

# THE TIME MACHINE

## February March 21

At the Presentation  
Christmas Lunch,  
Neil Anderson  
placed his 1936 MG  
NB inside the  
function room,  
enabling us all to  
check it over!



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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Peter Kerr - T & Pre War Gary Lock - MGA

John Crighton - MGB Other MGs - TBA

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



# PRESIDENT'S REPORT

With the Christmas, New Year period and the heat of January behind us, it is time to look forward to getting in our MGs and driving the roads around and behind the Gold Coast, and hopefully in northern NSW.



In this edition of The Time Machine, there are reports on the Presentation Luncheon and the December River Cruise, both well attended by members.

In lieu of the LSIM run, the Club will be holding a Noggin & Natter at the Club rooms on the Saturday evening, weather permitting. However, due to the COVID restrictions on number of people inside buildings, we will hold the N&N outdoors, under and adjacent to the pergola.

You will see in the Event Calendar, that we have identified dates for runs, but as no member has offered to organise these runs, there is the chance they will be cancelled. If you wish to organise a run, please contact John Careless, our Club Event Co-ordinator.

I had hoped to get a new hood made for the Y before Christmas, but the upholster, on viewing the hood frame, determined it was not symmetrical, with the right-hand side being about 30mm lower than the left. He spent the time allocated to make the hood, fixing the frame, and as he was booked out until mid January, I decided to get the hood and side screen frames powder coated, which I had previously painted and now need to be repainted.

My next project on the Y is to refurbish its Jackall (self-jacking) system rams and pump with new seals.

Lastly, I would like to welcome new members Vicki & Mario Nabung, Steve & Tara Hart, Gary & Janet Stephens, Taoe & Daile Hutchins, Michele Reiser and Trent Armstrong to the Club, their details are listed elsewhere in the Magazine.

Yours in MGing  
*Stuart Duncan President*  
Lesley\_stuart@bigpond.com

## Email updates

In the weekly email updates (and on the Website), if there is an email address to reply to, just click on it and a new email will open.

I know there are some members who do not use, or have, an email account, if so ring Stuart or the person organising the event for updated information.

For those with email accounts and who are not receiving my Monday evening update emails, please check your “junk” folder and that you haven’t added my email to your “Blocked sender” list.



**Gold  
Coast MG  
Car Club  
Committee**

Top - from left -Allan Ross, Gary Stevens, John Careless, Dave Godwin, Peter Kerr  
Seated - from left -Marie Conway-Jones, Stuart Duncan, Laurel Godwin, Carole Cooke

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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



# MIDWEEK RUN – NOVEMBER 11

It was a beautiful warm day for this run organised by John and Colleen Boyce. Colleen presented us all with poppies to mark Remembrance Day today.

Gary Stevens came to the start of the run at Arthur Earle Park to show off his exquisite MG 1968 Lenhan GTO which is red with white racing stripes. Four years of blood, sweat and tears has gone into this rebuild and we were all in awe.



It was a good turnout of 30 people and we welcomed new member Camille, from Beaudesert, on her first run. After leaving the Park we made our way along Beaudesert Nerang Rd, through

Maudsland and Guanaba, passing beautiful farmland. Then we made our way up Tamborine Mountain for our morning tea stop at Geissman Oval.

Greeting us on arrival was a lone bagpipe player, dressed in his kilt, giving us a stirring rendition of Amazing Grace. Also, Alan and Leonna Ross set up the Regalia here for anyone to purchase. During morning tea the raffle tickets were sold and Marilyn Muirhead who drew her own ticket out was the lucky winner of 2 bottles of wine! At the end of morning tea we held a minute's silence for Remembrance Day.



We then headed off through Logan Village and some very interesting back roads with lots of jacaranda trees in full bloom. By now the temperature was climbing and those of us with the tops down were very happy to arrive at our air-conditioned lunch spot at Beaudesert RSL Club.

Total distance of this run was 100.8 km and John and Colleen are to be congratulated on organising their first run with excellent directions and no one lost!

*Sue Craig*



*Gathering at Arthur Earle Park*





*Morning tea at Geissman Park and 1 minute silence for Remembrance Day*



*Lunch at the RSL Beaudesert*



# GCMGCC PRESENTATION AND CHRISTMAS LUNCHEON - NOVEMBER 29

On behalf of the Club, I wish to congratulate our Club Secretary and Life Member Marie Conway-Jones for putting together another excellent Presentation/Christmas Luncheon at the RACV Royal Pines Resort function room.

Although we had a booking, the Resort would not confirm the booking, nor enter into discussions concerning the menu, etc. until November, as the Resort was the base for a number of Victorian AFL teams during their COVID relocation to Queensland, and therefore off limits to locals.

Marie was again able to negotiate a very reasonable price for the meal, which was heavily sponsored by the Club.



Although, the Committee and owners of the Concours and Pride of Ownership class winning cars, arrived early to set up the tables and park their MGs on the concourse adjacent to the Function Room, Neil Anderson beat us all by placing his newly acquired 1936 MG NB inside the room on the Saturday. (front cover)



The luncheon started off with the MCs, John Careless and Gary Stevens, welcoming members with an outline of how the afternoon would proceed and some lame jokes, before asking me to present our esteemed Editor Carole Cooke, with a duplicate trophy of the 2020 National MG Meeting Best Club Magazine Trophy.



Due to COVID, tables were restricted to only six members and lunch was a served buffet where you advised the venue staff of what you liked and how much.

After the meal we got down to the award presentation. Trophy winners are mentioned elsewhere in the magazine, but I would like to make mention of a few winners, namely John and Marian Crighton (Maintaining the Breed Trophy), Peter Johnston (Roger Thompson Tray Award) and John Careless (President's Trophy).



After receiving a number of nominations for the Maintaining the Breed Trophy, I decided that John and Marian Crighton, following their participation in numerous charity rallies around the world over the past few years in their MG, were worthy winners of this prestigious award in 2020.

The Roger Thompson Tray Award is awarded annually to the member(s) who participate in Club events mostly in an MG. Past President Peter Johnston, with a MGB GT and a 1955 Magnette was the outstanding winner of this award.

*From top - Neil Anderson's NB, Carole Cooke, John and Marian Crighton with President Stuart*



*Peter Johnston with Bruce Corr*



*John Careless with Stuart Duncan*

Finally, John Careless was my choice for this year's President's Trophy. John was instrumental in getting our Club events back in operation following the initial COVID lockdown, writing and getting our COVID Plan for our annual Display Day, approved by Motorsport Australia and the Queensland Dept of Health. John was also instrumental in the Club receiving a Queensland Government COVID Return to Play Grant, with which the club has purchased COVID related signs, bollards and sanitisers.

I believe all 87 members in attendance enjoyed themselves and look forward to our next luncheon at the Resort.

*Stuart Duncan*



*Organisers of the Lunch - Gary Stevens, Stuart Duncan, John Careless - Right Marie Conway-Jones, Laurel Godwin*



## 2020 PRESENTATION LUNCH ORDER OF TROPHY PRESENTATION

1. Nat Meet Award for TTM - presented by Stuart – to Carole Cooke
2. Roger Thompson Tray – presented by Bruce Corr– to Peter Johnston
3. The Veoveden Trophy – presented by Ian Cowen – to Denis Land
4. Marie Conway Jones Encouragement Award – presented by Marie – to Paul Rogers' daughter Livinia.
5. Abingdon Motors Concours d' Elegance Award – presented by Gary Lock – to Denis Land
6. John Thornley Bowl – presented by Paul Rogers – to Rob Gibb
7. Concours d' Elegance for a Modern MG – presented by Jim Lutherborrow – to Julie Gibb
8. Winner of the Overall Concours d' Elegance – presented by Marie – to Julie Gibb
9. Pride of Ownership trophies – presented by John Crighton and Peter Johnston
  - Pre 1956 – Dalton Pereira (TD)
  - MGA – Gerry Cronin
  - MGB/C/Midget – Paul Rogers, and
  - Post MGB – Neville Jones (TF160)
  - Jim Haines presented - Overall winner for Pride of Ownership - to Dalton Pereira
10. Maintaining the Breed – presented by Stuart – to John Crighton
11. President's Trophy – presented by Stuart – to John Careless



*Pride of  
Ownership  
winners.*

## Cut off date for next magazine 10th March 2021

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

Email the Editor - Carole Cooke - [cazcooke30@gmail.com](mailto: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](http://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](mailto:goldcoastmgcarclub@gmail.com)

Membership at January 2021

Active & Family 248 Life 8 Honorary 4 TOTAL 260

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



*Dalton Pereira with his TD*



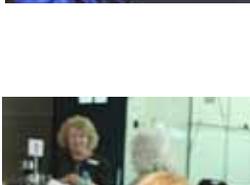
*Rob and Julie Gibb with their TF160*



*Left - Denis Land with Ian Cowen  
Above Marie CJ with Paul Rogers*



*Committee member Allan Ross was the roving photographer at the Presentation and Christmas Lunch. These two pages are some of his photos.*



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## BEHIND THE SCENE – ORGANISING THE PRESENTATION LUNCH

I decided to write this article about organising the Club's Presentation Lunch.

Every year I start to source out a venue for our Presentation Lunch and then take the venues to the Committee for discussion.

This year 2020 was the hardest year trying to find a venue let alone organising the event. The Committee decided that with all the feedback from the members that thoroughly enjoyed last year holding the event at Royal Pines, they all agreed to hold it at Royal Pines again.

So the fun began.

I contacted the person I dealt with last year but she had been transferred to another department so was no longer doing that position. I was put onto another lady who said due to COVID all they could do was take some details and get back to me if and when they were to open the resort.

I made contact a few times but the AFL had taken over the resort and until they were allowed to return home the resort remained closed.

I then started to phone around looking for another venue. Most of the places that I had phoned there venues were all closed until the restrictions were lifted so back to the drawing board.

Laurel and I decided to go and check out another venue. Good excuse for lunch and a wine. !!

We met the Function Manager and she said that we could have it there but outside area was not closed in, so if it is hot that would be no good, so the other option was inside the dining area. This area was air-conditioned but not private. After a few figures were tossed around we decide we would make a tentative booking, let Committee know and get back to them. It was a 'no' from the Committee so back to the drawing board.

I kept in contact with Royal Pines but still no changes with COVID restrictions. Then I heard that the restrictions were starting to lift so I thought we just might be in luck.

End of September things changed even more but I was still worried as we could only have tables of 2. I said can't do, then a couple of weeks later, tables of 4, then end of October tables of 6 were allowed.

Laurel Godwin and I decided we had better look at our Club supplies that we had stocked up for raffles to see what we had left. Off to the shops we went to see what else we could purchase. I was on the budget, no Laurel, I kept saying, can't buy that, no wonder it took us nearly all day and an extra parking fee of \$20. That was because Laurel needed to charge her batteries and there just happened to be a pub in the shopping centre that did the trick.....Say no more.. Batteries charged off we go again looking for prizes. We did finally find what we needed. Then home sorting everything out. David could not believe that it could take so long!

So the fun began with wrapping some of the prizes. Laurel Godwin is a great present wrapper, she used to do this when working in a pharmacy and customers would want their gift wrapped. I supervised and poured the wine! Wrapping all the gifts did take 3 hours.. We are sticking to that story.

Next I came up with this idea as table decorations.

I wanted holly but that was not to be, so I showed Laurel what and how I wanted the table decorations. So off into my garden - we decided to use rosemary and then thread lovely red beads through the rosemary. We would then sit a candle in a container. I also had some other decorations to add to the design. Finally, when we finished the sample, we had to take a photo so we would remember how to do this, which was going to have to be done late afternoon the day before the Presentation Lunch.

The afternoon before the presentation Laurel arrived, so I put her to work. First though, she had to blow up two big balloons, an M and a G... I had to go scrounge some straws off my neighbour as it was the only way these balloons could be blown up. One done the other disaster – too much wind, a small leak in the side seam, so repair job it was. We hoped it would stay up until the next day.

So back to making the decorations, 3 hours to be precise. Laurels poor fingers twisting the wire around the rosemary, and then threading the red beads onto the rosemary. To stop her wingeing the wine was poured. Say no more! Someone had to supervise and pour the wine. When all was finished, the decorations looked and smelled great. Finally, a spray with water so they would not dry out.



They were still healthy the next morning but that damn balloon was flat. Laurel did try and get another one but the shop was not open early so we took the mending kit with us and did another repair. For those that were not there the balloon did stay up for the event.

I thank all Committee who arrived at 10.00 to help set everything up, as it made my job easy and to all the Committee members' partners for helping out on the day.

The paper work was never ending for the COVID but we got there in the end. I thank all the members who attended the event for promptly sending me their details, etc when I needed them.

I must apologise to Neil Anderson for putting his lovely car on display and for not getting Neil up to tell all the members about his lovely car. A bad oversight by me, not putting it on the Agenda, so I am very sorry for that Neil. I guess I'm off the Christmas list now!

The two young lads, Gary Stevens and John Careless I thank for all their help in MCing the event, they both did a great job again. You are booked again for next year – no excuses.

Our new member on the Committee, Allan Ross, who has taken over the regalia, did a great job with the display, with some new regalia which attracted a lot of interest and some orders taken.

Stuart, for the Presentation of the Trophies, another year ended with some lovely happy surprised members taking out some perpetual trophies.

Seeing as there were no ladies runs because of the COVID, I did award a small prize to a young lady, Lavinia Rogers, for her contribution of coming on runs in a blue MGB with her father. I hope we see her driving that blue "B" sometime and Dad sitting in the passenger seat navigating!



All the lovely prizes went down well so I guess Laurel and I will have to go shopping again. Can't wait!

I have included some photos to prove we did do this. So that ends "my behind the scenes report". Stay safe everyone and may 2021 be a great year for everyone. See you at another event in 2021.

*Marie Conway-Jones*

**The following events / runs are subject to alterations due to COVID rules applicable at the time.**

## February 2021

### **P – February mid-month / Valentine’s Day run – Sunday 14 February**

In lieu of the usual Mid Week run, members are invited on a Valentine’s Day run starting from Arthur Earle Park, Nerang, at 9.00am. BYO morning tea, including chairs. Run finishes with lunch at the Albert River Winery. All ladies present will receive a small gift. As the lunch venue needs numbers, please contact organiser **Marie Conway-Jones by Monday 8 February on 0411 181 725 or [marieconwayjones@gmail.com](mailto:marieconwayjones@gmail.com).**

### **P – Coffee run – Saturday 20 February**

Meet at the Historic River Mill on the Murwillumbah – Nerang Road, Mount Nathan, from 8am onwards for our monthly get together over breakfast or a cup of coffee. To help with catering etc, please advise your attendance by **Monday 15 February, to Stuart on 0405 402 745 or [lesley\\_stuart@bigpond.com](mailto:lesley_stuart@bigpond.com).**

### **Noggin & Natter (and short run) – Saturday 27 February**

Meet at the Club Rooms for a 5pm departure on a short run around the hinterland to return to the club rooms for a Noggin & Natter. Due to COVID indoor venue restrictions the N&N will be held outdoors on the grass area from 6pm onwards. **Contact Marie Conway-Jones by Wednesday 24 February on [marieconwayjones@gmail.com](mailto:marieconwayjones@gmail.com) or 0411 181 725 to confirm attendance. Cost will be \$5 per person attending.**

## March 2021

### **P – March mid week run – Wednesday 10 March**

This run will leave Jabiru Park, Paradise Point, around 9am. You are invited to a private collection of cars, trucks and tractors, where we will have tea and coffee supplied for our morning and lunch refreshments. Please bring cups and chairs and your food, as we will be in pleasant surroundings - with or without cover.

**A donation of \$10 per car is requested, which will go to a good cause. ENJOY! Joe and Jan Evans. Phone 0415 760 452 for bookings.**

### **P – Coffee run – Friday 19 March**

Meet at Freemans Organic Farm, Tomewin Mtn Road, Currumbin Valley, just 3km from the NSW border, at 10am for our monthly get together over Coffee. To help with catering etc, please advise of your attendance to **Roger Paltridge on 0418 450 003 or [rogerpaltridge@me.com](mailto:rogerpaltridge@me.com)**

# EVENTS

## **P – LSIM Run – Sunday 28 March**

Details to be advised. Keep an eye on the website calendar and emails.  
**Otherwise contact John Careless for details.**

## **April 2021**

**Easter 2-5 April**

Keep the following dates free. However, unless members offer to organise these runs, they will not happen.

**P – April mid Week run – Wednesday 7 April**

**P – April LSIM Run (ANZAC Day) – Sunday 25 April**

**Due to COVID19 regulations members are required to:-**

- **pre-register your attendance at runs / events, and**
- stay home if feeling ill with flu like symptoms or have been in recent contact with someone with flu like symptoms.

**These requirement's are required by Motorsports Australia (our insurers) and QLD Dept of Health.**

**Also, due to changing COVID-19 Restrictions all runs and events are subject to change.**

*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.*

Please consider sending articles and photos in to me for the Time Machine. Email - [cazcooke30@gmail.com](mailto:cazcooke30@gmail.com)

The photos in the magazine have been contributed by Carole Cooke, Peter Kerr, Lesley and Stuart Duncan, Marie Conway-Jones, Allan Ross, John Careless, Gerry Cronin, Ken Shead, Internet.

## 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.

Vicki and Mario Nabung - Coombabah - '70 Midget

Steve and Tara Hart - Ashmore - '77 MGB

Gary and Janet Stephens - Guanaba - '55 TF

Taoe, Daile & Bryce Hutchins - Paradise Point - '79 MGB

Trent Armstrong - Miami - '70 MGBGT



*Some kind person looked after Marie at Christmas to keep her out of trouble. Which do you prefer Marie, Naughty or Nice?*



Gary Stevens MG Midget 1968  
Lenhan GTO was the centre of attention at the November Midweek Run.



# COFFEE RUN - DECEMBER 2

We were all happy to go on the coffee run to Espresso 25. Espresso 25 is down Beattie Road next to Dreamworld and turn at the roundabout. After enjoying morning tea, we went into the car display called Gallery 25, which has many classic and modern cars and motorbikes. Always enjoyable. - *Editor*





# ORDER FORM



## 'MG Club - Dress Shirt - STONE

60% cotton 40% polyester, Peach finish fabric shirt.  
Men's & Ladies Sizes - SHORT or LONG Sleeve

Men's Sizes	S	M	L	XL	2XL	3XL	5XL
% Chest (CM)	52.5	55.0	57.5	60.0	62.5	67.5	72.5
Neck (CM)	38	40	42	44	46	50	52

Ladies Sizes	08	10	12	14	16	18	20	22	24
% Chest (CM)	45.5	48.0	50.5	53.0	55.5	58.0	60.5	63.0	65.5

**\$55**

 **Short Sleeve**
 **Long Sleeve**

**CIRCLE your required size**

## 'MG Club - Ladies Dress Shirt

**WHITE** 65% Cotton, 30% Polyester, 5% Elastane

Open neckline with slimline placket, Cuffed sleeve and curved hemline

Ladies Sizes - SHORT or 3/4 Sleeve

**\$55**

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

**\$40**

CLUB Price = \$35

**NAVY WHITE RED**

**CIRCLE your Colour & size**  
Connect with line

Member Name: \_\_\_\_\_

Contact Number: \_\_\_\_\_

Please email order form to ALLAN :  
**mg54tf@gmail.com**

Payments to:  
Gold Coast MG Car Club

BSB: 084-852 ACC: 149 203 252

## 'MG Club - Cap BLACK / Red

**\$20**



Back view

**Qty Required**



*Peter Kerr's 1929 British Excelsior racing motorbike is on display*

# MIDWEEK RUN - CHRISTMAS RIVER CRUISE - DECEMBER 9

Gary Stevens, wanting to do a bit of fishing, thought it would be a good idea if the Club hired a boat and he could throw a line over the side. So he organised a cruise sailing out of Surfers Paradise for Wednesday, December 9. Touting it as a Club Christmas gathering he organised the Committee to subsidise the cruise and get members on board as crew. The subsidy was part of the \$5000 moved by Peter Johnson at the AGM to be spent on Club member events.



Thirty six members took up the offer and Gary allocated jobs on board such as deck hand, cook, engine room engineer, steward, cleaners etc. Unfortunately, Gary and Lindsay were unable to attend and he handed over the role of organiser to me. Marie had purchased a Captain's cap for Gary for the cruise, which was ceremonially handed over to me at the Committee meeting, just prior to the departure date. I had nothing more to do than delete the allocated crew roles from Gary's spreadsheet before the members arrived and take all the credit for a lovely cruise.

Unfortunately, Gary had mentioned to a couple of the members that they might be at the helm. However, some early intervention saved the day and the ship's Captain was thankful, giving me the thumbs up that all was back under control.



We had a young man propose and the beautiful moment was caught on camera. The ring we think was hidden inside a biscuit on a plate. (Not sure if this is a factual account of the moment though.)

Coral picked out a lovely four master ketch suggesting if Graham really loved her he would buy it for her for Christmas.



We did have a tragedy as a favourite sun shade was lost overboard. Richard was keen to jump in and rescue the item, but the early talk by the cruise guide about Bull Sharks meant his heroics were curtailed.



I have a mate in Police surveillance and he rang me the day after the cruise. He said he had a drone photo of the members on board, which he offered to forward to me. They had a tip off there might be some trouble. After a few bucks into the right hands I can report no one has been charged.



As no fish were caught, we were forced to gather into a hunting group for lunch. Luckily Gary had a contingency plan and he supplied a map, as he wasn't sure how well we would fare feeding ourselves using our own resources.



After escaping through barricades at the Bruce Bishop Car Park, we drove the long arduous journey which took minutes to the CSI Club (The Southport Club). Arriving hungry and parched we short circuited the entry maze and went directly to the tables set aside from other paying customers. Fed and watered the crew settled in to tell a tale or two (or three or four) and allowed the nerves to settle, after the harrowing sea voyage through Bull Shark infested waters passed by as a distant memory.



Thanks Gary for the organisation, as we all had a great time. The next 'fishing' trip is slated for Sunday 30<sup>th</sup> May 2021. Watch for it as bookings will go fast!

*John Careless*

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# FYI - FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS- 17 NOV 2020

## NATIONAL HISTORIC VEHICLE SURVEY REVEALS SIGNIFICANT CONTRIBUTION TO UK ECONOMY

- Number of historic vehicles on DVLA database has increased yet again to 1.5 million
- The historic movement now worth over £7.2 billion to UK economy
- 4,000 businesses employing over 34,000 people
- 700,000 enthusiasts – up from 500,000 in 2016
- Overall, historic vehicles account for less than 0.2% of the total miles driven in the UK
- 35% of owners either already or are willing to contribute to a carbon reduction scheme
- 56% of historic vehicles are on SORN

The results of the 2020 National Historic Vehicle Survey have been announced by the Federation of British Historic Vehicle Clubs. The summary results were revealed during the Virtual Lancaster Classic Motor Show with Discovery, filmed at the NEC this month.

Historically, the Federation has undertaken this major survey every 5 years, the most recent being the 2016. However, in light of the very obvious impact that worldwide pandemic has had on the UK and is likely to have on historic vehicle habits, the survey was conducted earlier to represent a more typical year in 2019. The survey is the largest and most detailed survey of historic vehicle ownership carried out in any country. The results will help shape the future of the industry and will give the Federation of British Historic Vehicle Clubs the vital facts and figures needed to protect future of transport heritage in the United Kingdom at the very highest levels.

### **More vehicles, contributing more to the UK economy**

Growth in the sector is the result of an increased number of historic vehicles registered with the DVLA, over the 2016 figures, to an incredible 1.5 million vehicles of all types from cars, buses and lorries to motorcycles, agricultural, military and steam vehicles. This represents 3.4% of all registered vehicles in the UK. Naturally, more vehicles mean more owners, 700,000 in fact, up by 200k on the previous survey in 2016.

The use of those historic vehicles and their need for services and supplies has kept spending healthy, with the historic vehicle sector now contributing an

impressive £7.2 billion to the UK economy – that’s more than the equestrian sector and significantly up on the £5.5 billion in 2016.

This revenue is generated from the nearly 4,000 businesses that support the movement employing over 34,000 people. Those businesses are working on ensuring the future of the movement as well, with over a third either employing or considering employing an apprentice.

The value of individual vehicles is widely spread, with 51% having a market value of less than £10,000 demonstrating a community of diversity and inclusiveness driven by enthusiasm. 44% are registered as on the road and ready for use.

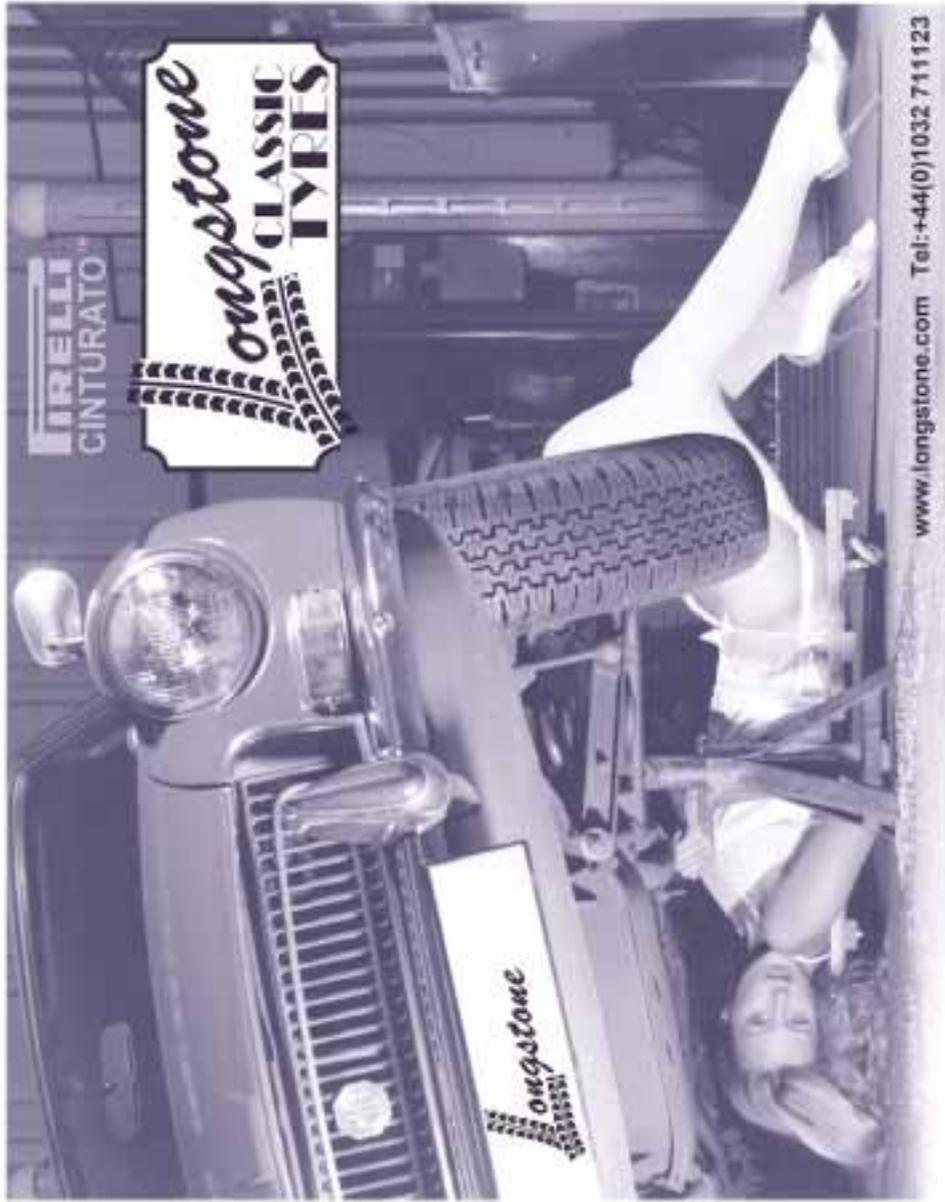
The survey revealed that increasingly, historic vehicles are not used for daily transport. Indeed, the average mileage covered during the course of a year is just 1,200 miles, which equates to all the historic vehicles on the road accounting for less than 0.2% of the total miles driven on UK roads each year. Despite that tiny mileage for recreational and heritage uses, enthusiasts are clearly becoming more aware of the environmental impact of their activities, with 35% of owners saying they already contribute to, or would consider contributing to, a carbon reduction scheme. The Federation is actively researching options to identify tangible solutions for enthusiasts.

So, the headlines are positive and it’s good news for the future of the historic vehicle community that, despite concerns and uncertainty around Brexit, the movement has continued to grow, develop and contribute a significant sum annually to the economy of the United Kingdom.

David Whale, Chairman of the FBHVC said, “The significant value to the United Kingdom that the historic vehicle industry generates simply cannot be ignored by those in power. We face the most challenging times ahead over the next few years and these results give us the justification to ensure that our freedoms to enjoy our transport heritage continue unhindered. As a sector we cannot be ignored and will be instrumental in the recovery of our nation’s economy post-Brexit and post-COVID. The most heart-warming news was that there are more enthusiasts than ever who are immersing themselves in our community and that is really positive for the future.”

The FBHVC will be releasing a more detailed report in mid- December 2020. Statistics are from the 2020 National Historic Vehicle Survey, carried out by the Federation of British Historic Vehicle Clubs during Summer and Autumn 2020. Other figures are from DVLA published statistics. JDA Research has been the FBHVC’s research partner for the 2020 Survey. JDA Research also undertook the Federation’s 2016 survey and is completing a worldwide survey on behalf of FIVA.

*Submitted by David Godwin*



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# HISTORY OF MG - PART 21 - MG DOWNUNDER

## MG IN AUSTRALIA

It is unsure when the first MG came to Australia, but we know the Williams Brothers ran an MG at Penrith Speedway in the 1920s, but it ran its bearings on the first lap. Later the sons of the Williams Brothers started a company P & R Williams, which in later years became a major MG dealer in NSW. In Melbourne, Lanes Motors were an MG dealer in Victoria, and a racing driver, Les Jennings, was a salesman at Lanes Motors. By March 1933, an MG Magna F-type had been bought into the country. The F-type had an engine similar in design to that in the little M-type, but with six cylinders instead of four, it was a racer. This car has been reported in some areas as having been imported by Lanes Motors, although Les Jennings' family years later maintained that it was bought in privately.

Jennings Australian bodied (by Aspinall who did 100 MGs) was stripped of its full windscreen, mudguards and other lightening tasks for the 1933 AGP. In 1934, Lanes bought into the country a K3 Magnette model (K3002) and employed Australia's then-fastest racing driver Bill Thompson, to race it. Thompson was also



given the position of Manager of Lanes Motors MG Division and a secondary task of 'Test Driver'. The AGP was run on handicap and Thompson set fastest race lap and fastest overall time, but failed by only 24 seconds to catch the winning Singer of Bob Lea-Wright, which had started an incredible 35 minutes ahead of him!

*K3002 - Adam Berryman (Victoria) is the present custodian.*

## AUSTRALIAN BODIES ON MGs

During the pre-war days of British Empire trade preferences, the strongest markets for Morris, MG and Austin vehicles were Australia and South Africa. The Australian government, for its part, was anxious to nurture its own motor industry and import duties on bodywork were introduced as early as 1907. This was followed by duties on chassis and other components in 1920.

However, with the Empire Trade Preference scheme, unassembled chassis of British origin could be imported duty free and most of the MGs came over in that form. They were also advertised in the MG export sales brochures as a distinct item. For example, in the 1935 export sales brochure for MG Midgets and Magnettes, the rolling chassis with engine, gearbox, radiator, and all running gear, quoted the following prices:

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MG Midget PB-type      175 pounds  
 MG Magnette N-type    210 pounds

Several body builders worked closely with the Australian distributors of MG cars. Lanes Motors of Melbourne, Victoria was the main importer and distributor of MG sports cars in the early 1930s and nearly all MGs prior to World War II, with the exception of TAs and TBs, came in without bodies, Lanes contracted a small but innovative body builder, Chas Aspinal & Sons of High Street, Armadale, to do the work.

Racing drivers of the day preferred these Aspinal -bodied MGs. Being built on a narrow, rigid frame with high scuttles and deep cut-aways instead of doors, they were ideal for racing. Because they were all-metal and did not have door openings, they were more rigid, and were thus more durable than the wooden-framed English bodies.

The rough dirt race tracks of the day, such as Phillip Island, would shake the wooden-framed bodies to pieces.

The Aspinal-bodied J, P, F, L, & N-type MGs had a string of racing successes. Les Jennings (F & L types), Les Murphy (P-type), Robert McKay (P-type), and Colin Keefer (J-type), all raced Aspinal bodied MGs and 100 bodies were built at the Armadale works,



*Aspinal-bodied NA of Peter Kerr*

Other companies made bodies in Australia and some bodies were like English bodies.

**MGs IN THE AUSTRALIAN GRAND PRIX**

Australian Grand Prix Phillip Island Victoria  
 200 miles car race on unsealed track also used by motorbikes & sidecars  
 Handicapped entries all car entrants.

**1933 final results**

- |                      |                  |             |
|----------------------|------------------|-------------|
| 1. Bill Thompson     | Riley Brooklands | av 73.6 mph |
| 2. H. Drake Richmond | Bugatti          | av 69.7 mph |
| 3. Les Jennings      | MG Magna         | av 64.3 mph |

### 1934 final results

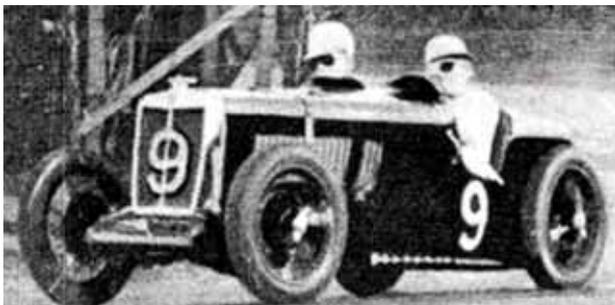
- |                      |          |              |
|----------------------|----------|--------------|
| 1. R.A. Lea - Wright | Singer   | av. 63.5 mph |
| 2. Bill Thompson     | MG K3    | av. 77.6 mph |
| 3. J. Clements       | MG J2    | av. 62.7 mph |
| 4. Les Jennings      | MG Magna | av. 67.9 mph |

### 1935 final results

- |                  |          |               |
|------------------|----------|---------------|
| 1. Les Murphy    | MG P     | av. 66.96 mph |
| 2. Bill Thompson | MG K3    | av. 79.61 mph |
| 3. Les Jennings  | MG Magna | av. 70.26 mph |
| 4. Roy McKay     | MGP      | av. 62.04 mph |

*Les Jennings in L Magna*

**1936** South Australian Centenary Grand Prix was held in Victor Harbour. MG P-type Midgets filled 1st place, Murphy, & 2nd place, Joshua.



The 1938 Australian Grand Prix was held in Bathurst NSW. Peter Whitehead won in the ERA S/C

### 1939 AUSTRALIAN GRAND PRIX - LOBETHAL SOUTH AUSTRALIA

MG were well represented including two MG K3s of Lyster Jackson (chassis number K3016) and Colin Dunne (chassis number K3 030). Both were to strike problems and neither car actually started the race.

The winner was Allan Tomlinson from WA in his MG Special.



*Allan Tomlinson in the AGP Lobethal*



*Allan receiving his awards*

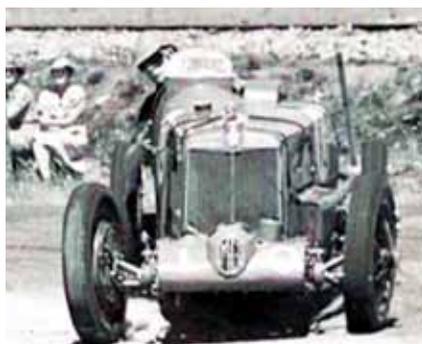


*Bill Thompson K3002 - 1935 AGP*

*Les Murphy MGP - 1936 AGP (below)*



*Les Murphy - 1935 AGP -MG P spec*



*K3030 - ex Prince Bira - Right - Colin Dunne*

*Below - John Gillett. Below right - P Brady with Allan Tomlinson*



*GCMGCC member  
Ross Kelly with K3004*

*Peter Kerr*

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Something has gone wrong! I seem to have two MGTA's and one has to go. Rita is a very original red 1937 MGTA which has been very reliable on trips to Canberra and Lakes Entrance from the Gold Coast over the past few years. It comes with numerous spare parts and a known history back to the 1980's. **Offers around the mid \$30,000's will be considered. David 0412029277**



:: Clearing out the shed so make an offer on these rubber bumper MGB items. Buckets seats, folding hood frame, rubber bumper front bar, steering wheel, jack, door chrome trims. **Contact John Careless 0413 250005**

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**John Crighton 0418 232 093**





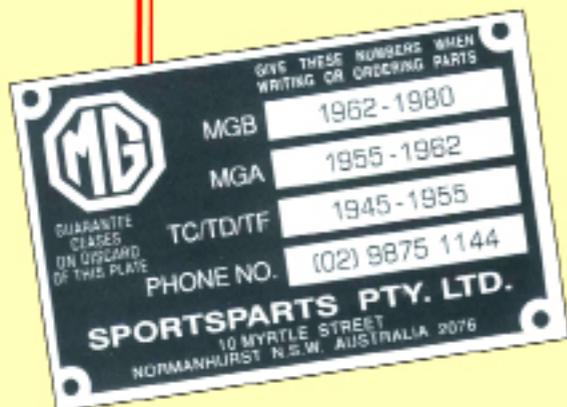
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