

# THE TIME MACHINE

## August September 24

MGs at the PreWar Rally in Gympie, set against the Mary Valley Rattler



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

I am told the Gilston shed 1st anniversary celebrations was well attended by over 50 members, including a number of Life Members. As mentioned in my Club Chatter emails, the club's library has been moved to Gilston, as this shared Club house is used regularly by club members. The Club is still waiting for the Council to finalise our "Licence to use" agreement.



Further to my last TTM report, this issue has reports and photos on the SE Queensland Pre War and Pre MGB rally held in the Gympie area, the Luvya Lockyer 3 day run organised by Joe and Jan Evans, the Horseless Carriage Club meetup at Tumbulgum, plus reports on other club runs over the past few months.

On behalf of the Committee, I wish to thank those of you who have already paid your \$75 membership fees for 2024-25, it is greatly appreciated. Members with MGs on Concessional (QLD) or Historic/Conditional (NSW) Registration are advised those registrations are dependent on you being a financial member of the Club. Heavy fines apply for non-compliance.

**This year's Club's Concours & Display Day is being held on Sunday 11 August at Rudd Park, Burleigh Heads, with members able to arrive early to avoid traffic congestion. Keep an eye on my Club Chatter emails for up to-date details on the day.**

**The club's 2024 AGM will be held on Saturday 17 August at the Gilston Frank Chaston Sport Grounds shared club house. The AGM will be in lieu of the usual Saturday morning Shed get together. In addition to the usual AGM business, members will be asked to vote on a Special Resolution to alter the Constitution to agree with current QLD government law.**

**The AGM agenda and proposed Constitution changes can be viewed on the Club website [www.goldcoastmgcarclub.com.au](http://www.goldcoastmgcarclub.com.au)**

On going issues with the management of the club's Membership and vehicle databases which are housed in the background of our Website are being work through with mycco.com.au (Manage Your Car Club Online) who provides the database software and website structure for the club.

You may have noticed in the club directory in this magazine that the Club executive and committee members with a specific roles have their own @goldcoastmgcarclub.com.au email addresses. It would be appreciated if you could use these email addresses if they deal with club business.

If you haven't received my Club Chatter emails in the past month, could you please email me so I can investigate the reason. I know when I include multiple images in the email some email servers will not accept my emails. Also note that any email sent from the Club website, will have our club name, but come from one of a number of special 'notice' @mycco.com.au email addresses.

Thank you to Madeleine Weenick for donating copies of TTMs going back to 2002, which together with mine and our club copies, I have been able to make up 2 sets of TTMs, one from 2002 and the other from 2009. If members who have been in the club prior to 2010 have old copies of TTMs and wish to declutter, the club will happily take these old TTMs off your hands.

Also, John & Marilyn Muirhead have donated to the club the late Life Member Bruce Corr's 2000 to 2002 club activity photo albums.

Yours in MGing  
**Stuart Duncan**  
**President**

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## 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.

Ray Watanabe - Southport  
Anna Hasse - Bonogin

# Luvia Lockyer Tour May 8-10

The weather on the Coast didn't look good for a three day run and a traffic snarl on the way to the start point slowed progress. However, the weather turned fine, perfect in fact, for a touring in an MG (and one Morgan).

Some members travelled to the start point at Rosewood via Beaudesert. They were the smart ones as the Logan Motorway was a crawl following an accident. However, we all managed to get to Cobb & Co Park in Rosewood for the first of our food indulgences, of which there were many over the next few days.

Our next stop was at Barry Skimmings to see how a 'Men's Shed' should be like. If that name rings a bell for some, Barry was a 'foundation member' of Gold Coast Vintage Auto Club, and President for 7 years and is a 'Life Member'.

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 was our lunch stop. Joe & Jan Evans, our event organisers, are members of the Museum (no they were not part of the display – how rude!).



*Rosewood and the Laidley Pioneer Village and Museum*





*At Rosewood and the Laidley Pioneer Village and Museum*

Accommodation for the next two nights was the 'Room Motels' at Gatton. The modern motel is built using a new container system (which you would never guess). Of course the drinks and nibbles came out as is the tradition on these runs. As dinner was straight across the road at the Colonial Café/Restaurant and 'Lockyer Valley Cultural Centre' there was no need to take the cars out again. Most of us ate there for the next few meals as the food was superb and we were well looked after by Fiona and her team. Too well looked after you might say!



Next morning Ken Shead & Sue Craig and Allan & Leola Ross came down off the mountain and joined us for the day. It was lovely to see them and hear their news that they had moved into and loving life on the mountain. We headed out to Wayne Lawson's 'Rural' residential prize winning garden display at 'Blenheim', behind Blenheim State School.





These beautiful gardens left us feeling a little embarrassed, and probably a bit lazy. The care and effort that went into this private garden is amazing.



We then travelled to Thornton to view the Holmwood Produce & Lavender Farm, where we had Devonshire Tea made up of lavender scones and tea. They have lavender crafts and natural skincare products and of course they made their way into a number of handbags. We learnt a few things about the different types of lavender which was quite interesting. Gary Young, the owner is also a proud MG Owner and he had it on display. He's has had nine so far!



We were going to have lunch at the Mulgowie Pub, however, a film crew had taken over the joint. What were the chances of that?! So we ended up split up over a few pubs which wasn't a problem. Back in Gatton some of us ventured over to the Queensland Transport Museum which was straight across the road from our accommodation.



Of course drinks were taken before again being fed by Fiona and her team.





Queensland Transport Museum

Last morning before venturing home some of us headed over to Laidley for the markets and then more tea and cakes at Das Neuman Haus' which is a restored house and small museum of one of the original families of the area.



Oh, and again the food was terrific.



Of course there were many more places to visit but other needs intervened. Joe and Jan did a great job of putting together a full few days. We decided they should organise another run. I'll leave that to President Stuart to let them know.

### **John Careless**





# Gympie Pre War and Pre 1960 MG Rally (Monday 13 to Friday 17 May)

We Gold Coasters met early at the Coomera Service Centre ready to drive to Gympie. Before we started we discussed various travel options, including back roads, but decided upon the motorway travelling in convoy, as we would be driving backroads on the 3 days at the rally.

Well the convoy didn't get off to a good start with 2 of the 5 MGs getting caught at the servo exit traffic lights and were unable to catch up to the others. We all travelled at between 85 and 95kph and on reaching the Gateway Bridge we came across signage saying there was an accident on the Gateway at Nudgee. On crossing the bridge John Crighton (SA), led Dave & Laurel Godwin (TA) and myself (YT), off though Brisbane back roads and toll tunnels to end up on



Gympie Rd at Chermside. The others Gary Stephens (TF) and John & Judy Woods (TC) being way behind us and not knowing Brisbane roads joined the traffic jam and caught up with us the Burpengary Bruce Highway Truckstop, having gone into Burpengary to find us.



John Crighton having decided he wanted to get to Gympie in time to have a swim, went off ahead whilst the rest of us motored up the Bruce Highway to Eumundi when we detoured to Kenilworth for lunch.

After lunch we followed the Mary Valley Road to Gympie, arriving in time to book into accommodation before heading to Gunabul Homestead for registration and meet, greet & chat over Pizza.

Over the next 3 days we started each day meeting at the historic Mary Valley Rattler Railway station before heading off on runs that Tony and Deb Slattery had organised.







The railway station has a large carpark in which all MGs parked side by side and therefore provided an informal display for the Railway travellers on the Wednesday and Thursday mornings. The station's Rusty Rails Café provided breakfast on Wednesday.

On Tuesday we drove back roads to Coolum to visit the Sir Henry Royce Foundation Showroom where Frank Carroll provided commentary on the history of each vehicle or engine on display. Following morning tea at the museum we drove to Eumundi for lunch.

*Left - Tony and Debbie Slattery,  
Below - Gary Stephens in his TF*

After lunch we drove the short distance to Pomona where we visited the 100 year old Majestic Theatre to watch the 1920 B/W silent movie "Excuse my Dust", accompanied by Chris Rose on their very impressive 1937 Compton Pipe Organ.



*Below - Bill Fuller and Zrinka Johnston*



We had parked across the road, and it was here whilst getting into our MGs someone found a broken generator pulley. A few kilometres up the road Gary Stephens and his TF were found with the bonnet sides raised. The TF was driven slowly driven back to Gympie without an operating fan or generator.

Wednesday was dress up day. Whilst we had breakfast in the railway café, Gary worked on his TF in the station carpark where he was approached by railway volunteers who suggested he take the TF around to their workshop and they

would try to fix the MG. They found a Lucas Generator with a similar pulley on a railway inspection trike which, although larger in diameter, fitted the TF. The TF was back on the road.

After breakfast and after the Mary Valley Rattler had departed, we set off to various locations along the railway to position our MGs to get photos of our cars with the train in the background. At Amamoor, the railway's end, we watched the locomotive being turned around on a stream powered turntable.

From Amamoor we drove to Imbil for a prepaid lunch. Then it was off to Lake MacDonal for a photo of all MGs and inspect "Colin's Classic Car Collection". Afterwards it was back to Gympie via backroads with some steepish climbs.

After meeting in the railway carpark on Thursday morning we headed via Cedar Pocket and Kin Kin to Cooran for morning tea and then on to Pomona Distillery for lunch. After lunch we headed into the Black Mountain Range to Tony and Deb's residence and Tony's The Classic Workshop to view his garage and the numerous MGs he is currently working on. That evening we were back at the Rusty Rails Café for our Celebration Dinner, presentation of awards (Gympie Monopoly games) to the Pre War and Pre 1960 MGs participants wished they owned and the Hard Luck award, and a presentation by Dave Godwin on his 'Around the World in a MGA' travels. Members Gary Stephens and Bill Fuller were awarded the Hard Luck award and Pre War MG award respectively.

Gold Coast and their MG present were:

John Crighton in 1937 SA Tourer, Dave & Laurel Godwin in 1937 TA, Bill Fuller & Zrinka Johnston in 1933 J3 (their 1939 TB was also present driven by others), Steve & Judy Woods in 1949 TC, Stuart Duncan in 1950 YT, Gary Stevens in 1954 TF, Tony and Deb Slattery in 1969 Midget and George Diggles (a passenger/navigator in Tony & Debs 1949 YT). Other interesting MGs present were a 1925 14/28 MG Special and a 1938 VA Tickford, both from NSW.

GCMGCC Life Member Murray Arundell and his wife Bernadette attended the Celebration Dinner.

On behalf of all participants I congratulate Tony & Deb on a great MG rally during which we drove 400km over 3 days, had most of our meals supplied, visited a couple of private car collections and watch an interesting movie, all for a reasonable \$300 per attendee.

I look forward to the next Queensland Rally in 2026.

**Stuart Duncan**





# Horseless Carriage Club of America International Tour - May 27- Tumbulgam, NSW



A real treat! Under a bright blue sky, in lovely warm sun, Stuart & Lesley Duncan, Dave Godwin (in MGF), Tony Slattery and friend Colin Keil, and Rob Baylis accompanied by ex-president Peter Johnston (both in their red MGs - a TC and a TD), drove down to Tumbulgam in NSW to witness thirty-three pre-WWI veteran vehicles on a run as part of their tour. Most of the cars were Australia-based, with a good number from QLD, as well as NSW, VIC and TAS.



Lesley generally isn't a car fan, but she delighted in seeing these grand old vehicles arrive at the Husk Farm Distillery. They certainly looked schmick, especially with their drivers and passengers dressed to match the period of the car. One was driven by two young men who clearly enjoyed their old car. We had to watch where we walked to avoid the oil drops around the car park – the joys of having cars that are over a hundred and ten years old!

Among the vehicles were many Fords, an Overlander racer, some Talbots, Buicks, Renaults, a 1904 De Dion Bouton (with a one-cylinder engine), Cadillacs, a 1910 Maxwell, and a 1913 Rambler Model 83 Cross Country, among others.







We believe there was a 1903 vehicle too, but not all cars had a visible date of manufacture. There was a mix of both wooden and steel wheel spokes, on large narrow wheels. All cars had hand cranks to start them, carbide head lamps (and many with small LED lights underneath), bugle-like horns on the front or beside the driver and all metal was beautifully polished brass. Almost all cars were right-hand drive, with a few being left-hand drive.

Many photos and chats later, we left them to continue their run around the back roads of the Murwillumbah area.

### ***Stuart Duncan***





Cut off date for next magazine  
15th September 24

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: \$75 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)

**The new web address is [gcmgcc.mycco.com.au](http://gcmgcc.mycco.com.au)**

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

**GOLD COAST MG CAR CLUB INC**

The Secretary,

P.O. Box 1018, SOUTHPORT, QLD, 4215

Email - [goldcoastmgcarclub@gmail.com](mailto:goldcoastmgcarclub@gmail.com)

Membership at July 24

Active & Family 262 Life 9 Honorary 2 TOTAL 273

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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## Bruce Corr Memorial Run - Wednesday June 12

To commemorate our late Life Member Bruce Corr, who started the Wednesday Mid-Week runs back around June 1990 and acted as Mid-Week Run Co-ordinator for 10 or more years, we dedicated the June Mid-Week run to Bruce, who died in November 2022.

This Mid-Week run was a re-run of Bruce's June 2011 Mid-Week Birthday run, from Nerang to Seagulls Club in Tweed West.



Although only a short notice of the run was provided, 13 club MGs (from our YT to F/TFs) participated in either the full or part of the run, along with a Torana (with four members of

the Antique Auto Club, who were invited along because Bruce was a member of both clubs).

The cars left Arthur Earle Park at 9.30am in convoy for Winders Park, Currumbin Creek, our morning tea stop. We travelled via Latimer's Crossing, Gilston, Mudgeraba, Old Coach Road and Tallebudgera Connection Road to Currumbin Creek.



Bruce's granddaughter, Tara, with husband Alex Passo and their son, and other members (2 MGs) met us at Winders Park. Tara, on behalf of Bruce's family, thanked the club for organising the commemorative run. She told us how much Bruce enjoyed the mid-week runs. He always spoke highly of club members and related what they ate for morning tea! Some club members spoke fondly of Bruce and related a story or two. Tara fully plans to attend the run next year in one of Bruce's cars

Following morning tea, it was onto the Motorway at Tugun, and then on down to Murwillumbah where we met up again. After we all arrived at the show grounds we then headed off in convoy







via Tumbulgum, Hogans and Bilambil Roads to Seagulls Club. Some cars got a little lost, realising their error and turning around, and one which didn't turn around had to be 'rescued'.



One member at lunch was heard to comment that driving along Hogans Road was like being in Jurassic Park. Were they referring to the surrounding forest, or my YT?

At next year's June Mid-Week Run, we will again commemorate Bruce Corr with a Memorial Run, so put it in your diary now.

**Stuart Duncan**





# LSIM - Springbrook Mountain Picnic Run - May 26

We met at Mudgeeraba Club Rooms for a 10am departure. We visited a few of the falls, if you could find a parking spot. We then came back to Apple Tree Park for a BYO picnic lunch.



# Proposed GCMGCC Inc. Events Calendar

## - John Careless

The following are proposed events for the next couple months as of the time of writing this report. Please refer to the club's website, Club Chatter (President Stuart Duncan's fortnightly emails) and Facebook for any updates or additions.

Unfortunately at the time of writing there are quite a few runs requiring organisers. The club has a bank of runs that have been previously organised. If you wish to organise an event please contact Run Coordinator John Careless [rjcareless@gmail.com](mailto:rjcareless@gmail.com) or call/text 0413 250 005. 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 3rd August** – (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.

**4th August** – Tamborine Mountain Car Show - Whilst this is not a GCMGCC event it is a great day. Display your car for \$5 which includes entry for the driver. All the info is at: <https://tmmensshed.com/carshow/>

**5th August** – (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.

**11th August** – (Sunday) - Concours & Display Day – Rudd Park, Goodwin Terrace, Burleigh Heads (yet to be approved by Council at time of writing). Great venue right next to the beach. Entry from 8.30am until 9.00am. Ends 1.00pm. BYO chairs, morning tea & picnic lunch. Trailer parking available. Judges & Marshals are required to conduct the event. \$10 entry fee per car and \$5 per extra car on display. You DO NOT have to have your car judged but please come & support the event anyway. Awards will be presented at the Presentation Lunch later in the year. Please RSVP John Careless 0413250005 [rjcareless@gmail.com](mailto:rjcareless@gmail.com)

**P 14th August** – (Wednesday) Mid-Week Run – **Organiser required.**

**17th August** – (Saturday) **Annual General Meeting** – Gilston Club Rooms, Frank Chaston Oval, Worongary Road, Gilston (opposite the Gilston State School). Meeting starts at 11.00am. Light lunch supplied following the meeting. Please BYO chairs.

**22nd August** - (Thursday) Golden Era Auto Racing (GEAR) event at Morgan Park (Warwick).

**P 23rd – 26th August** – Darling Downs MG Gathering - The Darling Downs Chapter of the MG Car Club of Qld welcomes MG enthusiasts to experience the beautiful Toowoomba & Darling Downs Region. This will be a great opportunity to mingle with like-minded enthusiasts. All the event information can be viewed at: <https://form.jotform.com/MGCCDDC/2024AllChapterMeeting>  
**Organiser required.** We are looking for a GCMGCC member to coordinate our club member's involvement. Please contact John Careless 0413250005 [rjcareless@gmail.com](mailto:rjcareless@gmail.com) if interested.



**2nd September** – (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 7th September** – (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 11th September** – (Wednesday) Mid-Week Run – **Organiser required.**

**15th September** – (Sunday) All British Day – Fantastic gathering of all things British when considering beautiful vehicles. St. Josephs College Sports Grounds, 67A Vivian Street, Tennyson (Brisbane). Arrive from 8.00am – 2.30pm. \$20 cash per Display Vehicle. Small cash entry fee for spectators. Proceeds from the event benefit the QMIR Berghofer Medical Research Institute.

**P 17th September** – (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.

**26th September** - (Thursday) Golden Era Auto Racing (GEAR) event at Lakeside.

**P 29th September** – (Sunday) Annual Doggy Run - Meet at the Gilston Club Rooms, Frank Chaston Oval, Worongary Road, Gilston (opposite the Gilston State School) by 9.30am for a BYO morning tea at the clubrooms before heading off at 10.00am (ish)  
BYO and picnic lunch. Message organisers Jim & Moya Haines on 0414324166 or email [jasperhaines@bigpond.com](mailto:jasperhaines@bigpond.com) for further information. P.S. All members are welcome to join the run even if you don't have or no longer have a dog.

**29th September** – (Sunday) - The Distinguished Gentleman's Drive is a celebration of Classic Style. It is an on-road motoring event, uniting pre-1980 classic cars, designed to encourage enthusiasts to dress dapper and drive for men's health. Funds are raised in support of Movember & are invested into vital research and programs for prostate cancer. This is not a GCMGCC event, however, members may be interested in supporting this event. For more information go to: <https://www.gentlemansdrive.com/drives/australia/brisbane>

Special Events coming up

P 28th – 30th October – Jacaranda Festival Yamba

**17th November – Presentation & Christmas Lunch, Southport Yacht Club**

### ***RIPs Trips***

*By the time this is published, Laurel and I and RIP will have joined John and Ann and Topless in the UK on our way to Europe to hopefully tick a massive box – to traverse RIPs 100<sup>th</sup> country visit. To date, RIP has traveled 360,000km and traversed 99 countries since 2005, and Finland is in its sights! Next will be Estonia, Latvia and Lithuania, making 103 countries under her wheels. The balance of the trip will take in Poland, the Czech Republic, Austria, Croatia, Montenegro, Albania and Greece, where we will be joining a 2-week tour with the Italian MG Owners Club, before heading for Italy, France and our storage shed in the UK – hopefully culminating in 3 months of perfect weather all the way!*

*The plan is to post progress reports on the GCMGCC Facebook page as often as time allows.*

***Dave and Laurel Godwin***



The photos in the Time Machine has been supplied by Carole Cooke, John Careless, Shane Goodwin, Stuart & Lesley Duncan, Roger Paltridge, Dave Godwin, Perry Collier, Bruce Ibbotson



## I never intended to buy an MG

I never thought about buying an MG. After 4 years with Triumph motorcycles, a 1951 'Alloy Tiger 100' followed in 1955 by a new 'Tiger 110', I set my sights on a Triumph TR2. This was for its day a fast 2 Litre Sports car, the same engine was used in the Ferguson model 35 Tractor and the Standard Vanguard, referred to as a Standard Guards Van because of the horrible ugly body. MGs never crossed my mind as they were old and slow back in 1957.

I went to see Ken Richardson who had a big Sports car dealership in Kedron, Brisbane. He tried to find a TR2 for me, it was just before Christmas 1957 and no used TR2's could be found, Ken tried from Cairns to Sydney with no luck.

He advised me to find a stop gap car until after Easter as by then some TR2's would be available, as he explained:

"By Easter the young men will have found a girlfriend and got her pregnant so they will want to trade in their TR2's for a 'Holden'.

I saw a cheap 1250 cc MGTF in a car yard near home for 700 pounds, good ones were over 850 pounds so being young and used car ignorant I bought this car as a stop gap.



So started my decades with MGs from 1957 until now. This 1954 1250 cc MGTF had been harshly treated by its owner, not long after I

bought it a fan blade broke off due to a stuffed water pump bearing, the gearbox was excessively noisy, the list goes on.

I decided the car required re-building and stripped it down to the bare chassis, this was my introduction to Automotive Engineering, which has developed over the decades.

I took the engine to Peter Uscinski for rebuilding, he found the crankshaft was cracked right through at the # 3 journal and was being held together by the # 3 big end. Peter suggested we bore it out to 1350 cc (a safe limit) and change the cam to an AEG-122 [Stage 3 specification cam] have the motor fully balanced and raise the CR to 9.3:1 with the head and ports cleaned up, I rebuilt the gearbox.

I had the cream paint replaced by 'Black-Black Duco' [there are many different blacks as there are Reds and British Racing Greens] while I retained the green interior. Cream always looked like dirty white to me, my MGB was Nurburg White so much easier to keep clean.

I discovered after everything was completed that I could have bought a new MGA 1600 for less money, but I got my automotive training.

After all this work I kept the TF for 6 years until I saw a Nurburg White with red trim MGB. Peter Uscinski was now the official MGB dealer for Brisbane, I went over and ordered a Nurburg White with red trim MGB, taking delivery in November 1963.

The MGB was years ahead of the TF and MGA in my mind, naturally I cleaned up the head and ports and raised the compression to 9.3:1 CR, this car was trouble free from day 1 and I had 4 years motor sport [QMG-CC] and general driving with this excellent car. I worked at 'Channel 7' so had a Hill Climb up & down 5 days a week, I took the car to Melbourne when 'Channel 0' started construction, returning to Brisbane in 1965.



*My 1963 MGB at the Grafton Hill Climb*

Reg Ansett owned both 'Channel 0' Melbourne and 'Channel 0' Brisbane so I simply transferred from Melbourne to Brisbane, one Winter in Melbourne did it for me it was so wet and cold. Our climate is just so much better for a sports car driver.

One afternoon the phone rang at home, it was the Chief Engineer of 'HK-TVB' in Hong Kong, Kevin Lo asking if I could come over as an experienced person to assist them getting on air. 24 hours later he phoned and I advised him I had applied for a passport and was selling the MGB so this is how I got to HK. Kevin was a friend from my 'Channel 0' days in Melbourne.

I took leave of absence from 'Channel 0' Brisbane for 4 months with an option of returning or staying in Hong Kong. I went to HK in November 1967. I ordered my MGC-GT from the Brochure at 'Dodwell Motors' but Abingdon could not even estimate a delivery date.

I have been fortunate to be at opening night at 4 different TV stations, 2 in Brisbane, [Ch 7 & Ch 0] plus Melbourne and Hong Kong

It was in the Vietnam War days and rents in HK were horrific for ex-pats unless their companies paid the rent. HK-TVB did not offer any assistance so after weighing everything up I decided to return to Brisbane in February 1968





*My C-GT on the wharf in Brisbane 5th August 1968.*

My MGC-GT was sent to Brisbane direct from Abingdon under 'Personal Import Plan #4', the car arrived on the "Auckland Star" on 4<sup>th</sup> August 1967 and was unloaded on the 5<sup>th</sup> then driven home on the 6<sup>th</sup>. This started my life with Abingdon's Lemon. My Registration was PFT-000, after a few months of experience with the car it quickly became "The Pretty Fast Truck".

It is pretty and for the time fast (120 mph in 4<sup>th</sup> and OD) but everything was truck like, heavy lifeless steering, with little 'low down' torque and gutless for a new??? 3 Litre inline 6. Claimed 145 bhp actual about 115 bhp.

I would have ordered Pale Primrose but only a black interior was offered, much too hot for me, red is hot enough. After decades of continuing development (by me at home) my car finally become what I thought it could be. I have written up the MGC's development previously.



It was probably fortunate for me that I never got the dreamed of TR2 as a few drivers were killed when their car flipped upside down while being overdriven in the wet.

*The understeering car at the Amaroo Hill Climb for the first ever National MGCC meeting in January 1970.*



*My car with Tip & I driving into Burringbar on a GCMGCC Mid-Week run and me at another GCMGCC run.*

**Bruce Ibbotson**

28/06/2024.

Next Time Machine - Living with an MGC



# Activities at the Shed

May 18



June 1



Productive Saturday at the Club shed. Spare gearbox back together (i.e. almost - when we find the last two wayward casing bolts!!!)



Plenty of Pscan diagnostics, with one car showing 2 screens of error code!

Club's road car project looking really good now and almost ready for sale.





June 15



June 29 Preparations for the 1st Birthday of The Shed







June 29

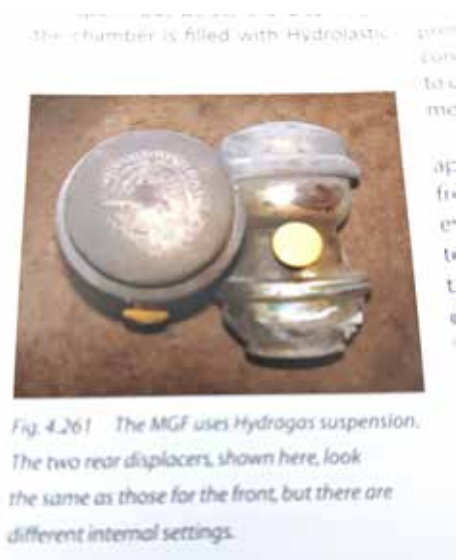


## Hydragas Suspension

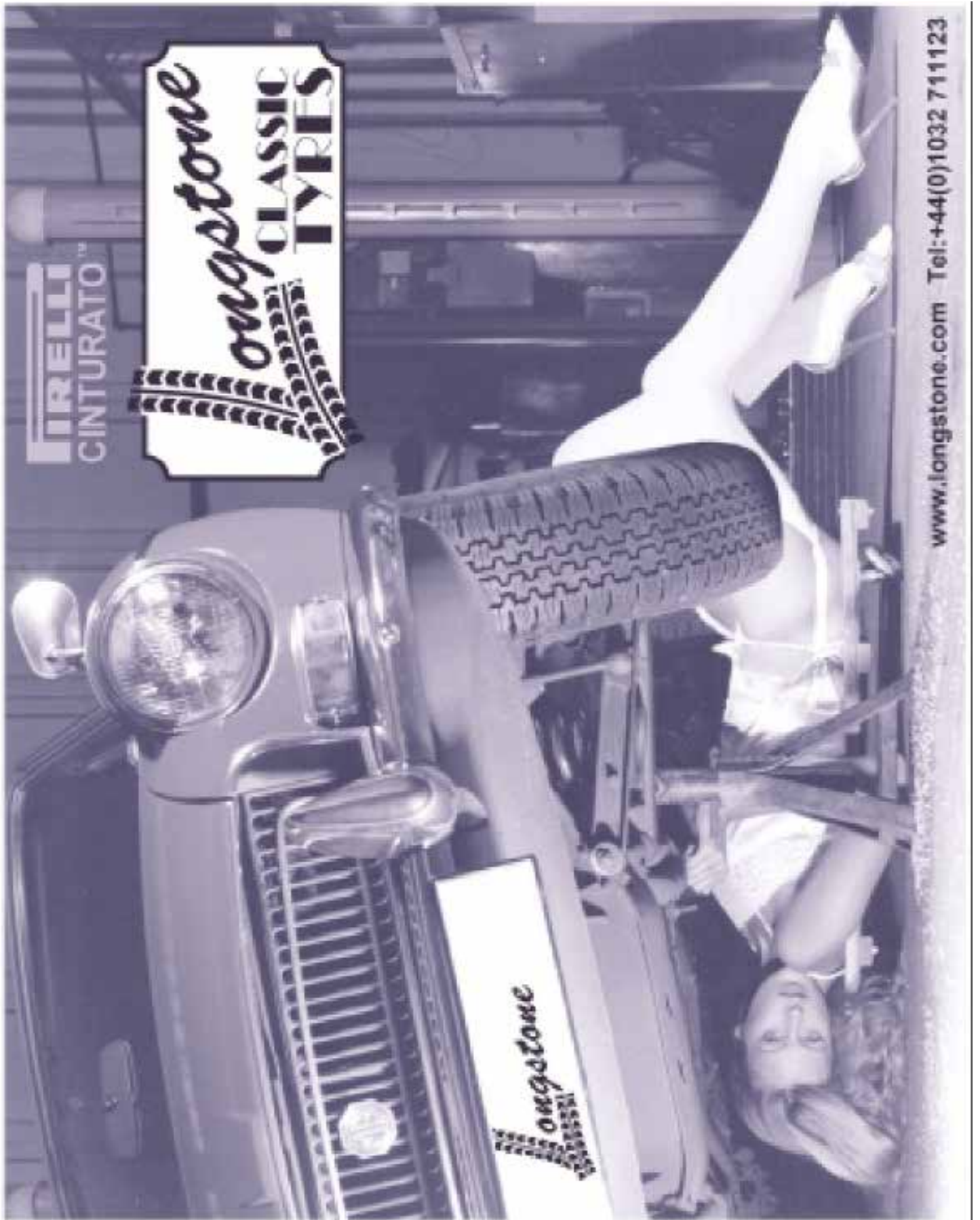
Does your MGF come with Hydragas gas-over-fluid suspension that replaces steel springs, developed from the Rover Metro system that uses very similar displacers. The system was itself developed from the hydrolastic suspension first introduced in the 1959 Mini, and you will find reference to hydrolastic in relation to the suspension fluid and service pump as they are common to both systems.

What would be spring units on a normal car are replaced by displacers. In simple terms a displacer is a metal canister with a waistline indicating there are two internal chambers, one on top of the other. Inside the upper round chamber is a flexible diaphragm and above this contained nitrogen at a normal pressure at 300 psi. This normally takes up most of the upper chamber space, but below the diaphragm the chamber is filled with hydrolastic fluid at a nominal 400psi. Hydrolastic fluid is also in the upper part of the lower chamber and is contained by a lower second diaphragm. In between the two chambers is a valve that regulates the transfer of fluid between the upper and lower chamber and provides a degree of dampening action.

If your car has this suspension and it is sitting a bit low or the ride is a bit hard we can help. The Club has bought a substantial pump which can be used at the shed to restore your ride height to the original height of 368mm between the centre of the front hub and the wheel arch lip above. This should restore the MGF's fine ride characteristics and make for happy travelling..







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# The Shed's 1st Birthday

It is hard to realize that the Shed has been in operation for 12 months with 26 Saturday mornings invested in the project, with growing involvement across the membership.

The forecast for Saturday the 6<sup>th</sup> of July did not look promising and obviously affected the numbers but in reality it turned out to be pretty good with only a couple of light showers which did not deter the 53 members who supported the event.

Among the participants we had old and new members and it was not just the men, but lovely to see a number of the girls, most of whom had never been to the Shed or the Gilston Clubrooms previously.



The attendance of 4 of our life members Murray Arundell, Rob Baylis, Jim Haines and Madeleine Weenink was appreciated and a number of 4 legged friends also attended.



The display of MGs was impressive, with the Sheds open for inspection to show off the quantity of parts and the equipment we are amassing. In the Clubrooms the new cupboards, along with the new setup library and regalia display, attracted a lot of interest and some great sales, thanks to all the effort put in by John Boyce and Roger Paltridge, who built the cupboards for us.

The morning started at 10am with coffee and tea, but a number of members had arrived early to help with the setup. This was followed by Sausage sizzle and Birthday cake thanks to the efforts of Gary and Lindsey Stevens and Keith Bailey. I noticed a number fronted up for seconds of both.





While all this was going on Laurie Kinne helped members update their data bases on the new website and answer access questions at the same time. Members sat around on the lounges just chatting. The unanimous response was that it was a great success all round.



Finally I would like to thank all those guys who gave up their time in preparing for this day, Gary pressure cleaned the clubrooms exterior, Laurie scrubbed the kitchen and toilets, Jim Haines organized the posters, etc., and all the others who continue to support the Shed on 1<sup>st</sup> and 3<sup>rd</sup> Saturday of each month.

Another great success.

**Ian Rogers**  
**Shed Co-ordinator**













## 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](mailto: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 - 1997 MGF, MK1 British racing green MGF** which was restored by the Club members is now for Sale. The car is a 1.8 MPI (120ps) and has done 182000ks, The motor has been changed to a 1998 1.8 MPI with only 87000ks and has had new belts, water pump and tensioner fitted which runs really well. It has very good interior and over all a great car with air conditioning, power steering and electric windows. Ideal to own an MG on which to lavish some TLC.



Will have roadworthy and registration. **\$4950 ono.** Contact Ian Rogers at [theshed@goldcoastmgcarclub.com.au](mailto:theshed@goldcoastmgcarclub.com.au) or 0419344039

**For Sale CYLINDER BLOCK** 1 only Brand New Cylinder Block/ Ladder Assembly for MGF with Liners and pistons. **\$1500 ono**



**For Sale - MGF NON-VVC HEAD**

1 only complete MGF NON-VVC condition. **\$500**



**For Sale - MGF SUMPS**

2 Brand new Sumps for all model MGFs. **\$140 -**

Contact Ian Rogers at [theshed@goldcoastmgcarclub.com.au](mailto:theshed@goldcoastmgcarclub.com.au) or 0419344039



**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 at [theshed@goldcoastmgcarclub.com.au](mailto:theshed@goldcoastmgcarclub.com.au) or 0419344039.



**For Sale - Trolley Jacks.** The Club has had several trolley jacks donated. If you are interested they will go to the best offer.

Contact Ian Rogers at [theshed@goldcoastmgcarclub.com.au](mailto:theshed@goldcoastmgcarclub.com.au) or 0419344039.

## For Sale

**1970 MGB:** Genuine factory automatic, only 168 made in Australia, a very rare car. The car has been totally refurbished. It has new hood, seats and carpet. I have owned the car for 15 years and it has been fully registered for 3 years. Asking **\$32,500**, for more info or photos call **Bill Rowntree 0407893373**



**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**



**1968 MG B MKII** Convertible Australian assembled. Owned since 1970. Restored to original condition in 2013. Used only for Club events. REGO4496H(JCM5279726) **Albert Johnson 0418968004 \$28,000**  
[Albertwgjohson@gmail.com](mailto:Albertwgjohson@gmail.com) Safety Beach NSW



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## For Sale

**62 MGB roadster barn find!** Recently at an MG event I was approached by a local resident who informed me of a 62 MGB in his possession that had undergone with his guidance, serious partial restoration some years hence and asked me would I like to view the car with the view of finding someone within our club wishing a challenge. A brief description is as follows, the B is one of the first sold in Australia with original body and chassis tags and corresponding engine numbers. Body paint was chemically stripped and prepared for two part epoxy paint. Slight rust repairs were made by himself, a professional old school panel beater, prior to paint. Most loose items, suspension, heater box, roof frame etc have been powder coated black. Motor and gearbox require full restoration. **Please email me on [jasperhaines@bigpond.com](mailto:jasperhaines@bigpond.com) or SMS to 0414324166 for further photos and the owners contact details. Location: HELENSVALE QLD Contact: Jim Haines 0414 324 166 [jasperhaines@bigpond.com](mailto:jasperhaines@bigpond.com)**



**For Sale – 1949 Clipper Blue TC 9525.** This TC has been with the Kerr family since 1980 and is still on the Sunshine Coast. This MG recently had a major mechanical restoration throughout by David Ford at Stanthorpe and is in good condition as well as very original. TC9525 is registered in Victoria with the original number plates. Alison is the present custodian who is moving house so TC9525 is up for sale. With hood and sidescreens. Full history is available from **Alison Barry-Jones 0418 925 494 or email [alison.barryjones@gmail.com](mailto:alison.barryjones@gmail.com) Price \$48,500.**



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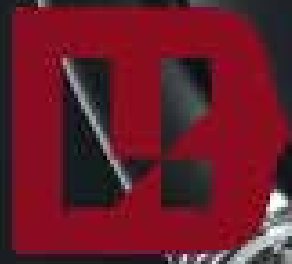
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## Things my Mother Taught Me



**Appreciate a job well done:** "If you're going to kill each other, do it outside. I just finished cleaning the floor"

**Religion:** "You better pray that will come out of the carpet"

**Time Travel:** "If you don't straighten up, I'll knock you into the middle of next week!"

**Logic:** "Because I said so, that's why"

**More Logic:** "If you fall off the swing and break your leg, don't come running to me"

**Foresight:** "Make sure you wear clean underware, in case you're in an accident"

**Irony:** "Keep crying, and I'll give you something to cry about"

**Osmosis:** "Just shut your mouth and eat your dinner"

**Contortion:** "Will you look at that dirt on the back of your neck!"

**Stamina:** "You will sit there until you eat all that Broccoli"