

THE TIME MACHINE

December 21 January 22

Marlowe displayed her lovely TC, 'Jezabel' inside the Royal Pines MG Presentation Luncheon room as did Dave and his world renowned MGA 'RIP'



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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John Crighton - MGB Other MGs - TBA

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

President's Report



With the year and border closures (I hope) coming to an end, we can look forward in the new year to being able to take our MGs on runs across the border and meet up with our interstate colleagues.

As a result of governments proposing to open state borders, the MG Car Club of Newcastle is powering on with the organising of the 2022 National MG Meeting to be held in the Lake Macquarie area, over the Easter (15-19 April) long weekend. Both the concours and motorkhana are being held in parks adjacent to the lake. The evening events are being held at Club Macquarie which I was told in mid November had a few rooms still available, due to the Queensland club not needing them all. I, together with some other members, are staying at The Brighton Apartments in Toronto.

The Nat Meets are an excellent event to get to meet MG enthusiasts from around Australia and inspect some interesting MGs. A number of members will be attending.

Over the past couple of months all club runs have had excellent attendances, with members bringing their MGs out for the runs, even in the rain. My thanks to Roger and Anne Paltridge for organising the Coffee meet up at Quest Coffee Grinders in Burleigh Heads, Graham and Coral Cogzell for the mid week run to the Beenleigh Historical Village and Museum, Cheryl Robinson for the LSIM run out west to Kalbar, and Allan and Leola Ross for the mid week run to Tamborine Mountain Heritage Centre.

John Crighton ran an interesting automotive related quiz at the last Noggin & Natter. Our next Noggin & Natter will be held at Dave Godwin's "Dog House" Biggera Waters workshop in February, date yet to be decided.

Over the past couple of months new member Perry Collier has taken over as Club Treasurer, from Laurel Godwin who wished to stand down at the AGM, but reluctantly agreed to continue. My thanks to Laurel for your work over the past 3 years and Perry for taking on the role.

The pinnacle of the year's events, our Annual Presentation lunch, was held recently at the RACV Royal Pines Resort. 77 members enjoyed the plentiful buffet, overlooking the golf course or out onto the concours where some members' MGs were lined up. A full report with trophy winners and photos can be viewed from page 28.

At the Luncheon, Marie Conway-Jones and Gary Stevens revealed the club's Honour Roll, listing past Presidents, Secretaries and Life Members. As the club has no permanent home in which we can display an Honour Roll, the Committee, with funds donated by the late John Talbot's family, had a pull up banner made. Members present at the Luncheon expressed support for the decision to have a pull-up banner Honour Roll, as it can be taken and displayed at club events, no matter where they are held.

On behalf of members, I presented Marie Conway-Jones with a memento in recognition of her 22 years' service to the club as Secretary, since the club formed nearly 46 years ago, that is close to half the time the club has been in existence.

A couple of weeks ago, I circulated to members for comment a draft Impromptu Run By-Law, and an associated Q and A paper. If you haven't received these please contact me or the club Secretary for a copy.

Further to my report in the last issue of *The Time Machine*, I fitted new piping from the YT's Jackall tank to the Jackall pump, but I haven't been able to get the hydraulic rams/jacks to work. I am unsure if its air in the pipes or valves in the pump that are the problem. As I carry a hydraulic jack in the YT's boot, I am not too worried.

Due to my other commitments (SES and Hockey officiating), I haven't had time to take my YT out much in the past few months.

Finally, Lesley & I wish you all an enjoyable break, and a happy Christmas, hopefully with family.

Yours in MGing
Stuart
 President



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The Doggy Run - August 29

The Last Sunday in the Month Run was organised by Jim and Moya Haines and their lovely dog, Janda. Members and their pooches met at Hinterland Park, Mudgeeraba and left at 9.30 to go to Schuster Park. Marlowe stopped on the way there to buy a better travelling bag for her dog, Leo. Members without a dog joined in and enjoyed the antics of the well behaved dogs.

Off to another park for lunch and other play or walk. I am sure the dogs enjoyed the Run as much as their owners, the MGs and dogwatchers.

Thanks to Jim and Moya for organising such a great day.

Carole Cooke





Coffee Run - September 13

This Coffee Run went to the Quest Coffee Roasters and also Matt's Cave at 23 Hutchinson Street, Burleigh Heads.

Quest Coffee is an active coffee bean roasting factory and Matt's 'Cave' is a privately owned collector of signs and cars. Both were opened exclusively for GCMGCC Members. *Editor*





All British Day - September 19

All British Day was held at St. Joseph's School, Tennyson.

About 600 British cars were displayed, including some from the Gold Coast MG Car Club. *Editor*



Picnic at the Marian Monastery - September 22

Leaning into the wind as we walked to the car at our home on the ridge we thought this was going to be a 'very interesting' day up on the Mountain if the gale force winds took over. However, it turned out that someone, maybe from our destination for the day, was looking after us and beautiful Spring picnic weather prevailed.

Meeting at the clubrooms were many of our 27 runners who had RSVPed. However, a number from the 'back woods' of Beaudesert and to the north rightfully decided to meet the group 'there'. 'There' was the Marian Monastery or correctly known as Marian Valley – Shrine of Our Lady Help of Christians located off Beechmont Road, Witheren. The custodians of the monastery are the Pauline Fathers named for St Paul the First Hermit.

Starting at 9.30 from the clubrooms, the group gathered early for a chat and catch up. It was great to see Sheila Roberts and her grandson Liam as co-driver take on the challenge of the day. The mechanically minded, the interested and the advisors had their heads under John Muirhead's B bonnet as it had a problem with idling on the way over. Unfortunately, John and Marilyn had to withdraw but we did learn later in the day they made it safely home.

Once Jim and Moya arrived (exactly on time!) we started the briefing, completed our CoVid requirements and left in convoy. An hour and a half run took the crews via the beautiful scenery that borders Springbrook Road, Pine Road, across the back of the Hinze Dam Lake along Nerang – Murwillumbah Road, then up and over Beechmont.

The turn in to the Monastery is a little tricky so Kate and I put up some arrows and guided the traffic down the track. When we made our way down to where I had arranged we should picnic there was no one there! One of the staff had driven her golf cart to meet us and then directed our merry band down a track to the rear of the property. This turned out to be a positive as we had the whole area to ourselves in amongst the beautiful Chapels. As I was trying to sort out our activity plan for lunch I looked up to see Kate disappearing off into the distance with said official on her golf cart to destinations unknown to us all!

Quite quickly out came the folding chairs, food, drinks and plenty of chatter. A wander around the grounds took in some interesting viewing, the most enthralling were the Stations of the Cross. Not at all surprising was that we were all happy to sit, picnic and talk to each other in this wonderful sanctuary, a little secret of the Gold Coast Hinterland. Oh, Kate came back! Thanks must go to Jim Lutherborrow for assisting with accessing this venue.

Kay and Laurie and later Jim and Liz, it must be mentioned did also take advantage of previous MG run knowledge – they stopped off at the 'Nook and Kranny' and bought a couple of pies for tea!!

It was great to see new member Dave Burgess come along for his first run in his newly acquired lovely Red B roadster. Rob and Margaret Smith brought some class to our little gathering by bringing along their beautiful YT. Interestingly there were quite a number of 'A's' on the run which was great to see, a few beautiful MGBGT's, some lovely 'B's' and a couple of 'street' cars rounded out the day.

John & Kate Careless







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We've enjoyed a close relationship with the owners club and we're always here and happy to offer advice. We welcome your business and continued support.

Should it help in getting back from our location, courtesy transport can be provided.

Please like us on Facebook and keep an eye on our feed for updates and invites to future events.

Call us or email to make a booking and we look forward to seeing you and your MG.



37 Lemana Lane, Burleigh Heads, 4220
Our new phone number is 5659 1455
info@classiccarclinic.com.au



The Way We Were Run - Mid-week run - October 13

The weather wasn't promising but that didn't deter twenty six hardy souls from attending *The Way We Were Run* to the Beenleigh Historical Village and Museum.

Some members met up at the usual starting point at Arthur Earle Park, but some opted to meet at the Museum. This seemed like a good idea considering the weather, and the highway.

The grounds were wet but the welcome was inviting as our merry travellers partook of Damper and Billy Tea before embarking on a tour of the Village. The Old School House brought back memories as did the printing presses. School children were everywhere doing tours and seeing what life was like when many of our attendees were their age.



A short run to Jacobs Well for lunch saw the crews break off into different groups. Some bought fish & chips, some went to the pub for a counter meal whilst others decided to have their own BYO lunch. The 'outsiders' didn't have much time to enjoy the park as the rains came and scattered the group.



Unfortunately Graham & Coral Cogzell who organised the run could not attend, which, as Graham has said, was unfortunate and not what is usual for them. Graham's thinking is that a run should, if possible, have a destination of interest.

The Beenleigh Historical Village and Museum certainly met that criteria. It was a pity the weather Gods didn't check their calendar against our website to see that MGs were to be out and about that day



**Cut off date for next magazine
10th January 2022**

**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 November 2021

Active & Family 261 Life 8 Honorary 5 TOTAL 274

**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,
Jim Lutherborrow**

Coffee Run - October 25

The Coffee Run to Espresso Twenty5 and Garage 25 was well supported, fortunately enough space for us all. After morning tea and a good talk, members went into the Museum to see the cars and motorbikes. Always enjoyable. Editor





Porsche's eFuel could be a climate game-changer

Carbon-neutral gasoline? Sounds good to us.

by Craig Cole

sent by Gary Lock

eFuels = green H₂ in an existing infrastructure



» **Energy costs** will be the decisive factor for establishing eFuels

Porsche's eFuel could help clean up today's fleet of internal combustion-powered vehicles.

Internal combustion may be yestercenury's technology, but cars and trucks running on dinosaur juice will continue prowling the world's roadways for decades to come -- though they may get a lot cleaner in the coming years. Porsche, along with a constellation of partners, is working to commercialize a carbon-neutral liquid fuel, which could be an environmental game-changer if scaled up.

Plainly named but patently cool, eFuel is a synthetic gasoline that burns exactly like the traditional stuff yet has minimal environmental impact. "We pursue eFuels as a complement [to electrics]," said Jan Ohmstedt, project manager for Porsche's eFuels project, at a media event. He explained this is an innovative way of cleaning up existing internal-combustion-powered vehicles before they eventually get replaced by cleaner electrics. eFuel could also be used to efficiently power classic cars, keeping our automotive heritage alive -- and sustainable -- well into the future. This point is particularly near and dear to Porsche, as around 70% of the cars it's ever built are still on the road.

Taking this technology out of the laboratory and into the real world, Porsche partnered with big-name companies like ExxonMobil, Siemens Energy, Enel, Gasco and others on this project. Last month, construction of a test facility started in Magallanes province, Chile. "We are pioneering this technology," said Ohmstedt. "This is the first industrialized [application] ... the first integrated pilot plant."

The global vehicle fleet cannot go all-electric overnight, which is where eFuel could play a major role.

Once up and running next year, this facility should have the capacity to produce around 130,000 liters of eFuel annually, a pretty paltry amount, though that is just the start and it's with only one wind turbine. Porsche and its partners plan to do this on an industrial scale, cranking out an estimated 55 million liters of eFuel in 2024 and then 550 million in 2026.

But why locate this facility at the southern tip of South America, a sparsely populated area that's thousands of miles from potential markets in Europe, North America and elsewhere? The answer is simple: There's wind, and lots of it. Gustly conditions make this region the perfect place to erect turbines. In fact, it has the lowest renewable energy cost in the world at about \$17 per megawatt-hour. Ohmstedt said the area gets 270 days of full wind power compared to just 66 in Germany. He added, "Chile could become a global champion for exporting renewable energy."

And that right there, renewable electricity, is absolutely critical to the eFuel production process. It makes zero sense generating electricity for cars by burning natural gas or coal or old tires or whatever -- it would completely defeat the purpose, likely wasting more energy than just using conventional fossil fuels to power vehicles. Wind-generated electricity is Porsche's preference for making eFuel. Turbines can run 24 hours a day, unlike solar panels, which are pretty much useless at night, though if eFuel catches on, Ohmstedt said solar may become an option in the future, especially in places blessed with abundant sunshine, like Australia or Morocco.

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With reliable winds, southern Chile is an ideal place to produce renewable energy at viable prices.

But how is eFuel made? Grossly simplifying the process (sorry, chemists!), wind turbines generate renewable electricity, which is used to split water into hydrogen and oxygen through electrolysis. Next, the hydrogen is combined with carbon dioxide captured from the air, and through the magic of chemistry it all gets synthesized into methanol, which is then converted into gasoline. But that's not all. This production process can also be used to produce a synthetic kerosene. So, beyond keeping your air-cooled 911 up and running, Porsche could also clean up shipping and aviation, industries that are pretty much completely dependent on fossil fuels today.

Altogether, it takes about 20 kilowatt-hours of renewable energy to produce a liter of eFuel, which contains about 9 kWh of energy. This is nearly identical to traditional, fossil-based gasoline and why eFuel is basically a drop-in replacement.

eFuel could revolutionize transportation, just don't expect to drive on down to your local Marathon station and buy a tankful next week. Initially, Ohmstedt sees the stuff gradually being blended into traditional gasoline to help decarbonize it. But even before that happens, the first eFuel produced will be used in motorsports applications, specifically the 2022 Porsche Mobil 1 Supercup, to prove it works as advertised.

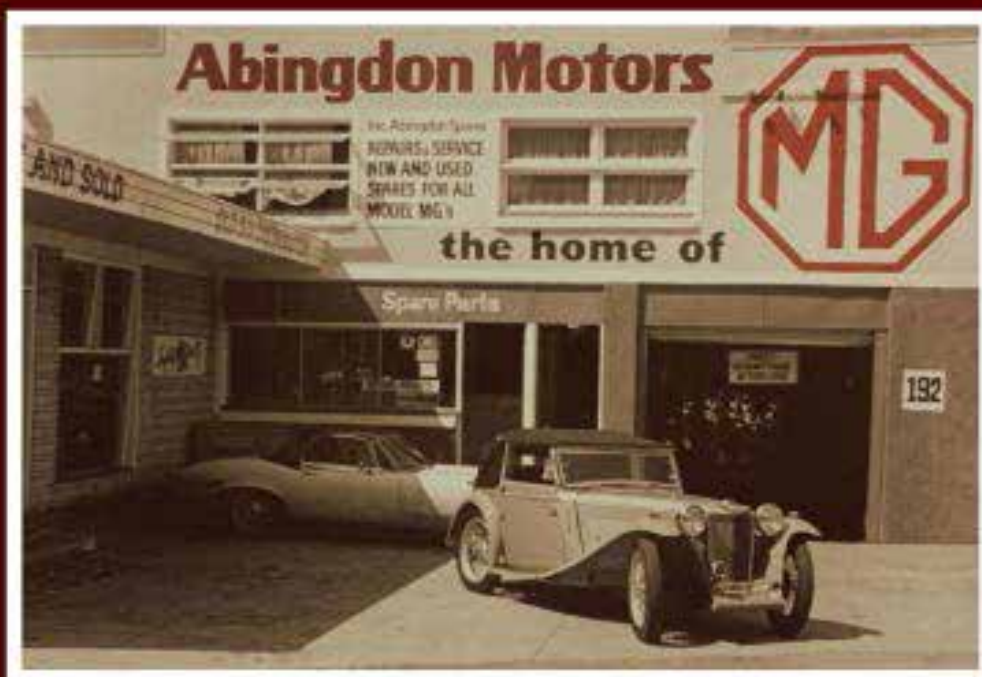
Porsche's eFuel is tantalizingly close to a magic-bullet solution, a way of letting us have our cake and eat it too, but it's not perfect. eFuel is totally dependent on renewable energy, which means production will likely be insignificant for years to come. It's also not entirely carbon-neutral. Yes, the eFuel itself is squeaky clean, but there will be emissions associated with building wind turbines and transporting the fuel to market, but these should be far, far less than with traditional gasoline.



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2022 MG National Meeting

“MGs by the Lake”



Bulletin 3- November 2021



GOOD NEWS!!! Covid restrictions are easing across Australia, and everything is looking very promising for the MG community across Australia to be able to gather together in beautiful Lake Macquarie at Easter 2022 for the first Nat Meet in 3 years.

Expressions of Interest

A steady stream of people continue to visit the Nat Meet 2022 website to register their contact details and we thank you all for doing so.

Numbers are very encouraging, and currently indicate that well over 300 people are likely or very likely to attend.

If you have not yet completed an expression of interest, it's not too late. Simply go to the website, click on the “Express Interest” button and provide your email contact details.

Maximum Numbers of Registered Entrants

Since Bulletin 2 was issued, the organising committee has negotiated the use of a second function room at Club Macquarie if numbers exceed the capacity of the main auditorium. The 2 rooms link together and will enable us to cater for around 350 at the social events.

The motorkhana venue at Catalina Park, Rathmines and our hillclimb at Ringwood Park both have capacity for around 100 competitors, which should cater for the expected numbers.

Timetable for Entries

Registrations are planned to open mid-January 2022 and close in mid-March. Bulletin 4 will be released during January with full details of the registration process, costs and cut-off dates for early-bird and late registrations.

In the meantime, please “roll up your sleeves” for the covid vaccination at the earliest possible opportunity, and we look forward to seeing you all at Nat Meet 2022.

Contacts for more Information:

Website - natmeet2022.mgcarclub.com.au

Chair - Bruce Fraser – chair.mgnatmeet2022@gmail.com

Secretary - Fran Hodgson - mgnatmeet2022@gmail.com

Coming Events

December 2021

Committee Meeting – Monday 6 December

Starts at 7pm, GC Antique Auto Club Rooms, Mudgeeraba

All members welcome attend and participate in Committee meeting discussions.

Please let Club Secretary John Crighton know on johnhcrighton@hotmail.com if attending

P - Christmas Mid Week Run – Wednesday 8 December

Meet at 10am at Coomera Community Centre (car park), Abrahams Road, Upper Coomera for morning tea, followed by a run to Jacobs Well Tavern for lunch. The Tavern and Denis Thomas the run organiser have organised for a Christmas selection of meals. Members to wear Christmas attire.

RSVP with numbers and meal selection to Denis Thomas on denisthomas47@bigpond.com by December.

P – Brunch / Coffee run – Monday 20 December

Please keep the date free for the Monthly coffee get together. Venue yet to be decided. Check weekly emails or contact Stuart on 0405 402 745 or lesley_stuart@bigpond.com for more details.

January 2022

No Committee meeting

No Mid week Run, due to expected heat in mid January

P - Coffee Run – Monday 10 January

Please keep the date free for the Monthly coffee get together. Venue yet to be decided. Check weekly emails or contact Stuart on 0405 402 745 or lesley_stuart@bigpond.com for more details.

Australia Day – Wednesday 26 January

P – LSIM run – Sunday 30 January

Please keep the date free for the Monthly coffee get together. Venue yet to be decided. Check weekly emails or contact Stuart on 0405 402 745 or lesley_stuart@bigpond.com for more details.

February 2022

Committee Meeting – Monday 7 January

Starts at 7pm, GC Antique Auto Club Rooms, Mudgeeraba

All members welcome attend and participate in Committee meeting discussions.

Please let Club Secretary John Crighton know on johnhcrighton@hotmail.com if attending

P - Mid Week Run – Wednesday 9 February

Details to be decided and provided closer to the date

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

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.

- Adrian Wright of Tweed Heads with a 1965 MGB,
- Phil Smith of Coombabah with a 1968 Midget
- Gabriele (Bruce) Aitkenson of Mt Warren Park with a 1972 MGB
- David & Noelyne Murphy of Jacob's Well with no MG as yet
- Terry Windon of Paradise Point with a 1971 MGB
- Mal & Pam Green of Ashmore with a 1971 MGB
- Alan & Wendy Huish of Arundel with a 1970 MGB, and
- George Dane added as a Family member to Marlowe Vincent.

THE GCMGCC



NEEDS YOU AS A RUN ORGANISER FOR 2022

Please contact John Careless the club's run coordinator & offer to organise a run.

The photos in this TM have been contributed by Carole Cooke, Peter Kerr, John Careless, Shane Goodwin, Ross Letten and Dave Godwin, Allan Ross, Lesley and Stuart Duncan, Paul Rogers

Please consider sending articles and photos to do with MGs to the Editor of the Time Machine at cazcooke30@gmail.com

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The Trip Across OZ

by Ross Letten



Fund raising in the pub in Maree

Next track to conquer was the Oodnadatta Track. Another feared track and had possibly not seen a grader in years...



The old water tank from the days when the old Ghan line was in use



William Creek hotel

Lake Eyre South - 12 metres below sea level (near where Donald Campbell set a new land speed record of 403.1 mph on 17/07/1964)

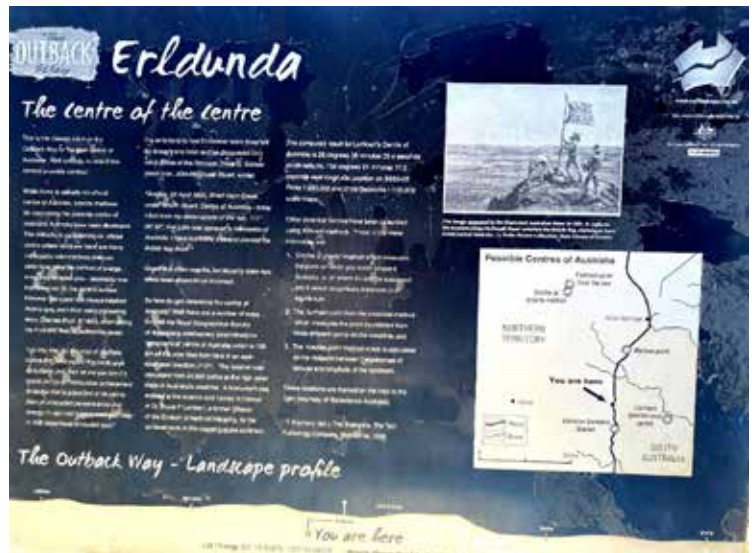
David and I then carried on to Oodnadatta while Laurel and Julie detoured to overnight in Coober Pedy.



The plan was for them to re-join us at Marla Roadhouse for lunch the following day, but a bad accident on the Stuart Highway resulted in road closure and police turning them back 50km to Coober Pedy.

So, in the end, Dave and I spent two nights at Eraldunda roadhouse with the errant ladies joining us on the second. Eraldunda is close to five spots competing to be the "centre of the centre" depending on the method of calculation employed.

Interesting sign at Eraldunda



We were initially unable to find accommodation in Yulara, so booked one cabin in Curtin Springs,



together with two camp sites for Dave and me – for the first time ever on our travels we had made room for minimalist camping equipment (pup tents, inflatable mattresses and sleeping bags) for just such an eventuality. As it transpired, when we drove ahead to look around Yulara, accommodation at The Sails suddenly became available – so we cancelled Curtin Springs and avoided back-tracking. And what a joy it was to spend a night in real luxury.

Sails in the Desert - Ayers Rock Resort

*Uluru - but cloud in the west
compromised the sunset photo-op*

The next day's drive to Warakurna on 466km of gravel almost didn't happen. Out of the blue, we came across a Road Closed sign at Docker River. With no sensible way around, we were dumbfounded. Fortunately, Dave had the presence of mind to phone Warakurna roadhouse who gave us a laconic "just drive on - she'll be right!" So that's what we did, without incident. Dead cars and shredded tyres were a feature of the landscape all the way.



Warakurna Roadhouse - note fuel pump cages

Then down the Great Central Road to Warburton (for lunch) and Tjukayirla (pronounced Chook-a-year-la) for accommodation - but no restaurant so we dined on pot noodles and toasted sandwiches!

We travelled on to Leonora. The best time of the trip for me is the first hour after departure in the morning, particularly if it's an early one. The colours, the textures and the smells of the outback are enchanting. Later on, the heat gets up, the flies wake up and fatigue sets in.



Sound advice

*RIP's engine missing - turns out to be a
loose ignition switch*



*The road trains are impressive but can create a lot
of dust*



*Sons of Gwalia open cut gold mine in limited produc-
tion - near Leonora*



Herbert Hoover, later president of the US between 1929 and 1933, served as general manager of the mine from May to November 1898.



Now that's a spanner.... the winding engine at Sons of Gwalia



And so we approach our destination...

The entrance to Steep Point Park is some 40 km from the tip and signed for high clearance 4WD vehicles only. We knew that the last 35kms was on very soft sand that would definitely defeat two clearance-and-traction-challenged sports cars.



Steep Point Park entrance

However, we decided to push our luck and see how far we could get without bogging down - but really savage corrugations (to which the photo below doesn't do justice) threatened to shake the cars to pieces, so we did the sensible thing after just a couple of kilometres!

Steep Point - we made it (almost...)

And to celebrate our achievement we treated ourselves to several nights at Monkey Mia Resort.

The sunset at Monkey Mia





**GOLD COAST
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% Chest (CM)	45.5	48.0	50.5	53.0	55.5	58.0	60.5	63.0	65.5

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WHITE

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Ladies Sizes - SHORT or 3/4 Sleeve

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Ladies Sizes	08	10	12	14	16	18	20	22	24
% Chest (CM)	48.5	51.0	54.0	56.5	59.0	61.5	64.0	66.5	69.0

**Short
Sleeve**

3/4 Sleeve

**CIRCLE your
required size**



'MG Club - Polo Shirt

60% cotton 40% polyester, Pique knit fabric polo shirt.
Men's & Ladies Sizes - NAVY / RED / WHITE

Men's Sizes	S	M	L	XL	2XL	3XL	5XL
% Chest (CM)	53.5	56.0	58.5	61.0	63.5	66.0	71.0

Ladies Sizes	08	10	12	14	16	18	20
% Chest (CM)	43.5	46.0	48.5	51.0	54.0	57.0	60.0

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'MG Club - Cap

BLACK / Red



\$20



Back view

**Qty
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Presentation Luncheon - November 14

Further to my references in the President's Report to the Presentation Luncheon, the event went very smoothly with a few members getting surprised when their name was called out.

We all gathered at the RACV Royal Pines Resort around 11.30am, some parking their MGs on the concourse outside the function room, whilst Marlowe Vincent and Dave Godwin displayed their TC and MGA respectively inside the room.

Concourse MGs on display included among others Sheila Roberts, near new MG AWD, and Dalton Pereira's TD. Dalton only just made it to the venue, as he had steering problems on the way there. On inspection it was found 2 of the 3 bolts connecting the steering shaft to the rack and pinion were missing and the 3rd was only just holding. Gary Stevens went home after lunch and found some replacement bolts to allow Dalton to drive home.

We started the event with acknowledgement of Life Members, Past Presidents and new members present before the revealing by Gary Stevens and Marie Conway-Jones of the new pull-up banner style Honour Roll. The Committee decided to use funds donated by John Talbot's family to pay for the design and making of the banner and thereby be a permanent memorial to our late Club Captain, John Talbot. John's name is written across the bottom of the banner.



After lunch, consisting of hot Christmas fare and salad and a variety of deserts, and before we started the presentations, we drew the door prize and 10 raffle prizes, organised by Laurel Godwin.

The first presentation was to Marie in recognition of her service to the club as Secretary for the last 10 years and 22 years all up.

Most of you would not be aware that our Run Co-ordinator, John Careless

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has been involved in motorsport, in particular rallying, for over 40 years. Originally as a competitor, then he combined competing with officiating at rallies and motorkhanas. Early this year John's long term contribution to motorsport was recognised by Motorsport Australia (formerly CAMS), but due to COVID, there was no official recognition, so I (with his wife Kate's help) decided to surprise him with the announcement at our Luncheon. I think we succeeded.

We then proceeded to present trophies for attendance at events, and to Concours and Pride of Ownership winners, as listed below.



Roger Thompson
Tray: (for highest point scoring member) – Carole Cooke

Voevo den Trophy: (for highest point scoring member driving a T Type MG) – Dave Godwin 1937 TA



Abingdon Motors Concours d'Elegance (Rose Bowl) Award: (winning pre MGA car) – Dalton Pereira TD



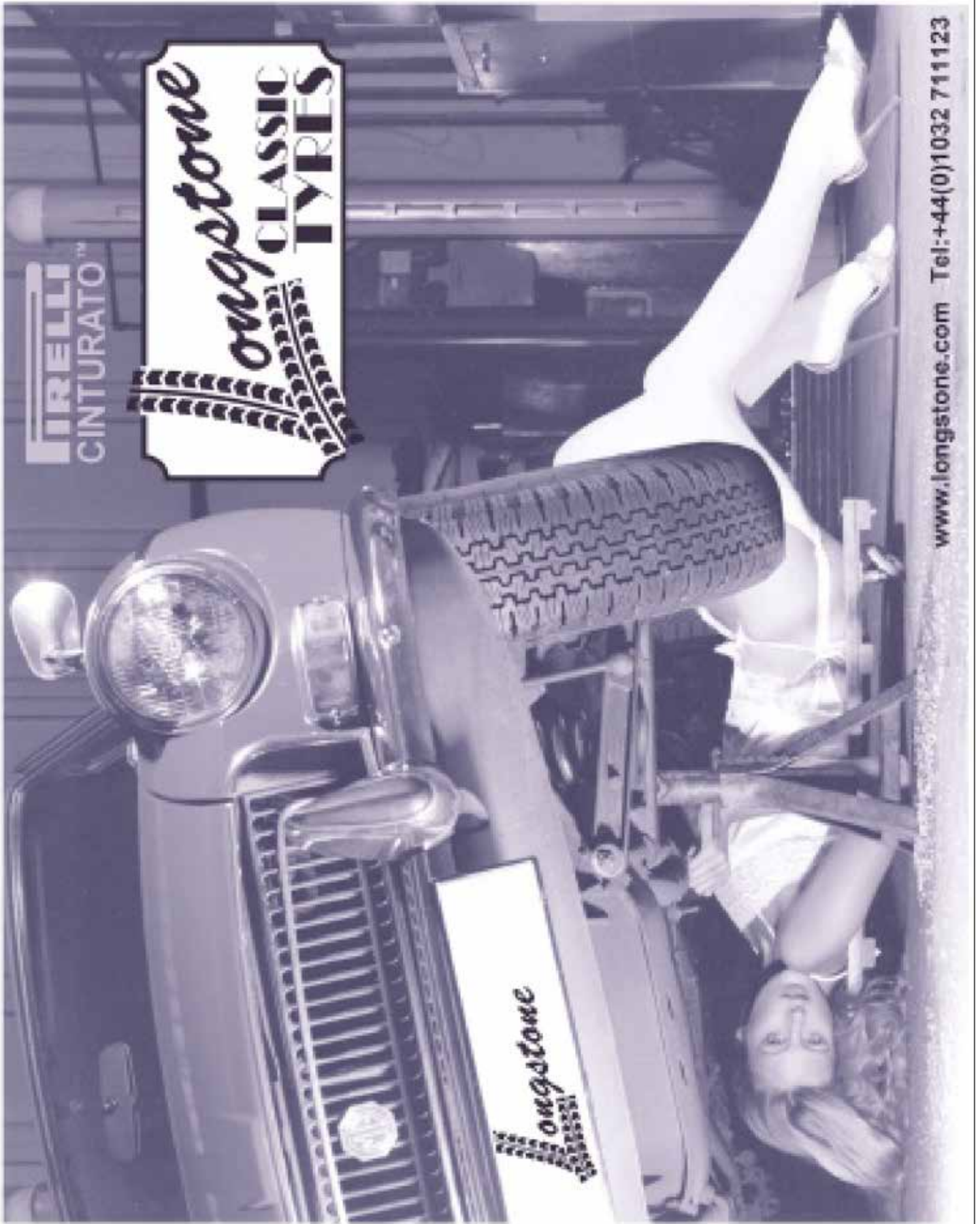
John Thornley Bowl: (winning concours MGA, B, C & RV8 car) - Ian Wardell



Concours d'Elegance for a Modern MG; (winning post 1995 car) – Sheila Roberts HS AWD

Overall Concours winner: Ian Wardell MGC (Ian was away on business)





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Pride of Ownership winners were:
Pre 1956 – Marlowe Vincent (MGTC)
Classic (MGA, B, C & RV8) – co-winners –
 Graham Cogzell and John Careless (MGBs)



Modern (post RV8) –
 Laurel Godwin (MGTF)

*Dave Godwin accepted
 on behalf of Laurel*



The final two awards, **Maintaining the Breed** and **President's Trophies**, are decided by the President. Before deciding, I asked Committee members to submit suitable member's names for my consideration.

I chose **Gary Stevens** for finally getting his MG Midget based Lenham GTO completed and on the road as the winner of the **Maintaining the Breed Trophy** for 2021.



I awarded the **President's Trophy** this year to Carole Cooke for the outstanding work she has done in getting our Club magazine out every two months, in particular the last 2 issues following her computer crashing due to out dated software. She is now learning the intricacies of new software, with which this issue is produced.

Paul Rogers (light blue MGB) acted as MC for the day and did an excellent job, thank you.

Stuart



The photos of members on the next pages were taken by Allan Ross, unfortunately he couldn't get around to everyone as many of the above photos were taken by Allan.

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Converting classic cars to electric vehicles is booming in popularity- ABC Science

EV conversion can breathe new life into beloved older models of cars. (Supplied: Ken Macken)

At the beginning of winter, Ken Macken took the highway out to Chinchilla in Queensland's Western Downs to buy a 40-year-old ute — a dodgy-looking Datsun upholstered with strips of carpet and sheet metal.

The unrestored 1981 Datsun (Supplied: Ken Macken)

Complete with ratty carpet and sheet metal interior. (Supplied: Ken Macken)

By the time spring arrived, Mr Macken had converted the retro clunker into a snazzy little electric vehicle (EV), able to surge to 100 kilometres per hour in under six seconds (something the petrol version would have never achieved).

He dubbed the two-door electric runabout the "Dasla".

"There's a lot of people out there who love their classic cars, but don't want the issues of internal combustion engines," he says.

"Old cars look beautiful and new cars all look the same."

From suburban garages to professional workshops, Australians are popping car bonnets and stripping out petrol and diesel motors, fuel tanks and gear boxes, mufflers and exhausts.

In place of these greasy, soot-stained parts, they're installing banks of lithium-ion batteries and small, but powerful, electric motors.



Australians want to buy electric cars, but car makers say government policy blocks supply.

Though not cheap, EV conversion, or "electro modding", is booming in popularity.

Often, it's a way of breathing new life into beloved older models — a way of having a classic car without the fumes and breakdowns.

Some hope this change is just the start: they look forward to a time when conversions can be done cheaply and at mass scale. They believe that at least some of the petrol cars being sold today may see out their time on the road as converted electric ones.

So what does conversion cost and could it work for your car?

Interest in EV conversions rising

For years, people weren't interested in EV conversions. The change seemed to happen overnight, about 18 months ago, says Russ Shepherd, a director of a Melbourne EV conversion garage.

"We kept getting asked and asked and asked," he says.

These weren't the usual hobbyists who "want to put a forklift motor into their Hyundai Getz", but people after "high-end conversions".

"These are customers who want an alternative to Tesla, but with the mod cons."

An MG Roaster in the Electric Car Cafe workshop, alongside a Land Cruiser, Range Rover, and DeLorean. (Supplied: Electric Car Cafe)

At the same time, James Pauly from Caboolture in Queensland was noticing a similar phenomenon.

His converted VW Beetle was suddenly getting a lot of attention at car meets. There were more EVs on the roads, too. A tipping point was reached; a novel gizmo became the future of cars.

"People realise this EV thing is serious, it's not going away," says Mr Pauly, who runs a business converting EVs.



As he points out, replacing a petrol engine with an electric motor is just another form of hot-rodding; incorporating a newly released auto-technology into a classic car, as a custom modification.

"I don't usually get customers who aren't a car enthusiast," he says.

"One of my latest customers came to enquire about a VW Beetle conversion kit and they arrived in their bright orange V8 hot rod."

So what does this all cost?

It's not cheap, warns Chris Jones, national secretary of the Australian Electric Vehicle Association (AEVA).

"If you want something that goes more than 150km to a charge and maintains a highway speed, you're going to be spending north of \$30,000," he says.

"If you want to do a really good conversion of an old car, you're going to spend as much money as buying a new electric car."

Mr Macken, for instance, spent about \$40,000 on batteries, the electric motor and other parts to both restore and convert his Datsun ute.

"That's restoring a car back to brand new," he says.

An electric motor installed in place of a combustion engine in the 1981 Datsun. *(Supplied: Ken Macken)*

The Datsun has a range of about 180km, or less than half that of a \$44,000 new EV.

The biggest cost, says Tim Harrison, who's converted a 1965 Ford Cortina in Brisbane, is the batteries, which are in exceptionally high demand right now.

"I sourced my own batteries by salvaging them from a wrecked Tesla Model X that I bought, but not everyone can do that," Mr Harrison says.

"If I had to source them elsewhere, the conversion would have added up to about \$30,000."

The 1965 Ford Cortina has a power socket in place of an exhaust. *(Supplied: Tim Harrison)*

Mr Harrison expects the cost of conversions will fall as batteries get cheaper and new EV sales swell the supply of second-hand parts.

"In theory, everything points to it getting cheaper," he says.

Which cars are best to convert?

Not all cars are suitable for conversion, according to Mr Jones.

The key consideration is weight: if you start with a heavy chassis, you'll need to install more batteries to get enough range.

For this reason, many classic Australian cars, like Holden Kingswoods or Toranas, are considered unsuitable.

"Old Australian vehicles are not light," Mr Jones says.

Japanese-made cars (like the Datsun) are among the most sought-after.

"Eighties or '90s cars are ideal because they're modern enough to not be complete pieces of crap, but dumb enough to not have computers to circumvent," he says.

To be compliant in Australia, the gross mass of the converted vehicle cannot exceed what the car was designed for.

Small, lithium-ion batteries might weigh a lot but their weight,

plus the engine, typically balances out the weight of the removed combustion-engine parts.

"It's a good idea to engage with a compliance engineer before you get started," Mr Macken says.

EV owners may soon be able to get paid for simply plugging their car into the wall.

Another consideration is historical value, says Mr Harrison. Ripping out the engine of a rare Porsche may be a bad idea.

VW Beetles are a popular option, says Mr Pauly, who has converted three in his workshop, and sold about 20 conversion kits with batteries and motor for owners to do the work themselves.

Choosing a model that has been converted before can save time and avoid unseen complications.

"We can convert a Beetle in less than a month," he says.



But some people are happy just to convert the car they have.

In the best tradition of DIY self-belief, Les Cook, a 74-year-old retired Queensland dairy farmer, has converted a 2001 Holden Commodore.

“I live in the country where there are cattle and kangaroos on the roads and I don’t like to be out driving in a Toyota Corolla or a Nissan Leaf. I want to be in car that can survive hitting a kangaroo or cow,” he says.

Australian researchers say they’ve opened the path to a new generation of batteries that could allow an electric vehicle to drive from Melbourne to Sydney on a single charge.

A Range Rover EV in the Electric Car Cafe workshop. (Supplied: Electric Car Cafe)

Nine Australian and New Zealand EV specialist garages have formed a “collaborative group” to create “the knowledge to help save millions of fuelled vehicles from landfill”.

This alliance believes that petrol and diesel cars being bought now may be hard to resell in coming years, once people switch to EVs, which are falling in price and have lower running costs.

Governments may also encourage the switch to EVs to reduce greenhouse gas emissions.

The owners of cars with combustion engines would then have to choose between scrapping or converting them.

Organisations that operate fleets of specialist or modified vehicles, (such as four-wheel drives fitted with special wheels to travel on railway tracks, and which cannot be easily resold), are already faced with this problem, Mr Shepherd says.

“These vehicles have a useful life of up to 10-20 years, but the owners have been told they have to decarbonise,” he says.

“We’re now fielding calls from customers with 20,000 vehicles modified to fit their business. They’re asking if they can extend the life of the vehicle by dropping an electric drive chain into it at scale.”

The interest in classic car conversions is being seen worldwide.

A US company has recently developed a self-contained EV chassis which it says is designed to fit almost any classic car, and would radically streamline the conversion process.

There is also growing interest in the UK. Former footballer David Beckham has invested in a high-end electric car conversion firm that charges up to 500,000 British pounds (\$925,000) for an electric Rolls-Royce.

David Beckham says that converting classic cars to electric power represents “the very best of British ingenuity”. (Supplied: Lunaz)

Conversion can jeopardise warranty

Fleet managers are under pressure to decarbonise and switch to EVs, confirms Mace Hartley, executive director of Australasian Fleet Management Association, a peak industry body.

But EV conversion jeopardises the manufacturer’s warranty, Mr Hartley adds.

“Large fleets won’t touch it,” he says.

Instead, fleet managers will probably just sell their combustion engine vehicles to the public over the next decade (if the cars aren’t severely modified) and replace their fleet with new EVs.

“If you have a 2030 carbon target, you can replace every vehicle in 2029 and you’ve done it,” he says.

Without the support of fleet managers, mass conversion of combustion vehicles is unlikely to happen soon.

Mr Shepherd’s Melbourne workshop will be electrifying about a dozen cars this year, many of them luxury or classic vehicles.

Among them is a DeLorean, the gull-winged car from the Back to the Future movies...



New Member - Mal Green

G'day to all our new friends in the MG car club.

As my initials are MG (Mal Green) I have always thought I should be behind the wheel of an MG.

My list of previous older cars that I have owned has included a Rover 75, Renault 750, Renault 1600, MG 1300 and a special build vehicle which went like the clappers and that looked a bit like an MGTA.

Way back in 1973 (when I was a spritely 27 year old) it was a toss-up between purchasing a new Renault 1600 or an MGB. The Renault won the toss-up (maybe because of the UK weather) but I have always had that hankering to own an MGB.

Well, many years have passed by and I thought I'd better get a move on if ever I was to get that MGB. Finally, (3 months ago) I purchased my MGB from the owner in WA. He had owned the MG for 30 years and after numerous phone calls, photos and emails back and forth I purchased the car sight unseen due to covid restrictions between states (never thought I'd do that!). The car does need some TLC and I am certainly keen to talk to club members for their experience, advice and information that is certainly abundant within your club. I have always admired the owners of classic cars who put so much care, love and dedication into their pride and joy.

My wife (Pam) and I are looking forward to meeting fellow members on social events, hopefully on fine days as the first thing I did was to remove the roof of the MG to accommodate the 3rd member of our household who is our rather large hound dog (Jett). He loves travelling in the back of the B but hangs his head over the side and drools down the side that gives me a clean-up job upon returning home.

Catch up soon.

Mal (Pam) Green



History of MG - Part 25

The prewar MG N type was the most popular six cylinder overhead cam cross flow raced pre-war. It was featured on the book, Spotlight on MG Downunder, the guide for owners, buyers & enthusiasts by Barry Lake in 1994. The front cover photo used is NA550 at speed on Mount Cotton Hillclimb. The caption is of Peter Kerr who competes regularly in his concours-winning 1935 super-charged N-type Magnette (photo by R & M Motor Racing). This winning racer has a long history of successful competition.



Model Name: MG N-Type Production Details: built in Great Britain by MG. Introduction : England, NA - 1934 NB 1936, Body Configuration: NA and NB two door sports. Most imports had Australian bodies by Chas Aspinall in Melbourne. and were imported duty free into Australia. 100 chassis of all imports came in duty free. Engine: 1271cc OHC six -cylinder engine, which was a further development of the KN engine. TRANSMISSION: Four -speed non-synchro gearbox PRESS COMMENTS: "It is not just that the car is fast....it is that it feels so very much better.', This engine seems veritably to delight in revs, yet it remains delightfully smooth and quiet', 'it should be capable of giving as high a speed as 80 mph. 'It is a sports car, yet it is not harsh in its riding' DISCONTINUED: England NA - 1935 NUMBER BUILT: NA and NB - 690. ND - 48. NE - 7

The N types departed for the first time from the standard 'ladder type' frame chassis with the side frame members being wider at the rear than at the front. The first N type became designated the NA and was available either as a two seater or four seater open tourer with the slab type petrol tank being disguised behind an elegant swept tail with a semi recessed spare wheel. Firstly, Allingham produced a body with a dicky seat and Carbodies had full factory backing for their Airline Coupe. Only about 7 of the Airlines were produced. The ND hybrid which made use of redundant K2 bodies mated to the N type chassis. Also surplus K1 pillarless saloon bodies were attached to the N type chassis to form the KN saloon.



Peter Kerr

'The Three Musketeers', the cars having Athos, Porthos and Aramis painted on the bonnet sides. The cars used in the first Musketeer team were three of the NEs used in the 1934 TT, with Dodson's winning car appearing as Aramis.



Peter Thelander, USA, well known competitor of '34 MG NE



Neil Anderson GCMGCC



Ross Kelly GCMGCC



Wally Magilton MGCCV



Arthur Ruediger MGCCSA



Peter Cundy MGCCSA



Peter Briggs MGCCWA



MG Natmeet Perth 2016

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