REGISTER UNDER FIRE.

On the 5th September Liz and Myself loaded up Miss Daisy our 1955 MG ZA Magnette and drove to Nobbys Beach to offload Archie the dog with friends then hit the road for Yamba. More pacifically we cruised to Ballina then did a sedate 80km an hour for the rest of the way to Yamba. It was a beautiful cloudless day only marred by the dust clouds dispersed by the army of heavy machinery working on the new motorway. The road workers with their fluorescent vests and hard hats were busy dispersing dirt from one place to the next which then required the man driving the big roller to smooth out the bumps for our driving pleasure.

It was about this time Liz got into trouble. I caught her with her feet planted up on Miss Daisy's varnished parcel tray. Can you believe that.

Finally we arrived at our destination, the popular Angourie Resort for the Australian MG Pre-War bi-annual Register.

Two years ago our Club was the host club for this event. Because of its popularity the Club was approached to again host the event. As President the first time around I was somewhat like a fish out of water with my limited knowledge of early MG's. This time I knew what to expect from such a event or so I thought.

On the Saturday the riverside township of Maclean played host to our group. The council closed the main shopping street so the MG Register could provide the most magnificent display of Classic MG Cars. This was a well advertised event so the township was inundated with locals and visitors keen to view and discuss with owners the cars presented. The retailers and cafes owners were all enjoying a trade bonanza which added to the carnival atmosphere.

With most MG vehicles doing a planned country run the ladies hit the shops in Yamba. Liz arrived back at lunch time empty handed which led me to believe in miracles but alas it was short lived. The morning excursion was purely explorative. Women were in huddles, speaking quietly on phones, planning strategies, comparing prices, discussing discounts. The afternoon saw a mass exodus to Yamba. Store keepers were rubbing their hands in glee as they viewed the armada of eager shoppers descend on the bargain laden shops. The shoe shop was severely done over by ladies who couldn't resist the 70% discounts on offer. I was surprised the police weren't called to restore order. Of course Liz arrived back well satisfied with her supper bargain shoes. Sunday night was a quiet night for most which was a blessing because things were about to change dramatically.

MG AUTOMOTIVE

Sports Car Specialists

FOR ALL YOUR SERVICE REPAIRS & SPARE PARTS FOR YOUR MG

Call for an obligation free quote

*With 39 years experience in the MG game
call Barry for personal service*

- Full Workshop Facilities • RWC Inspection Station
- Large Range of Spare Parts in stock
- Mail Order • Licenced Motor Dealer
- Paint & Panel inc Insurance work
- Diagnostic Scan Tool for MGF & MGTF
- Suspension Pump MGF

3889 9652

Email: mgautomotive@gmail.com

Unit 3/20 Kenworth Place Brendale Q 4500

Check out our new web site

www.mgautomotive.com.au

On Monday morning we woke to skies laden with a red and grey twinge. The atmosphere smelled of smoke, the wind was lifting from the South West. The news was of fires raging from the Sunshine Coast, the Gold Coast Hinterland and Hat Head south of Angourie. The Pre-War cars departed for its final run of the meet. The lunch stop was to be at the Ulmarra Hotel. A small riverside village south of Yamba. I was with a group of guys standing outside of the pub discussing the red glow of fires in the East when we were told we had to return to the resort and evacuate immediately. The southern fire had jumped the containment lines and was threatening the township of Angourie.

On our race back to the Angourie Resort the smoke haze was thickening the closer we got to Yamba. The distance was now a red glow, our concerns were on high alert. Fire trucks with sirens blaring, lights flashing commanded right of way. Overheard water bombers was roaring back and forth. A large 707 specially equipped for fighting fires was bombing the fire with special chemicals. The roar of its engines combined with the reflected red glow from its fuselage just bought home the danger the district was in.

Turning to go to our accommodation we meet our first manned road block. After explaining to the SES guy that we needed to vacate our resort we were allowed to continue. A short distance from the resort we came to another manned barrier. This time the police were in charge which lessened our hopes of reaching the Resort. Luckily we were allowed to proceed to pack and leave. We were told we had one hour to depart the area which gave us time to relocate to the Blue Dolphin Motel also owned by the Angourie Resort.

On entering our room 202 we found most of our clothes had been packed by Kim Bunney and Murray Arundell. We also discovered Kim has packed room 101 thinking it was our room. We learnt the guests in room 101 had nothing to do with our group so me thinks they will return completely bewildered to what happened to their gear. You just have to love Kim's enthusiasm to do good.

Once we were settled in our new motel Rob Baylis and I has to find a venue that would feed 45 at two hours notice. The Yamba Bowls Club was out as it was set up as a evacuation centre so on we looked. With luck on our side the Yamba Golf Club took our booking on a hours notice plus provided a room so we could hold the formal presentations and speeches. The Golf Club operated with great professionalism with limited staff as some were away fighting the fires. They deserve a special mention as they were terrific hosts in our hour of need.

Two years ago we hosted the MG Pre-War Register in pouring rain. This year we had fire. In two years the event is to be held in Canberra. Let's hope they don't get petulant.

The Club owes Murray Arundell and Rob Baylis a huge vote of thanks for organising this event. Many dedicated hours were expended on making this gala event possible. On behalf of our Car Club, I was presented with a plaque from visiting German MG Pre-War Club Members in appreciation of us hosting this very eventful event.

Peter & Liz Johnston



Top left - F1,
Top - PA,
Middle left - TA
Above - KN
Left - M types.

These 2 TCs came off the production line same day, 2 apart. First time together since then!



HISTORY OF MG - PART 14 - PRE WAR

MG had been dominating racing pre war so the Royal Automobile Club decided to change the results as betting had become a tough problem. MG had won the R.A.C. Tourist trophy race in 1931 with the supercharged C Type Midget and in 1933 with the supercharged K3. The regulations for the 1934 race, due to be run on September 1, was published in April, and superchargers were banned. The whole situation took MGs by surprise, and if they had a chance of winning again, something had to be done to have a change quickly.



Above - C-type in Australia.

Below left - K3 001 not in Australia



Above right - K3 002, left - K3 003, above - K3 004, all in Australia

The L Magna was out of production by this time, its place having been taken by the new N Type. It was a better proposal than the K Type without a supercharger which was heavy. The N Type had many advantages and 7 chassis were taken off the line. The bodies were made to conform with A.I.A.C.R. dimensions. The body was built in a form with a narrow sheet alloy shell, and the two seats were staggered, and an eighteen-gallon fuel tank was blended into the tail.

The complete car weighed 16 1/4 cwt, and ready for the track was named the NE Type. The chassis carried the standard NA number.



2 NEs -Top - Western Australia -
Below - USA

Six were entered and the larger Rolls-Bentley, Lagonda were a formidable challenge., These larger cars required wheel changes and the Dodson MG pitstop was seven seconds quicker. Dodson was flying in an NE and so MG won their third T.T. and once again demonstrated the importance of the pit. The R.A.C. lifted the supercharger ban so they were fitted to most N types. However, with the acquisition of the MG Car company from Lord Nuffield by Morris Motors Ltd, racing ceased and all new production was sourced from the Morris bins.

Australia was still racing and John Sherwood imported two NE Magnettes NA 516 and 520. They were raced here including Bathurst which was an unsealed track pre war. The government was keen to encourage the motor industry, and the first stage was body building. Rolling chassis with engine, wheels, and dash were imported duty free. This did encourage body builders and Lanes in Melbourne imported 100 chassis. Chas Aspinall built alloy bodies for these. Other importers used this method to avoid duty and even English style bodies were fabricated out here.

Peter Kerr

Aspinall body NA 550 - Queensland



General Advertising Rates Colour prices for 6 Editions

Back Colour Cover \$335
Full Page Colour \$300
Quarter Page \$100

Inside Covers \$300
Half Page Colour \$180
Business Card \$60

Modified Hi-Torque "Gold Spark" Starter Motors

Suits all TC, TD, TE, MGA & all MGB models plus MGF & TF specials to order

- Reduction geared - gives 200% more cranking torque
- Uses 50% less power than original starter
- Compact, lightweight + 50% lighter than original - weighs only 7lbs
- Prices from \$250

Designed to start an engine regardless of compression or engine temperature.



Call Doug Hastie 03 9899 9302 or 0418 541 326, email, dfshastie@gmail.com

NERANG MOTOR TRIMMERS
ABN 66 200 626 506

Custom Trimming
Roof Linings
Carpets
Seat Repairs
Ute Tonneaus
Motor Bike Seats

Craig Griffin

2/20 Brendan Drive
Nerang Qld 4211

craig@nerangmotortrimmers.com.au
07 5596 1188

Australia's dedicated MG classifieds site, Already there's plenty of parts, manuals and MGs listed. Joining MG Buy Swap Sell is totally FREE, as is placing an ad. So if you have something MG related that you want to buy, swap or sell, you know where to go - www.mgbuyswap sell.com.au

Established Since 1986

Red Devil

RADIATORS & AIR CONDITIONING

www.reddevilradiators.com.au
Our commitment to you is to be the most professional people in the cooling system industry.

Who else would you see for your overheating problems?

Heavy Duty MG Radiators
Aprox 30% More Efficient

35 Years Old School
Experience Call Richard

NERANG
5596 4296
3/26 Spencer Rd

Experience the difference. Friendly service by qualified technicians who take the time to listen, and guarantee their work.

Classified Section

FOR SALE AND WANTED ADS ARE CHARGED IN BLOCKS OF 10 LINES OR PART THEREOF

A PHOTO IS EQUIVALENT TO ONE BLOCK

ONE BLOCK OF 10 LINES IS FREE OF CHARGE TO FINANCIAL CLUB MEMBERS.

ADDITIONAL BLOCKS ARE CHARGED AT \$10 PER BLOCK OR PART THEREOF PAYABLE TO G.C.M.G.C.C

A CHARGE OF \$10 PER BLOCK IS APPLICABLE FOR NON MEMBERS PAYABLE TO G.C.M.G.C.C.

PLEASE INFORM EDITOR OF SUCCESSFUL SALES

Ads will be removed after 3 issues of TTM unless requested otherwise

WANTED

I will need to repair my MGBGT which suffered a 'wee scratch or two' during the recently completed Peking to Paris Endurance Rally. Either a donor GT with a good body, or a part completed project with a good body, or parts (door, sill, fender, bonnet). Any ideas welcome. John Crighton. johnhcrighton@hotmail.com. 0418232093

FOR SALE

MGTF Replica Roadster Purpose built steel chassis with side intrusion bars, engine Mazda MX5, colour green. **Price \$28,000.00 neg.** 0411665747. Allen Lord



Lewis Hamilton Silverstone - driven by Dad in Dad's MGC.



“NO ONE KNOWS YOUR
PASSION LIKE SHANNONS.”



Shannons Insurance is for motoring enthusiasts just like you, with features like:

- Choice of repairer ■ Agreed value ■ Multi-Vehicle & Multi-Policy discounts
- Limited Use & Club Plate cover ■ Laid up cover ■ One excess free
- windscreen claim per year ■ Total Loss Salvage options ■ Home Contents
- Insurance including \$10,000 enthusiast cover for your collectables & tools
- Towing & storage costs as a result of loss or damage ■ Pay by the month
- premiums at no extra cost

Call Shannons on 13 46 46 for a quote on your special car, daily drive, bike or your home, and speak with a genuine enthusiast.



SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

*Shannons Pay Limited 13 46 46 is an advice and information only service. For product details, please contact your Shannons broker. Only apply to participating vehicle cover. Shannons fees and taken account of your eligibility, financial condition and credit. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.



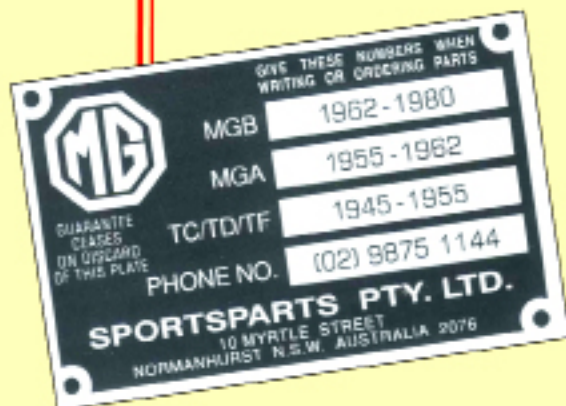
Sportsparts Pty Ltd

*Parts and Technical advice
for pre 1980 MGs*

- Specialists in original and reproduction MG parts for over 30 years.
- Buy your parts or accessories from us and get free and comprehensive advice on the best way to fit them.
- Visit our store or take advantage of our fast mail service. Our normal trading hours are 9.00am to 5pm but may vary if we have to visit customers or suppliers. Please call beforehand to ensure that we are at the shop to provide the parts you need.

PROMPT MAIL ORDER SERVICE

Detailed catalogue
available \$5.00



Sportsparts Pty Ltd
10 Myrtle Street,
Normanhurst NSW 2076

PO Box 2
Thornleigh NSW 2120

Phone 02 98751144
Fax 02 98751906

www.sportsparts.com.au