

THE TIME MACHINE

April May 24

MGs lined up at
Garage 25 for Cars
& Coffee at
Expresso Twenty 5
on February 6



The Official Magazine
of the Gold Coast MG
Car Club
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THE TIME MACHINE

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

Affiliated with the MG Car Club UK



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The Committee welcomes your phone calls but please before 9pm.

President's Report

Around the time you receive and read this issue of *The Time Machine*, I will be on my way to or at the 2024 National MG Meeting in Tamworth, NSW, with a number of other Club members. A report will be part of the June/July issue of the TTM.



This issue of *The Time Machine* is the 100th issue of the magazine that Carole has produced. Congratulations.

Long time members will remember Peter and Jill East who visited Australia, in particular SE Queensland, and attended (including organising) Club runs. They have indicated after 25 years of visits from the UK, they will no longer be joining us on runs and have resigned from the Club.

The Garage 25 coffee get together, at Coomera Boatworks, in February was attended by 25 members, whilst the “All Down Hill” postponed from January, from Tamborine Mountain to Beaudesert also had 25 members do the run. Some other members only attended the start at morning tea due to other commitments. It was good to see Gill and Brian Hockey, back in an MG and participating in a run.

Seven Club members joined with Gold Coast Antique Auto Club members on their annual John Talbot Memorial Run to Uki, NSW. Reports on these runs can be read elsewhere in this issue of the TTM.

The Mid Week run starting at Freeman’s Farm, with a tour of its ‘Veterans Garden of Healing’ where we spoke with veterans over morning tea. We then did some touring of Currumbin and Tallebudgera Valleys.

As mentioned in my last TTM report, 2024 will be a year with many overnight runs. The first of these is in May with Joe and Jan Evan’s “Luvya Lockyer” 2 night mid week run. Joe and Jan, having been residents of the Lockyer Valley for some years, know the little hidden gems and have organised visits to many of them over the 3 days. There are still vacancies at the motel we are staying at.

The Committee has agreed to take responsibility for Tony and Debbie Slattery’s 3 day “Pre War - pre MGB” event based in Gympie, bringing together Pre War, T type, Y type, Magnette MGs and MGAs from around SE Queensland in mid May. This arrangement will continue the Club’s involvement and promotion of Pre War MGs, started some years ago by Life Member Murray Arundell.

In late March or early April the new Club website will go live, and Ordinary members will receive an email inviting them to visit the website and login to the “Members Only” area of the website using your “Unique Login” provided, and then check and amend, if necessary, your personal and your MGs details, as this will be the email and postal addresses used by the Club from now on.

This will therefore be the last *The Time Machine* available on our public website. In future you will be invited to login to the “Members Only” area to view the TTM in digital form. The “members only” area will also contain a comprehensive list of Library assets and Club held MG (mainly MGB and F/TF) parts which are available for members’ use.



Seats from unknown car in YT when purchased and the new seats.

My new YT seats have been completed in all leather as matching vinyl could not be found. As the front seat frames were from a scrapped Y type, the springs of these seats had completely rusted away, so my upholster had to create seats from scratch using foam and Rob and Margaret Smith’s YT’s seats as a guide. I have been told I will need seat covers as they are too good to sit on!

Yours in MGing
Stuart Duncan
President

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Cars & Coffee - February 6

We all met at the Espresso Twenty 5 cafe around 10 am. Good for a chat and a visit to the Garage 25 Car Museum. Thanks to John and Colleen Boyce for organising the Cars & Coffee.



*Peter Kerr's
Excelsior
racing motor
bike is still in
the Museum*



Joint Club John Talbot Memorial Run to Uki

The Gold Coast Antique Auto Club again invited our Club members to join them on a run in memory of the late John Talbot who died in March 2019. John was the Club Captain of both clubs and organised many runs for both Clubs.

Lesley & I were joined at the start of the run at the Mudgeeraba club rooms by Colleen & John Boyce from our Club and Keith Bailey who is a member of both Clubs.

At the invitation of the GCAAC, we were joined by John Talbot's daughter Vivienne and her husband Chris who flew in from NZ for the run.

At the start of the run we were advised that the run would now finish at the Mount Warning Hotel, Uki, because Ocean Shores Country Club Bistro, where we were supposed to finish, was closed and the nearby Tavern could not supply meals for the 40 people anticipated to do the run.

On the drive from Murwillumbah to Uki, we were stopped a couple of times by road works where the road had been washed away due to the floods a couple of years ago. Morning tea was at Bochow Park where Graham & Coral Cogzell joined the run.

The run home up the M1 wasn't too bad, even in school traffic.

Stuart & Lesley



Hinterland to Tweed - February 14



A small group met at Hinterland Regional park for the start of John and Colleen Boyce's run to the Seagulls Club for lunch. Even though Jim and Liz Lutherborrow weren't able to come on the run they arranged for a cake to be there to celebrate Laurie Roberts' birthday. Our Editor/photographer extraordinaire, Carole Cooke, was the lucky winner of the raffle.



The run wound its way through a lovely area of homes on the way to Mt Tomewin. After all the rain the mountain was looking its very best which was just as well as after being stopped half way up for much needed surfacing roadworks, we had plenty of time to admire it and scan the lunch menu that Colleen had provided. Adam, our friendly traffic controller, said there would be a 5 minute delay! Not sure what timing device he was using but it was much longer. At least we were all stopped in the shade.



As usual the view coming down on the NSW side of the mountain is always great to see and then by going along Hogans Road we were surrounded by stunning rain-forest. It has to be one of the most scenic MG roads in our area.

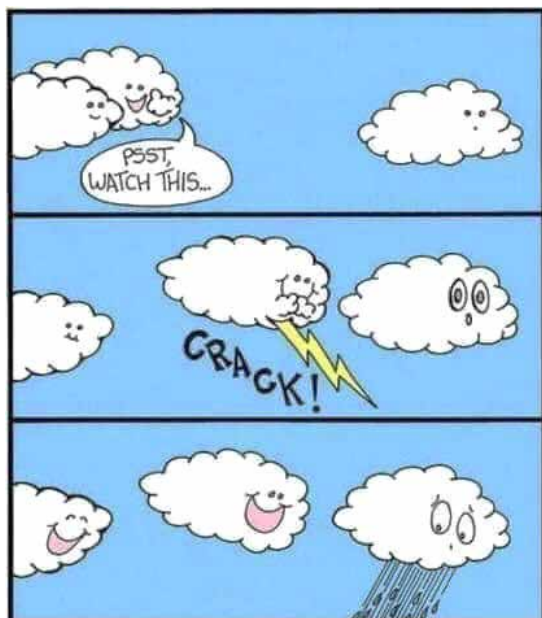




Lunch was enjoyed by all and having a table looking out over the water really made the day. It was interesting to watch a group of old people at the next table doing speed dating! (that was our take on what was happening, they kept blowing a whistle! - Ed)

Thanks John and Colleen, for not only organizing a very enjoyable day, but for providing the best weather we have had since Christmas!

Moya and Jim Haines



LSIM Run - February 25

The All Down Hill from Here Run started under clouds and light rain but fortunately the weather cleared and a nice MG drive day emerged. The morning tea and start point at Staffsmith Park, Tamborine was well attended with 25 members and a visitor from Ireland, Luke Dorney. We had 9 MGs and 5 modern cars on the run. At 10.45 we departed Staffsmith Park on our way to Beaudesert for lunch.



The drive down Tamborine Mountain Road towards Logan Village was most enjoyable, the traffic was light and the scenery green. At Camp Cable Road we headed across to Mt Lindsey Highway, again the countryside looking very healthy.



Great to see Brian and Gillian again

Once at the highway we headed left to meet up with Millstream Road which took us onto a series bends and roller coaster style hills an interesting drive. The downside to this road is the single lane section that requires off road driving to pass traffic. The road edges are in need of attention so moving off road required some caution. The last section was along Bromelton House Road which has a number of turf farms and horse properties. A good road with a nice change of scenery.



The run to Beaudesert Club was short with the group arriving at 11.45, just in time for food and drink. The Club had offered member prices, a deal we accepted with thanks. Lunch was enjoyed by all: a nice way to spend Sunday.



The weather gods returned and gave us a wet drive home, I hope Les and Judy Wake had their roof with them.

John Boyce



A Tale of a Supercharged TC

(Adapted From an article by Warren Weith in Car & Driver 1967)

I remember when a Chrysler powered Allard was a competitive machine. For years, I have hidden this little bit of information. (After all, the biggest crime in the United States is being caught out!) Last night changed all that for me.

Two guys, who had spotted my old 1947 MG TC in the alley nabbed me between jet flights to the coast with an offer. This really caught me with my driving gloves down! I'm a buyer; not a seller. I've never owned a self-propelled vehicle that another man hungered after. My past history in this respect is unblemished. As soon as I buy a Mongolian-built Yak V8 GT Coupe, they either stop making them or bring out a vastly improved model.

That's why I was rocked back on my slightly rounded heels when these two eager buyers appeared in my living room. One was big enough to be a stand-in for the Super Bowl. The other guy was dark and quick... and looked like he had all the scratch. I didn't know what to do or say. I'd never sold a car in my life. The first thing that struck me was how serious they were. I fielded questions like "How's the transmission?" and "When they put in that gasket, did they scrape the carbon off the valves and head?" I didn't know what to tell them. I had bought it from a kid that was standing on a street corner in Brooklyn. He was fresh meat for Uncle Sams navy and needed to be disconnected from this machine? I said "Three hundred and fifty". The kid said "Its yours" and away I went. Neither one of us had a serious thought in our heads. I took the car and he took the money – in long drawn-out bits and pieces. We're still friends and we're both gotten our money's worth out of that tortured old MG.

These two young men are different from that kid in Brooklyn... and myself. They're people who have grown up with two of everything in the house – including possibly mothers and fathers – and they don't see cars as transportation. To these guys, cars are objects d'art.

Still, for my four hundred dollars (I paid Al Garz in Brooklyn fifty dollars to make it go), the old TC didn't do too badly for me. I got a good idea of what rich folks' kids were driving a decade before and how far suspension engineers had come in the same time. That old TC looked small and fine until you got in and drove it. It seemed a bigger car somehow. With a big steering wheel and even bigger wheels.

There was none of this business of wishing it around corners while doing delicate things with the throttle. You told it what to do in no uncertain terms. The ancients seemed to like cars that understeered and this is what this TC did to me one evening. But it did it only after being unduly provoked. And it issued all sorts of warning bulletins before the front end slid out and gently kissed a wooden fence.

I learned all sorts of things from that experience. Things like: old fast cars can bite just like the new ones, and further, the old ones demanded a much higher degree of skill from the driver than the new ones.

The old MG was fun, though. People laughed at it and I suppose they laughed at me too. A funny little man – in a funny old car. What they didn't realise was that the driver was laughing just as hard. That's why I had the funny look on my face when the two men asked me about selling the TC. They arrived on cue, almost as if they had been pushed from the wings by a stage manager. I had had my TC and now it was somebody else's turn.

The only thing that concerned them was: did it run? I really didn't know whether it did or not. It had been sitting in my back alley all winter, nicely coated with soot and grime. My honest answer put them off for a minute or so – but not longer. They hustled out and had the battery charged overnight, and we agreed to meet the next morning for the big test.

We assembled in the cold light of day equipped with jump leads, the charged battery and buckets of nerves. In seconds, the MG's battery was hooked up. To this we hooked the jumper leads, which then went to the 12-volt battery in the family hack. The key was produced from under the carpet of the TC and inserted in the ignition lock – which dangled from a spray of wires that spewed beneath the dash. The key turned, the electric fuel pump began its nervous noise and we waited. Then the starter button was pulled.

Belts and cam shafts, pistons, rods and bits and pieces of tired metal turned around and around, up and down. It sounded like someone kicking metal filing cabinets down the back stairs. We switched it off. They looked sad. We switched it on again. More of the awful noises. Off again, and they looked even sadder. I began to cheer up. If it didn't start, they wouldn't buy it. We switched it on. The aroma of Shell floated on the cold air. Switched off. "Well, should we try it again?" Yes, they wanted to try it again. I knew it was going to go if we kept on. We did, and it did. It barked a couple of times, shuddered once, gathered itself up and roared, after which it settled down into a hysterical idle. When you lifted up the throttle rod, that big blower followed suit and lifted its voice in song. I felt miserable.

The fellows scampered around like two kids in a fresh snowbank. What else do you do with an MG that runs but test drive it... so away they went. They came back about an hour later without the car. Seems like it had stopped on them. Seems like it had stopped about four times. I felt better. "We'll tow it back to the alley, have a beer, that's it". I said "Yep, that's what we'll do". "Tomorrow we'll be around with the cheque" they said suddenly!

I guess I just wasn't supposed to have that TC anymore.

Okay, you guys, it's yours. But I wonder what you've bought. Maybe you've bought a picture in an old magazine. The one where some South American hero is going around a sweeping 80mph curve in the Pan-Am in his coupe. Or you might have bought those dials and switches, not quite enough to fly a B-17 bomber. Or you might have bought all those sounds – good and bad. Modern cars, besides being plush inside, don't talk to you as you go sweeping down the expressway. You might have bought something to take apart and put back together again – like an adult erector set. Perhaps you've bought a fine old piece of machinery that's seen better days, and you want to take it in out of the cold. It might be a trap for long-haired, short-skirted girls who think old cars are real kinky. But, whatever it is you've bought, I hope you find it in that tired old MG.

At any rate, I know what I've sold. A good, clear memory of myself a long time ago. Hours of cogitation on how to go about fixing it up. An endless source of conversation among my peers. A focal point for my good wife's anger. A machine that makes my son and his pals laugh, and beg for rides. A source of irritation to my neighbours. And a never-to-dawn tomorrow when old MGs will be as good as new...and so will their drivers.

Dave Godwin



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.

Tony & Debbie Slattery - Black Mountain - '38 MG TA Tickford
Shane Datson - Bahrs Scrub - '70 MGB
David Albert - Coombabah '64 MGB

The photos in the Time Machine has been supplied by Carole Cooke, John Careless, Shane Goodwin, Stuart & Lesley Duncan, Roger Paltridge, Gary Stevens, Ian Rogers

Cut off date for next magazine
15th May 24

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

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

Membership: \$75 per year (due June 30) - Joining Fee: \$20 per
person

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

The new web address is gcmgcc.mycco.com.au

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

National Australia Bank, 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 March 24

Active & Family 254 Life 12 Honorary 4 TOTAL 270

The Life Members of the Gold Coast MG Car Club are -

Murray Arundell, Rob Baylis, Carol Brookman (dec),
Bruce Corr (dec), Marie Conway-Jones, Phil Redding, Jeff Sattler,
Jim Haines, Jim Lutherborrow, Neil (dec) and Madeleine Weenink,
Carole Cooke

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Believe It or Not

Whilst working on the Club's F we realised a replacement front guard was required. After trolling the internet for a replacement, used of course, we ended up enquiring with Alex Wilson of Bremen Motors at Margate. Alex runs a wrecking and spare parts business for European vehicles including MG F/TF. He did have what we required so we took a drive up the M1, over the Bridge and on to Alex's workshop at Margate.

The business is impressive with most of the stock palletted and on shelving, a far cry from what some of us remember 50 years ago with the old traditional wrecking yards! Most of us "car guys" have at one time or another rummaged through acres of crashed cars fighting with overgrown weeds and blackberry bushes, stepping in puddles of oil from hundreds of leaking cars and looking for that elusive part that the owner swears is out there somewhere!

Now to the photos from the workshop....The trolley is actually a car carrier/stand which will take the weight of any MG, as can be seen in the first photo. You are probably wondering "where can I get one of those"?

Well, its actually a Special Parts Order from the old BMC catalogue, part no. ZZXRT-PLKKJ 5569. This model happens to be the Aussie version. You will notice the wood is Redgum, hence its much sturdier construction than the UK version which is made of willow, cricket bat material.....We prefer our model.



Believe It or Not

If there is a part you need for your F/ TF and our Club spare parts catalogue hasn't got it give Alex a call on 0407 950 439, he may just have what you are looking for.

Gary and Ian



Pre-War & Pre-60 MG Rally - Gympie 2024, is GO!

Since the MG Centenary Pre-War, T & Y-Type Rally in Canberra back in October, a couple of people have suggested there just might be enough similar minded people to host a similar event in South-East Qld. There are now 67 Pre-War MG's garaged in Queensland, spread across 49 owners. We know that not all are "on the road", but those who are might enjoy this rally and those "restoring" might still come along in another MG, however our preference is for pre-MGB models only to manage the numbers.

We hosted a 3-day rally for MG Y-Types in Gympie in 2022, so we thought we could base this trial event on the success of that rally, but with a few changes here and there to suit Pre-War MG's. It is a mid-week event, Tuesday 14th May to Thursday 16th May (with arrival on Monday & departure on Friday), to avoid the higher cost of week-end venues and competition with weddings and other social events.

Accommodation in Gympie is at your own choice/selection – Hotel, Motels, Camping, RV Parks and BnB's: they are all available in Gympie. You might even know some MG Friends in the area who might host you?

Costs will be kept low to enter the rally. It will be purely social with no competition involved – just a vote for "The MG you like most" at the rally, and a "Spirit of MG" for the most popular car & team.

There will be drives in the hinterland on each of the 3 days to places of interest and for "Lunching", and we will have a dinner on the Thursday evening to close the rally. We have received 25 Expressions of Interest for the rally, but could handle another 5-10 cars. Entries will open on 18th March and close on 14th April 2024. The entry fee will be around \$300 per person.

The detailed event schedule/inclusions will only be revealed to entrants after close of entries, so we don't invite "spectators" we can't manage – if you know what we mean...

If you want an entry form for this event, just send us an email ASAP.

Yours Octagonally, Tony & Debbie Slattery
Black Mountain QLD

theclassicworkshop67@gmail.com



**ANZAC DAY
PICNIC LUNCH**
Cascade Gardens
Broadbeach
Kokoda Memorial Walk
Korean War Memorial

Artisan Market
Mudgeeraba Showgrounds
Sunday morning 14th April
Display our cars and be
part of the fun
Free Entry

PRE WAR & PRE-56 MG RALLY

GYMPIE 14th - 16th MAY

Luvya LOCKYER
Tour

Wednesday 5th May to
Friday 10th May

Take a breath of fresh air in the Lockyer Valley

Help celebrate Cecil Kimber's 136th birthday with a Noggin & Natter at the Clubrooms Friday night the 12th April.

Food, Film, Fun & Cake

Gilston Shed Get Together ...

Saturday mornings
1st & 3rd Saturday
from 9.00am

Toowoomba MG Gathering
Please direct inquiries and registrations to ddc.mgccq@mgccq.org.

23rd - 26th August 2024
Food, Flowers & Fun

G.E.A.R - GOLDEN ERA AUTO RACING

18th April - Morgan Park / 23rd May - Lakeside

Proposed GCMGCC Inc. Events Calendar

The following are proposed events for the next few months at the time of writing this report. Please refer to Club Chatter (President Stuart Duncan's fortnightly emails) and Facebook for any updates or additions. If you wish to organise an event please contact Run Coordinator John Careless ricareless@gmail.com call / text 0413 250 005 OR John Boyce johnboyce44@bigpond.com.au mobile 0444 500 071. As a courtesy to the organisers, and the venues, it is important that you RSVP your attendance. Events with a 'P' noted are points scoring events. LSIM stands for the last Sunday in the Month Run.

P 6th April – (Saturday) Gilston Shed, Frank Chaston Oval, Worongary Road, Gilston (opposite the Gilston State School). Have a chat, a coffee, and play with some cars from 9.00am.

8th April – SPECIAL DATE & PLACE (Monday night) Committee Meeting – Gilston Clubrooms, Frank Chaston Oval, Worongary Road, Gilston (opposite the Gilston State School). Everyone welcome but please notify the club secretary if you have a point of discussion.

The midweek run on the 10th April 2024 requires an organiser at this time.

P 12th April – (Friday night) Noggin & Natter – Clubrooms 238 Mudgeeraba Road, Mudgeeraba from 6.30pm. Come and help celebrate Cecil Kimber's 136 birthday. Meal of chicken and salad, birthday cake plus some early MG films; all for \$10pp. Cecil Kimber is acknowledged as the founder and father of MGs. RSVP Stuart by txt 0405 402 745 or email lesley_stuart@bigpond.com. **RSVP by Wednesday 10 April.**

14th April – (Sunday morning) Artisan Market Display, Mudgeeraba Showgrounds. We have been asked to display our earlier MGs for a couple of hours to complement the Artisan Market stalls through the creativity of the restorations. If interested in being part of the fun contact John Boyce on email johnboyce44@bigpond.com or phone 0444 500 071

18th April - (Thursday) Golden Era Auto Racing (GEAR) event at Morgan Park (Warwick).

P 20th April – (Saturday) Gilston Shed, Frank Chaston Oval, Worongary Road, Gilston (opposite the Gilston State School). Have a chat, a coffee, and play with some cars from 9.00am.

P 25th April – (Thursday) ANZAC Day Meet 11.00am at the beautiful Cascade Gardens, 2690 Gold Coast Hwy., Broadbeach for a stroll along the Kokoda Memorial Walk & visit the Korean War Memorial. Followed by a BYO Picnic Lunch (& chairs). Contact John Careless for more information. ricareless@gmail.com 0413250005
LSIM Run is replaced by the Anzac Day lunch.

P 4th May – (Saturday) Gilston Shed, Frank Chaston Oval, Worongary Road, Gilston (opposite the Gilston State School). Have a chat, a coffee, and play with some cars from 9.00am.

6th May – (Monday night) - Committee Meeting - Club Rooms 238 Mudgeeraba Road, Mudgeeraba. Everyone welcome but please notify the club secretary if you have a point of discussion.

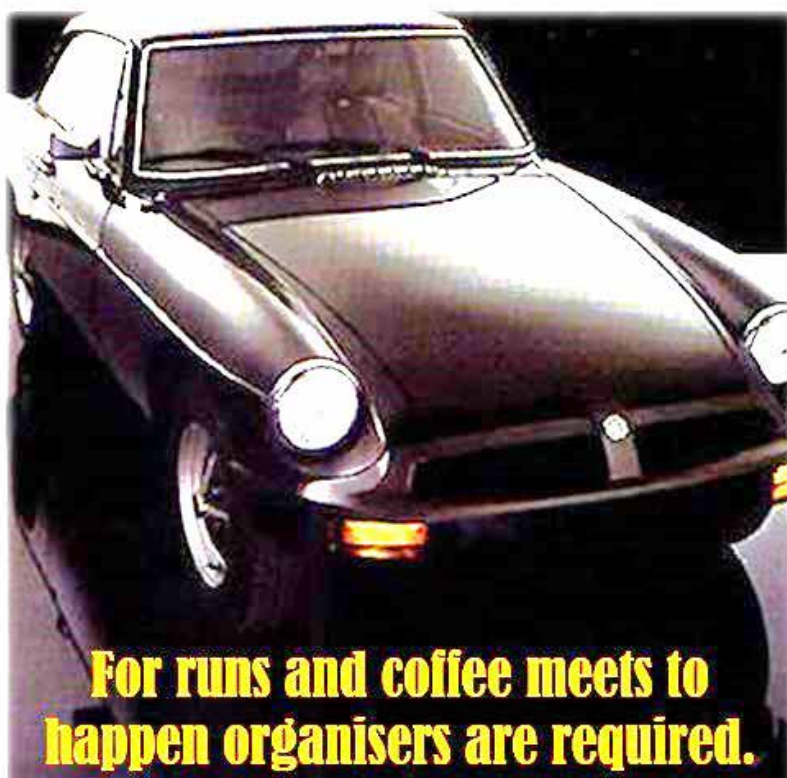
P 8th – 10th May (Wednesday to Friday) Luvya Lockyer Tour. Joe and Jan Evans have organised a 3 day run to Gatton with runs around the Lockyer Valley and visits to numerous attractions. Please contact Joe and Jan on janjoe6@bigpond.com 0415 760 452 for more information on the hotel accommodation etc.

P 14th – 16th May (Tuesday to Thursday) Pre War & Pre-56 MG Rally Three Day Rally event in Gympie for Pre War & Pre-56 MGs. Entries close on the 14th April 2024. For an entry form or more details contact Tony Slattery theclassicworkshop67@gmail.com

P 18th May – (Saturday) Gilston Shed, Frank Chaston Oval, Worongary Road, Gilston (opposite the Gilston State School). Have a chat, a coffee, and play with some cars from 9.00am.

23rd May - (Thursday) Golden Era Auto Racing (GEAR) event at Lakeside.

The LSIM run on the 26th May2024 requires an organiser at this time.



Luvia Lockyer - May 8-10



WEDNESDAY MORNING 8th May 2024

9.00am - Meet Point 1 Leave Jubilee Park McKee Street, Beaudesert



10.00am - Meet Point 2 for morning tea at Rosewood "Cobb & Co." Park, opposite Bakery.

11.00am - Leave Rosewood for run to Laidley, Barry Skimmings, Edward Street to see how a 'Men's Shed' should be like. Barry, a 'foundation member' of Gold Coast Vintage Auto Club, and President for 7 years and is a 'Life Member'.



1.00pm - BBQ lunch at Laidley Pioneer Village & Museum, Queensland first Pioneer Village showing an extensive collection that displays the history of German Settlement, the timber and farming industries and lifestyles of early pioneers! Afternoon tea will be available as you wish.



Afternoon...Next meeting place will be 'check-in' at the 'Room Motels' at Gatton 1 Hawck Street, Gatton (07 5462 1111). This motel is built out of 'shipping containers' (which you would never guess).



Dinner options: BYO bar-b-que at the hotel (covered seating area with a bar-b-que) OR straight across the road at the Colonial Café / Restaurant - 'Lockyer Valley Cultural Centre'

THURSDAY MORNING 9th May 2024

Breakfast at the Colonial Café / Restaurant (Cultural Centre), then off to Wayne Lawson's 'Rural' residential prize winning garden display at 'Blenheim', behind Blenheim State School.

We will then travel to 15 Thornton School Road, Thornton to view a Holmwood Produce & Lavender Farm, where we will be having Devonshire Tea! They have lavender crafts and natural skincare products.

After morning tea, we will look around the garden and shop, then head off to Laidley Township (via Forest Hill) to 'DAS NEUMAN HAUS'! It is a fully restored home which was hand-built by German immigrant Hermann Neumann in 1893. We will be having lunch at the restaurant!

After lunch, we will head back to the Gatton Motel to spend the rest of the afternoon over the road from the Motel at the 'Truck Museum' or shopping in Gatton if you wish! For evening meals, we can dine just down the road from the Motel, at any of the many country style local eating houses!

FRIDAY MORNING 10th May 2024

After breakfast, it is 'free time' to see as you fancy:

- Gatton University Campus - which has buildings of architectural delight.
- At Gatton Park (adjacent to Gatton Council Chambers) is the infamous 'Lights on the Hill' commemoration park.
- All within walking distance of your motel. Lake Apex next to the Cultural Centre has a Bird Sanctuary Island which has had 153 species recorded. Don't forget your camera. There is plenty of beautiful scenery to capture. Purchase some fresh veges to take home.
- On the way home check out 'Porters Plainlands Hotel' on the highway, or go inland via Forrest Hill for unique pubs and speciality shops. Laidley has lookouts at 'Cunningham Crest' and 'Schultz Lookout'

PRICES:

Room Motels Gatton	approx. \$139.00 per night	Wayne Lawson's garden display	\$5.00 per person
Pioneer Village Admittance, BBQ Lunch & Afternoon tea	\$18.00 per person	Lavender Farm & Devonshire Tea	\$10.00 per person
		Queensland Transport Museum	\$7.00 per person

Expressions of interest ASAP please so attendance numbers and accommodation can be confirmed Joe Evans 0415 760 452 or Jan Evans 0417 026 338 or janjoe6@bigpond.com

Midweek Run - March 13

Our annual visit to Freeman's Farm on March 13 was very well attended by 25 members and 9 MGs. The weather turned out fine and the day was enjoying by everyone.

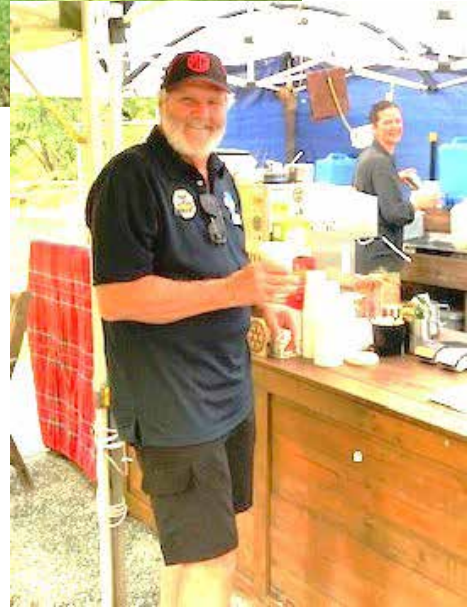
David Freeman again made himself available to explain all the workings of his unique setup, the Garden of Healing for returned ADF veterans. He normally does not open on a Wednesday, but just for us he opened for coffee and organic vegetable sales. The stunning view from this location is just breathtaking.

Carole Cooke won the raffle: that's twice in a row! After the farm visit we had an optional run into the Tallebudgera Valley for a picnic lunch at a beautiful park by the creek. This was enjoyed by 12 members.

Yes, we will be back next year.

Roger Paltridge





Transport for NSW

DRIVE Lite Historic and Classic vehicles

March 2024



Welcome to the first edition of Drive Lite Historic Vehicle Scheme (HVS) and Classic Vehicle Scheme (CVS) for 2024. We hope you enjoy the new look and feel of our newsletters coming to you throughout the year.

Carry your compliance certificate with you!

Drivers of modified vehicles - including classic vehicles – should carry their certificates for any vehicle modifications as there is a risk of receiving a defect notice if this is not produced.

If a modified vehicle is pulled over by NSW Police, the driver is not legally required to carry or produce a vehicle safety compliance certificate to show a Police officer, or an authorised officer.

It's a good idea though to have proof of your vehicles safety compliance certificate when using your vehicle. This ensures that a Police officer can confirm all modifications identified are addressed on the certificate immediately, and the vehicle owner can be on their way without an unnecessary defect being issued.

A vehicle registered under the Classic Vehicle Scheme (CVS) that has undergone a significant modification will require certification.

If that vehicle was certified prior to the introduction of the VSCCS (i.e., in Dec 2011) then an Engineering Certificate issued by participant of the NSW Engineering Certification Scheme is acceptable, provided it addresses the modifications made to the vehicle and can be produced if requested by a Club Official, Authorised Officer or an Authorised Person.

More about vehicle defect notices:

A vehicle defect notice isn't a fine, however you may be issued a fine for other reasons. A defect notice means you are not able to drive the vehicle until it has been inspected by an AUVIS (Authorised Unregistered Vehicle Inspection Scheme) inspector and repaired so it is roadworthy again.

If you receive a minor defect (yellow label) notice you can drive the vehicle for a certain amount of time and to a certain destination to allow you to get it fixed.

A major defect (red label) typically means the vehicle is unsafe to drive and will be grounded. These vehicles must be towed to an AUVIS inspection rather than driven.

The vehicle must then attend an AUVIS inspection and have its certificate confirmed.

Criminal safety inspections

A mechanic in Wagga Wagga was fined \$14,000 for inadequate road safety inspections last year.

The mechanic pleaded guilty to 55 charges relating to the issuing of 27 false or misleading vehicle inspection reports in 2023.

Between March 1 and March 8, 2023, he issued false or misleading inspection reports on the vehicles.

The offender failed to use the appropriate brake-testing equipment when conducting the vehicle safety and in the Magistrates words the actions were “criminal” rather than laziness.

Brake tests are a vital part of the annual road safety check to keep people safe on NSW roads.



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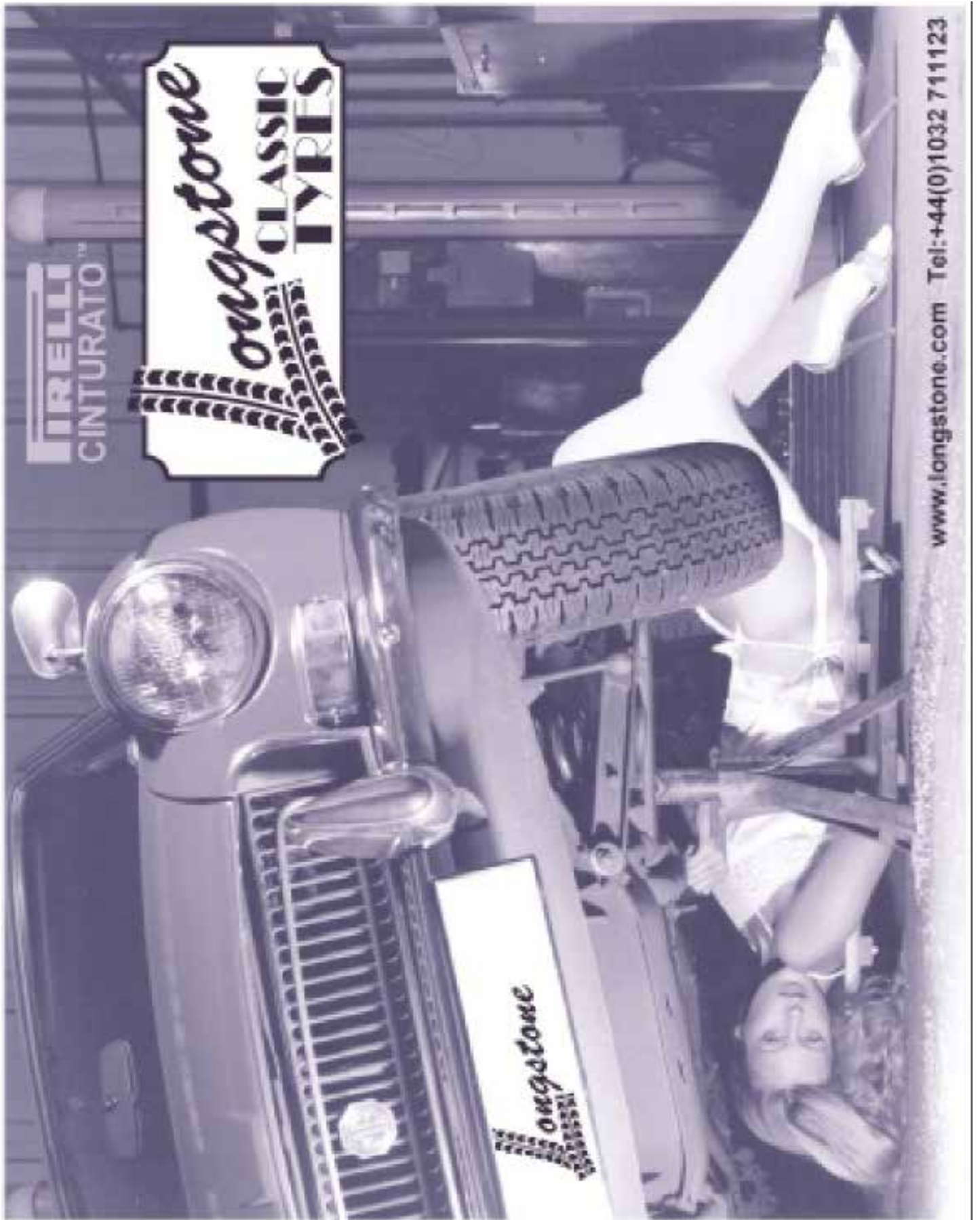


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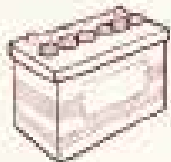
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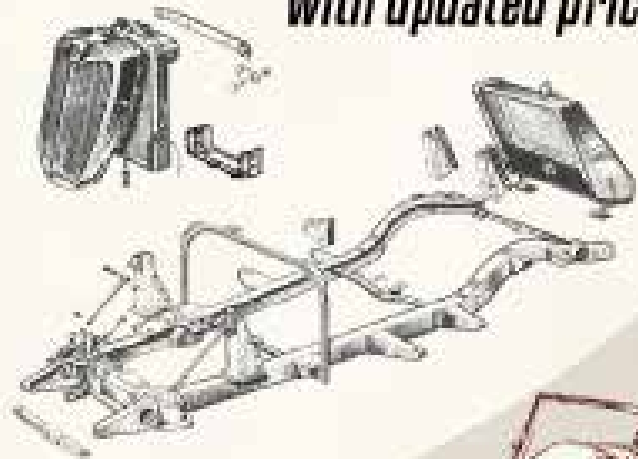
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The MG Shed

Well, I am pleased to say, despite the hot and sticky weather we have been experiencing in the last few weeks, the support on the Saturday mornings at the Shed has continued, but with a few less numbers. Hopefully this will improve when the cooler mornings set in and we return to our 9am start time.

The concentration in the New Year has been on increasing the shelving and reorganizing the shed to store the influx of donated parts, quite a bit of MGB parts have joined the MGF stuff. Hopefully members will continue to utilize both the new and second hand parts. When the new website goes live, in the near future, the member's portal will have a list of the main parts available, under the heading of spare parts.

The emphasis in the next couple of Shed days will be to get the ex Bauman car completed and ready for sale, because we need the room. Then we will finally get the ex Leith Johnson race car on Gary Stevens' hoist and get it running so that we can also move it along.

One of the highlights of the mornings is morning teas with Roger's fruit cake and a good chin wag amongst the attendees. While I am at it, I should recognize the hard work of Laurie Kinne, Jim Haines and Shane Goodwin in making the Shed the success it is. There is always someone with a challenge in their car that the group as a whole help to solve.

A very interesting morning on Saturday the 3rd February was well attended to watch Robin Mitchell show us how to renew the valve stem oil seals on an MGF without removing the head, we thank Robin for his time and effort. This is what makes the Club work.

We have introduced some comfortable chairs, if someone feels the need for a break. Come along and join the fun and get to know your fellow members.

Ian Rogers O.B.E.

For sale, a pair of Lexus seats in great condition, will fit early model MGB or MGB GT. Very comfortable and with head rests. Best offer, part of the Shed parts list. Contact **Ian Rogers 0419344039**.



Trolley Jacks. The Club has had several trolley jacks donated. If you are interested they will go to the best offer. Contact **Ian Rogers 0419344039**

Activities at The Shed

January 20



February 3



February 17



March 2



March 16



Trailer for Club Members to Use

Do you need to transport your car, for repair or show, maybe retrieve it after a mishap or breakdown? The good news is the Club has a tandem axle car trailer which can be booked and used for the donation of only \$30 a day.

Contact Ian Rogers on 0419 344 039. or idjar2@gmail.com. The trailer is usually available on a day's notice for travel.



Important Disclaimer for The Time Machine

The Constitution of the Gold Coast MG Car Club Inc, states that an objective of the Club is “to foster the restoration, preservation and maintenance of MG cars and to encourage their display and use”.

In pursuance of this objective, the Club will from time to time share technical content and experiences with members through its magazine, newsletters, other publications and social media.

The purpose of these activities is to further this objective by sharing experience and information, and to inform and alert members of the Gold Coast MG Car Club (and their service providers) to identified issues, possible causes, potential solutions and remedies for MG cars.

The content must always be regarded as being of a general nature, and derived from the experiences and opinions of members, freely and honestly given in good faith. It is not a substitute for professional advice and the Gold Coast MG Car Club Inc and its members, accept no responsibility or liability for the accuracy or appropriateness of any content. Some members may have different experiences and opinions and all members are encouraged to share these with the Club in order to improve the utility of the content.

For Sale

For Sale:: MGA 1600: with fresh 18V 1800 engine. New 5 speed Ford T9 gearbox. Complete restoration just completed. Every part replaced/re-furbished. Powder coated chassis. Chrome wires, new suspension. Luxury trim etc. Concours winner tomorrow!
Price \$69,000. Contact Gary Lock 0435 901150



1995 Oxford Blue MG RV8: 3.9 L Rover with 83600 km SARRAWBMBMG001581. Reason for selling: We have moved to Perth from Canada and I need a daily driver. I have had it since 2016. Service records go back to 2007. One of only 258 Oxford Blue RV8's this originally shipped to Japan then imported to Australia and certified by the authorities in Sydney, Nov 1999. It went to Melbourne then to Perth. Maintained in top notch form by me (I am the current North American MG Enthusiast of the Year), Co-chair of MG2010, 2015 and Chair of MG2022. Driven only 3-4 months per year since 2016 when we visited Perth. Always garaged. Custom tow bar for bicycle carrier. (Not certified for trailer towing). Aftermarket Radio/CD player. Recent Service - complete head rebuild in 2018, ceramic coated extractors 2018, 5 tyres 2018, clutch master 2018, rebuilt heads and head gaskets 2018, new triple core radiator, coolant reservoir tank 2018, new clutch 2021, new gear shift lever bushings 2022, new front end poly bushings 2022, new electric fan, new pulley belts 2023, new windscreen 2023

Asking \$49,500. Call Peter Mittler 0411 587 857 pmittler@gmail.com



For Sale This beautifully presented 1949 MG TC, part of my collection, is now offered for sale. For the buyer who is seeking a stunning classic, this vehicle is a must to inspect and won't disappoint.
Phone Neil Anderson on 0407735570 for more information.
Price: \$59,500



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